Oxbow Town Center Apartments
(St Joseph's Dr. / Coors Blvd.)

Traffic Impact Study

June 28, 2012

**DRAFT** 



Presented to:

City of Albuquerque Public Works Department New Mexico Department of Transportation, Dist 3

#### Prepared for:

Skip Grodahl GSL Properties 2164 SW Park Place Portland, OR 97205-1125 LICENSTONAL EN SESSIONAL EN SES

Terry O. Brown P.E. P.O. Box 92051 Albuquerque, NM 87199 505 · 883 · 8807

Terry & Bra



OXBOW TOWN CENTER FAMILY AND SENIOR HOUSING

7601 JEFFERSON NE, SUITE 100 | ALBUQUERQUE, NM 87709 | PHONE: 505.761.

Terry O. Brown P.E.

Civil / Transportation Engineering



**Kristal D. Metro, P.E.**Transportation Development Section, Planning Dept.
City of Albuquerque
600 2<sup>nd</sup> St. NW
Albuquerque, NM 87102

Re: Oxbow Town Center Apartments (St. Joseph's Dr. / Coors Blvd.)

Dear Kristal:

Attached are two (2) copies of the DRAFT Traffic Impact Study for the referenced land development project for your review and comment.

Please call me if you have questions.

Best Regards,

Terry O. Brown, P.E.

attachments as noted

cc: Tony J. Loyd, Impact Fee Adminstrator
Melora Banker, GSL Properties w/one copy of report
Will Gleason, DPS Architects w/one copy of report
Scott Eddings, Huitt-Zollars, Inc. w/one copy of report
Antonio Jaramillo, NM DOT w/one copy of report



Civil / Transportation Engineering

Wednesday, August 1, 2012

Kristal D. Metro, P.E. Transportation Development Section, Planning Dept. City of Albuquerque 600 2<sup>nd</sup> St. NW Albuquerque, NM 87102

Re: Oxbow Town Center Apartments (St. Joseph's Dr. / Coors Blvd.)

Dear Kristal:

Attached is a supplemental to the Traffic Impact Study for the referenced land development project for your review and comment. The traffic count for intersection #2 – St Joseph's Dr. / Coors Blvd. was done when school was on break. This supplemental includes a new analysis accounting for school traffic.

Please call me if you have questions.

Best Regards,

Terry & Sna Terry O. Brown, P.E.

attachments as noted

cc: Tony J. Loyd, Impact Fee Adminstrator

Antonio Jaramillo, NM DOT w/one copy of report

Intersection: 2 - ST. JOSEPH'S DR / COORS BLVD

# 2013 AM Peak Hour BUILD 2013 PM Peak Hour BUILD

			(E	XIST.	GEOM	.)						(EXIST.	GEOM	.)		
		N	O BUIL	D		BUI	LD			N(	O BU	ILD		BUII	_D	
		Lanes	LOS-D	elay	Lanes	LOS	3-D	elay		Lanes	LOS	-Delay	Lanes	LOS	3-D	elay
	L	2	D -	52.9	2	D	-	50.9		2	F	- 111	2	F	-	110
8	T	1	E -	68.4	1	E	-	64.6	T	1	E	- 65.3	1	E	-	63.6
	R	1	D -	42.4	1	D	-	45.3	R	1	D	- 38.2	1	D	-	35.9
		1	E -	58.7	1	Ε	-	58.7	L	1	D	- 43.5	1	D	-	43.5
WB	Т	2	D -	45.5	2	D	-	45.5	Т	2	D	- 46.4	2	D	-	46.4
	R	>	D -	45.5	>	D	-	45.5	R	>	D	- 46.4	>	D	-	46.4
П	L.	1	C -	22.1	1	С	-	26.2		1	С	- 21.0	1	D	-	38.1
18	Т	3	C -	22.1	3	С	-	20.8	Т	3	С	- 30.5	3	С	-	29.9
П	R	1	C -	30.2	1	Α	-	9.8	R	1	Α	- 9.8	1	Α	-	9.8
	L	1	C -	34.4	1	D	-	39.4	L	1	D	- 51.4	1	D	-	48.3
SB	Т	3	В -	15.1	3	В	-	16.3	T	3	Α	- 7.1	3	Α	-	7.4
	R	1	Α -	0.2	1	Α	-	0.0	$\mathbb{R}$	1	Α	- 0.1	1	Α	-	1.1
Int	erse	ection:	C -	25.5		C	-	25.0			С	- <i>25.3</i>		С	-	25.7

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

Signalized

Signalized

Signalized

Signalized

#### Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Projected Turning Movements Worksheet

#### St Joseph's Dr / Coors Blvd NW

INTERSECTION:

E-W Street: St Joseph's Dr

198

163

149

149

(2)

Year of Existing Counts

Implementation Year

2012

N-S Street: Coors Blvd NW

2013 **Growth Rates** 

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - A.M.) Percent Residential Trips Generated (Entering) Percent Residential Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

	0.50%			0.50%			0.50%			0.50%	
Eastbou	nd (St Jose	ph's Dr)	Westbou	ind (St Jose	ph's Dr)	Northbou	ind (Coors E	Blvd NW)	Southbou	and (Coors I	3lvd NW)
_eft	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
197	162	94	148	12	86	28	1,011	260	251	2,254	76
1	1	0	1	<u>0</u>	0	<u>0</u>	<u>5</u>	1	1	<u>11</u>	<u>0</u>
198	163	94	149	12	86	28	1,016	261	252	2,265	76
00%	0.00%	0.00%	0.00%	0.40%	0.00%	54.86%	0.00%	0.00%	0.00%	0.00%	0.00%
00%	0.40%	54.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	55	0	0	0	15	0	0	0	0	0

43

1,016

261

252

2,265

76

Existing Volumes Background Traffic Growth

Subtotal (NO BUILD - P.M.) Percent Residential Trips Generated(Entering) Percent Residential Trips Generated(Exiting)

Total Trips Generated

Total PM Peak Hour BUILD Volumes

Eastbou	nd (St Jose	ph's Dr)	Westbou	ind (St Jose	ph's Dr)	Northbou	ind (Coors E	Blvd NW)	Southbou	and (Coors E	Ivd NW)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
178	9	61	107	23	70	123	2,677	44	71	1,607	259
1	0	0	1	0	0	1	<u>13</u>	<u>0</u>	0	<u>8</u>	
179	9	61	108	23	70	124	2,690	44	71	1,615	260
0.00%	0.00%	0.00%	0.00%	0.40%	0.00%	54.86%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.40%	54.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	31	0	0	0	57	0	0	0	0	(
179	9	92	108	23	70	181	2,690	44	71	1,615	26

Number of Residential Trips Generated

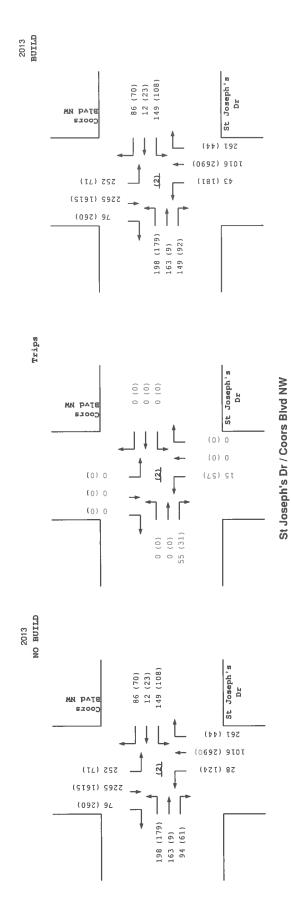
Exiting Entering 28

100 A.M. 104 P.M. 57

100% Residential Development

2012 AM Peak Hr. Volumes 2012 PM Peak Hr. Volumes

Eastbou	ınd (St Jose	ph's Dr)	Westbo	und (St Jose	ph's Dr)	Northbou	ınd (Coors	Blvd NW)	Southbo	und (Coors	Blvd NW)
197	162	94	148	12	86	28	1,011	260	251	2,254	76
178	٥	61	107	23	70	123	2 677	44	71	1.607	259



Oxbow Apts TURNS 07 28 12.xls - Int 2

Timings 2: Coors Blvd & St Joeseph's Dr

Terry O. Brown, P.E. 7/28/2012 - Synchro 7

	1	1	1	1	ļ	•	<b>—</b>	•	•	<b>→</b>	•	
ane Group	EB.	EBT	EBR	WBI	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations	1	4	N.	<b>K</b>	4	-	444	R.	-	444	R.	
Volume (vph)	198	163	94	149	12	28	1016	261	252		92	
Tum Type	Prot	Ä	ло+ша	pm+pt	NA	pm+pt	NA	Perm	pm+pt		vo+mq	
Protected Phases	7	4	5	co	80	2	2		-	9	7	
Permitted Phases			4	00		2		2	9		9	
Detector Phase	7	4	S	62	60	S	2	2	-	9	7	
Switch Phase												
Minimum Initial (s)	2.0	5.0	5.0	5.0	2.0	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	10.0	
Total Split (s)	18.0	23.0	10.0	16.0	21.0	10.0	48.0	48.0	33.0	71.0	18.0	
Total Split (%)	15.0%	19.2%	8.3%	13.3%	17.5%	8.3%	40.0%	40.0%	27.5%	59.2%	15.0%	
Yellow Time (s)	4.0	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	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	0.0	
Total Lost Time (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Max	Min	C-Min	CMin	Min	C-Min	Win	
Act Effct Green (s)	12.5	18.1	120.0	120.0	16.5	59,3	54.3	54.3	0.97	66.0	83.5	
Actuated g/C Ratio	0.10	0.15	1.00	1.00	0.14	0.49	0.45	0.45	0.63	0.55	0.70	
v/c Ratio	0.74	0.78	0.08	0.27	0.25	0.24	0.51	0.34	0.72	0.89	0.07	
Control Delay	57.8	75.2	0.1	0.9	12.5	15.4	23.1	5.2	36.4	15.4	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	57.8	75.2	0.1	0.9	12.5	15.4	23.1	5.2	36.4	15.4	0.1	
SOT	ш	ш	¥	V	80	8	O	<	٥	80	V	
Approach Delay		52.1			5.5		19.3			17.0		
Approach LOS		٥			×		α			œ		
Intersection Summary						į				- SWALL		
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 44 (37%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	d to phase	2:NBTL	and 6:SB	TL, Start o	Green							
Natural Cycle: 90												
Control Tuno: Actuated Con	polinator											

Control Type: Actuated-Coordinated Maximum, NE Ratio, 138 Intersection Signal Delay, 21.0 Intersection Capacity Utilization 81.4% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service D

Spilts and Phases: 2: Coors Blvd & St Joeseph's Dr



2013 AM Peak NOBUIL D Conditions Existing Geometry D:ATOBEPROJECTS, 2012/Oxbow, Apartments\Supplemental\_07, 28\_12\Synchro\_07\_28\_2012\2013ANX syn

HCM Signalized Intersection Capacity Analysis 2: Coors Blvd & St Joeseph's Dr

Terry O. Brown, P.E. 7/28/2012 - Synchro 7

Parameter   Para		1	<b>†</b>	~	-	ļ	1	•	<b>—</b>	•	۶	-	•
198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198	Movement	盟		EBR	WBL	WBT	WBR	NBI	NBT	NBR	SBL	587	SBH
198   163   94   149   12   86   28   1016   261   252   2265   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300   1300	ane Configurations	KK	+	R	-	414		K	***	R	*	444	80
1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	Volume (vph)	198	163	94	149	12	98	28	1016	261	252	2265	16
50   50   50   50   50   50   50   50	deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
1,00	Fotal Lost time (s)	2.0	5.0	2.0	5,0	5.0		2.0	2.0	5.0	2.0	20	5.0
1.00   1.00   0.65   1.00   0.87   1.00   1.00   0.65   1.00   1.00   0.65   1.00   1.00   0.65   1.00   1.00   0.65   1.00   1.00   0.65   1.00   1.00   0.65   1.00   1.00   0.65   1.00   1.00   0.65   1.00   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65   1.00   0.65	ane Util Factor	0.97	100	1.00	1.00	0.95		1.00	0.91	1.00	1.00	0.91	1.00
100	14	1.00	1.00	0.85	1,00	0.87		1.00	1.00	0.85	1.00	1.00	0.85
3400   1845   1588   1782   3043   1782   5036   1588   1782   5036   1782   5036   1782   5036   1782   5036   1782   5036   1782   5036   1782   5036   1782   5036   1782   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	It Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
10	Satd. Flow (prot)	3400	1845	1568	1752	3043		1752	5036	1568	1752	5036	1568
3400         1845         1568         635         3943         136         5036         1568         278         269         16         16         26         20         0         0         20         0         0         29         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	-It Permitted	0.95	1.00	1.00	0.34	1.00		0.07	1.00	1.00	0.15	1,00	1.00
Color   Colo	Satd. Flow (perm)	3400	1845	1568	635	3043		136	5036	1568	278	5036	1568
264         217         125         199         16         115         32         1168         300         274         2462           264         217         125         199         16         115         32         1168         330         274         2462           Prof.         NA         pm+or         199         0         0         16         16         0         0         10         0         0         0         0         10         0         0         0         0         0         0         0         10         0         0         0         0         0         0         10         0         10         0         10         0         10         0         10         0         10         0         10         0         10         0         10         0         10         0         10         0         10         0         10         0         10         0         10         0         10         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	eak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.87	0.87	0.87	0.92	0.92	0.92
Color   Colo	Vdi. Flow (vph)	264	217	125	199	16	115	32	1168	300	274	2462	83
264         217         126         189         32         1168         136         274         2462           7         4         A         pmrpt         NA         NA         NA         NA         NA         NA         NA         NA<	RTOR Reduction (vph)	0	0	0	0	66	0	0	0	164	0	0	29
Prof. NA pm+ov pm+pt NA pm+pt NA Perm Pm+p	.ane Group Flow (vph)	564	217	125	199	32	0	32	1168	136	274	2462	54
125   181   231   24   5   3   8   5   2   1   6     125   181   231   274   165   593   543   543   760   660     125   181   231   274   165   593   543   543   760   660     126   181   231   274   165   593   543   543   760   660     126   181   231   274   165   593   543   543   760   660     126   181   231   274   165   593   543   543   760   660     120   130   30   30   30   30   30   30	Type	Prot	¥.	pm+ov	pm+pt	NA		pm+pt	NA	Perm	pm+pt	N	ло+ша
125   181   231   274   165   593   543   543   546   660     125   181   231   274   165   593   543   543   546   660     125   181   231   274   165   593   543   543   560   660     1010   0.15   0.19   0.23   0.14   0.49   0.46   0.46   0.45   0.65     20   20   50   50   50   50   50   50	Protected Phases	7	4	2	e	80		S	2		-	9	7
125   181   231   274   165   593   543   543   760   660     126   181   231   274   165   593   543   543   760   660     126   181   231   274   165   593   543   543   760   660     126   181   231   234   165   593   543   543   760   660     126   130   130   130   130   130   130   130   130     136   137   130   131   130   131   132   131   130   130   130     127   137   137   137   137   137   137   137   137     128   138   139   130   130   130   130   130     127   137   137   137   137   137   137   137     128   131   130   130   130   130   130   130     129   130   130   130   130   130   130     120   120   130   130   130   130     120   120   130   130   130     120   120   130   130   130     120   130   130   130   130     120   130   130   130     120   130   130   130     120   130   130   130     120   130   130   130     120   130   130   130     120   130   130   130     120   130   130   130     120   130   130     120   130   130   130     130   130   130     130   130   130     130   130   130     130   130   130     140   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130     150   130   130	Permitted Phases			4	60			2		2	9		9
125   181   23.1   27.4   16.5   59.3   54.3   54.3   76.0   66.0     126   181   23.1   27.4   16.5   59.3   54.3   54.3   76.0   66.0     127   12.3   12.3   12.4   16.5   50   50   50   50   50     128   27.8   36.7   24.6   41.8   13.4   227.8   70.9   30   30   30     128   27.8   36.7   24.6   41.8   13.4   227.8   70.9   34.1   27.8     129   20.7   0.11   0.11   0.11   0.11   0.19   0.36     120   20.7   0.11   0.10   0.24   0.51   0.19   0.75     121   222   49.0   41.9   41.2   45.1   22.0   23.4   19.7   45.5   23.8     122   49.0   41.9   41.2   45.1   22.0   22.1   22.1   30.2   34.4   15.1     129   68.4   42.4   58.7   45.5   22.1   22.1   30.2   34.4   15.1     129   68.4   42.4   58.7   45.5   22.1   22.1   30.2   34.4   15.1     129   25.3   HCM 2010 Level of Service   C   C   C   C     149   24.5   24.5   24.5   22.1   22.1   30.2   34.4   15.1     129   24.5   24.5   24.5   22.1   22.1   30.2   34.4   15.1     129   24.5   24.5   24.5   22.1   22.1   30.2   34.4   15.1     129   24.5   24.5   24.5   22.1   22.1   30.2   34.4   15.1     129   24.5   24.5   24.5   24.5   24.5   24.5     140   24.5   24.5   24.5   24.5   24.5     140   24.5   24.5   24.5   24.5     140   24.5   24.5   24.5   24.5     140   24.5   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5   24.5     140   24.5   24.5     140   24.5   24.5     140   24.5   24.5     140   24.5   24.5     140   24.5   24.5     140   24.5   24.5     140   24.5   24.5     140   24.5   24.5     140   24.5   24.5     140   24.5   24.5     140   24.5   24.5     140   24.5   24.5     240   24.5   24.5     240   24.5   24.5     240   24.5   24.5     240   24.5   24.5     240   24.5   24.5     240   24.5   24.5     240   24.5   24.5     240   24.5   24.5     240   24.5	Actuated Green, G (s)	12.5	18.1	23.1	27.4	16,5		59.3	543	54.3	0.97	0.99	78.5
0.10   0.15   0.19   0.22   0.14   0.49   0.45   0.45   0.65   0.55   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50   0.50	ffective Green, g (s)	12.5	18.1	23.1	27.4	16.5		59.3	54.3	54.3	0.97	0.99	78.5
Second Color	ctuated g/C Ratio	0.10	0.15	0.19	0.23	0.14		0.49	0.45	0.45	0.63	0,55	0.65
354 278 367 246 418 134 2278 709 381 2769    354 278 367 246 418 134 2278 709 381 2769    350 301 007 0.11 0.01 0.01 0.23 0.036    0.75 0.78 0.34 0.01 0.08 0.24 0.51 0.19 0.72 0.09    8.1 12.9 0.49 41.2 45.1 22.0 234 137 145 23.8    8.1 12.9 0.5 17.5 0.4 0.9 0.9 0.9 0.9 0.8 0.6 4.5 3.4    52.9 68.4 42.4 58.7 45.5 22.1 22.1 30.2 344 15.1    D E D E D C C C B    354 2.5 C C B    354 3.5 C C C B    354 3.5 C C C B    355 3.4 0.00 0.92    356 3.4 0.00 0.92    357 4 0.00 0.92    358 3.4 0.00 0.92    358 3.4 0.00 0.92    359 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Searance Time (s)	5.0	5.0	20	5.0	20		20	20	5.0	5.0	5.0	5.0
354 276 367 246 418 134 2278 709 381 2769 60.00 co.00	/ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Color   Colo	ane Grp Cap (vph)	354	278	367	246	418		134	2278	709	381	2769	1091
0.075 0.78 0.34 0.81 0.08 0.24 0.51 0.19 0.75 0.78 0.34 0.81 0.08 0.24 0.51 0.19 0.72 0.89 0.35 0.26 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.3	/s Ratio Prot	80 CG	c0.12	c0.01	20.0	0.01		0.01	0.23		0.10	00.49	0.01
0.75 0.78 0.34 0.81 0.08 0.24 0.51 0.19 0.72 0.89 0.52 0.49 0.41 0.41 0.41 0.10 0.09 0.97 0.91 1.50 0.89 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8	/s Ratio Perm			0.07	0.11			0.11		0.09	0.36		0.03
52.2         49.0         41.9         46.1         22.0         23.4         197         145         23.8           6.86         1.13         1.00         1.00         1.00         1.00         1.09         1.09         1.09         1.09         1.09         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00	/c Ratio	0.75	0.78	0.34	0.81	0.08		0.24	0.51	0.19	0.72	0.89	0.05
0.88 113 100 100 100 0.97 0.91 150 2.07 0.49 8.1 12.9 0.5 17.5 0.4 0.9 0.8 0.6 4.5 3.4 8.2 18.9 68.4 4.2 80.7 6.4 0.9 0.8 0.6 0.5 3.4 8.2 18.9 88.4 4.2 80.7 6.4 0.9 0.8 0.6 0.5 0.6 0.8 8.3 18.5 1.2 1.0 0.8 0.0 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9	Jniform Delay, d1	52.2	49.0	41.9	41.2	45.1		22.0	23.4	19.7	14.5	23.8	7.4
81 129 05 175 04 09 08 06 45 34  \$20 884 424 597 455 22.1 22.1 302 344 15.1  D E D E D C C C B  \$53 D C C C B  The state of the state o	Progression Factor	0.86	1.13	1.00	1.00	1.00		0.97	0.91	1.50	2.07	0.49	0.02
52.9 68.4 42.4 58.7 45.5 22.1 22.1 302 344 15.1  D E D E D C C C B  56.3 53.4 22.4 16.5  B C C C B  7.2 1 30.2 344 15.1  16.5 1 6.5 1 6.5  B Sun of lost time (s) 20.0  115 initiation 15.1	ncremental Delay, d2	8,1	12.9	0.5	17.5	0.4		6'0	0.8	9.0	4.5	3.4	0.0
D E D C C C C C C C C C C C C C C C C C	Delay (s)	52.9	68.4	42.4	58.7	45.5		22.1	22.1	30.2	34.4	15.1	0.2
56.3   53.4   23.7	evel of Service	۵	ш	۵	ш	٥		ပ	Ç	Ç	ပ	60	A
y 25.5 HCM 2010 Level of Service appairable 120 Sum of lost time (s) 120 Sum of lost time (s) 112aion 81.4%, ICU Level of Service 15	Approach Delay (s)		56.3			53.4			23.7			16.5	
y 25.5 HCM 2010 Level of Service agascily ratio 0.92 Sum of lost time (s) 120 Sum of lost time (s) tilization 81.4%, ICU Level of Service 15	Approach LOS		ш			٥			ပ			<u> </u>	
y 25.5 HCM 2010 Level of Service appeality ratio 0.92 Sum of lost time (s) (s) 120 Sum of lost time (s) tilization 81.4% ICU Level of Service 15	Intersection Summary				i		ł	Ī			Ĭ	Ī	
aspacity ratio         0.92           (s)         120 0         Sum of lost time (s)           ilitration         B1.4%         ICU Level of Service           15         15	HCM 2000 Control Delay			25.5	Ī	CM 2010	Level of 5	Service		O			
(s) 120 Sum of lost time (s) tilization 81.4% ICU Level of Service 15	HCM 2000 Volume to Capac	city ratio		0.92									
thization B1.4% ICU Level of Service	Actuated Cycle Length (s)			120 0	σ.	um of lost	time (s)			20.0			
	ntersection Capacity Utilizal	non		81.4%	2	U Level o	Service			ם			
	Analysis Period (min)			15									

2013 AM Peak NOBUILD Conditions

D.ATOBEIPROJECTS\_2012/Oxbow\_Apartments\Supplemental\_07\_28\_12\Synctro\_07\_28\_2012\cdotsANX.syn

Timings 2: Coors Blvd & St Joeseph's Dr

	1	1	~	-	<b>↓</b>	•	<b>←</b>	4	٨	<b>→</b>	•	
ane Group	H	EBI	EBR	WBL	WBT	199	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	44	*	K	*	44	1	444	W.	,-	444		1
Volume (wph)	198	163	149	149	12	43	1016	261	252	2265	9/	
Tum Type	Prot	٧	pm+ov	pm+pt	NA	pm+pt	NA	Perm	pm+pt	¥.	vo+mq	
Protected Phases	1	4	S	67	80	r.	2		-	9	7	
Permitted Phases			47	80		2		2	9		9	
Detector Phase	7	4	r.	က	89	22	2	2	-	9	7	
Switch Phase												
Minimum Initial (s)	2.0	2.0	5.0	20	5.0	2.0	2.0	5.0	5.0	20	2.0	
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	21.0	10,0	21.0	10.0	
Total Split (s)	18.0	23.0	10.0	16.0	21.0	10.0	48.0	48.0	33.0	71.0	18.0	
Total Split (%)	15.0%	19.2%	8.3%	13.3%	17.5%	8.3%	40.0%	40.0%	27.5%	59.2%	15.0%	
Yellow Time (s)	4.0	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	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	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	5.0	5.0	2.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Max	Min	C-Min	C-Min	Min	C-Min	Min	
Act Effct Green (s)	12.5	18.1	120.0	120.0	16.5	59.3	54.3	54.3	76.0	66.0	83.5	
Actuated g/C Ratio	0.10	0.15	1.00	1.00	0.14	0.49	0.45	0.45	0.63	0.55	0.70	
v/c Ratio	0.74	0.78	0.13	0.27	0.25	0.37	0.51	0.34	0.72	0.89	0.07	
Control Delay	55.9	71.5	0.2	6.0	12.5	22.9	21.7	2.3	41.2	16.7	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.9	71.5	0.2	6.0	12.5	22.9	21.7	2.3	41,2	16.7	0.1	
SOT	ш	ш	V	V	8	Ç	O	V	۵	80	V	
Approach Delay		44.6			5.5		17.9			18.6		
Approach LOS		٥			V		<b>60</b>			<b>6</b> 2		
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120		TOTAL	-	1	5							
Offset: 36 (30%), Referenced to phase 2:NB IL and 5:36 IL, Start of Green Natural Cycle: 90	to phase	ZNBIL	and 6.55	IL, Start	or Green							
Control Type: Actuated-Coordinated	finated											
Maximum v/c Ratio: 0.89												
Intersection Signal Delay: 20.9	6			<u>-</u>	tersection	Intersection LOS: C						
Intersection Capacity Utilization 81.4%	on 81.4%			7	C Level	CU Level of Service D	0					
Analysis Period (min) 15												

Splits and Phases: 2. Coors Bivd & St Joeseph's Dr



2013 AM Peak BUILD Conditions D.VTOBEIPROJECTS\_2012/Oxbow\_Apartments/Supplemental\_07\_28\_12/Synchro\_07\_28\_2012201348X syn

HCM Signalized Intersection Capacity Analysis 2: Coors Blvd & St Joeseph's Dr

Terry O. Brown, P.E. 7/28/2012 - Synchro 7

Movement   Fig.   Fig.   Wild.   Wil		1	<b>†</b>	<b>/</b>	-	ļ	1	•	<del>-</del>	•	۶	<b>→</b>	*
	Movement	EBL	EBI	EBR	WBE	WBT	WBR	NBE	NBT	NBR	SBL	SBT	SBR
196   163   149   149   17   86   43   1016   251   225   2555     190   1900   1900   1900   1900   1900   1900   1900   1900     190   190   190   190   190   190   190   190   190   190     190   190   190   190   190   190   190   190   190   190     190   190   190   190   190   190   190   190   190   190     190   190   190   190   190   190   190   190   190   190     190   1945   1568   1752   3043   1752   5036   1568   1752   5036     190   1945   1568   1752   3043   1752   5036   1568   1752   5036     190   1945   1568   1752   3043   1752   5036   1568   1752   5036     190   1945   1568   1752   3043   136   2038   1568   1752   5036     190   1945   1568   1552   3043   136   2038   1568   1752   5036     190   1945   1568   1552   100   100   100   100   100     190   1945   1568   1552   100   100   100   100   100     190   1945   1568   1552   100   100   100   100   100     190   1945   1568   1959   16   115   49   1168   300   274   2462     190   190   199   32   0   49   1168   300   274   2462     190   104   104   104   104   104   104   104     190   104   104   104   104   104   104   104     190   104   104   104   104   104   104   104   104     190   104   104   104   104   104   104   104   104     190   104   104   104   104   104   104   104   104   104     190   104   105   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	Lane Configurations	K	+	K	-	42		100	**	<b>%</b> _	*	444	*
1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	Volume (vph)	198	163	149	149	12	98	43	1016	261	252	2265	76
1	deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
10   10   10   10   10   10   10   10	Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	2.0	5.0	2.0	5.0	5.0
1,00   1,00   0,00   1,00   0,00   1,00   1,00   0,00   1,00   0,00   1,00   0,00   1,00   0,00   1,00   0,00   1,00   0,00   1,00   0,00   1,00   1,00   0,00   1,00   1,00   0,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00	Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91	1,00	1.00	0.91	1.00
1965   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1095   100   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005   1005	F	1.00	1.00	0.85	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85
3400   1845   1568   1752   3043   1752   5038   1568   1752   5038   1     3400   1845   1568   6353   3043   1752   5038   1568   1752   5038   1     3400   1845   1568   6353   3043   136   6107   100   100   100   101   100   1     3401   1845   1848   6353   3043   136   6108   1848   278   2092   1     5264   217   199   199   19   19   19   19   19	Fit Protected	0.95	1.00	1.00	0.95	1,00		0.95	1.00	1,00	0.95	1,00	1.00
1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,00	Satd. Flow (prot.)	3400	1845	1568	1752	3043		1752	5036	1568	1752	2036	1568
3400   1845   1588   635   3943   138   5038   1588   278   5036   148   264   217   199   199   150   164   0   0   0   0   0   0   0   0   0	Fit Permitted	0.95	1.00	1.00	0.34	1.00		0.07	1.00	1,00	0.15	1.00	1.00
riador, PHF         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75         0.75	Satd. Flow (perm)	3400	1845	1568	635	3043		136	5036	1568	278	2036	1568
(yph)         264         217         199         199         16         115         49         1168         300         274         2462           up Flow (vph)         264         217         199         199         0         0         164         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td< td=""><td>Peak-hour factor, PHF</td><td>0.75</td><td>0.75</td><td>0.75</td><td>0.75</td><td>0.75</td><td>0.75</td><td>0.87</td><td>0.87</td><td>0.87</td><td>0.92</td><td>0.92</td><td>0.92</td></td<>	Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.87	0.87	0.87	0.92	0.92	0.92
diccion (vph) 0 0 0 0 0 0 0 0 0 0 164 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Adj. Flow (vph)	264	217	199	199	16	115	49	1168	300	274	2462	83
up Flow (vph)         264         217         199         32         0         49         1168         136         274         2462           Port         NA         pm+pt         NA         NA </td <td>RTOR Reduction (vph)</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>66</td> <td>0</td> <td>0</td> <td>0</td> <td>164</td> <td>0</td> <td>0</td> <td>29</td>	RTOR Reduction (vph)	0	0	0	0	66	0	0	0	164	0	0	29
Prof. NA pm+ov pm+pt NA pm-pt NA pm+pt NA pm-pt NA pm-p	Lane Group Flow (vph)	264	217	199	199	32	0	49	1168	136	274	2462	54
Phases         7         4         5         3         8         5         2         1         6           Phases         4         8         5         2         6         6         6         6           Green, G(s)         125         18.1         23.1         27.4         16.5         59.3         54.3         76.0         66.0           Green, G(s)         12.5         18.1         23.1         27.4         16.5         59.3         54.3         76.0         66.0           Green, G(s)         12.5         18.1         23.1         27.4         16.5         59.3         54.3         76.0         66.0           Green, G(s)         12.5         18.1         23.1         27.4         16.5         59.3         54.3         76.0         66.0           Green, G(s)         1.0         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1         0.1	Tum Type	Prot	AN	vo+mq	pm+pt	NA		pm+pt	NA	Perm	pm+pl	NA	pm+ov
Phases 4 8 8 2 2 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Protected Phases	7	4	T.	en	00		ro	2		-	9	7
Green, G(s)         125         18.1         23.1         27.4         165         59.3         54.3         76.0         66.0           Green, g(s)         125         18.1         23.1         27.4         16.5         59.3         54.3         76.0         66.0           Green, g(s)         12.5         18.1         23.1         27.4         16.5         59.3         54.3         76.0         66.0           FILMe(s)         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.	Permitted Phases			4	80			2		2	9		9
Capering (s)         125         18.1         23.1         27.4         165         59.3         54.3         54.3         76.0         66.0           Optic Ratio         0.10         0.15         0.19         0.23         0.14         0.49         0.45         0.45         0.50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50	Actuated Green, G (s)	12.5	18.1	23.1	27.4	16.5		59.3	54.3	54.3	76.0	0.99	78.5
9/C Ratio         0.10         0.15         0.19         0.23         0.14         0.49         0.45         0.45         0.45         0.65         0.65         0.55         0.55         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.50         0.70         0.71         0.71         0.71         0.71         0.72         0.72         0.72         0.72         0.72         0.72         0.72         0.72         0.72         0.73         0.74         0.74         0.74         0.74         0.75         0.76         0.74         0.75         0.76         0.74         0.75         0.76         0.74         0.75         0.76         0.75         0.78         0.78         0.79         0.75         0.79         0.75         0.78         0.75         0.78         0.75         0.78         0.75         0.78         0.75         0.78         0.75         0.78         0.75         0.78         0.75         0.75         0.75         0.75	Effective Green, g (s)	12,5	18.1	23.1	27.4	16.5		59.3	54.3	54.3	76.0	0'99	78.5
Time (s)         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5	Actuated g/C Ratio	0.10	0.15	0.19	0.23	0.14		0.49	0.45	0.45	0.63	0.55	0.65
Adarssion (s)         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         <	Clearance Time (s)	5.0	5.0	5.0	2,0	5.0		5.0	2.0	5.0	5.0	5,0	5.0
Cap (vph)         354         278         367         246         418         134         2278         709         381         2769           Prof.         6.08         6.012         6.007         6.017         6.011         6.012         6.02         6.23         6.019         6.049           Perm         6.016         6.017         6.011         6.014         6.012         6.029         6.03         6.019         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.049         6.0	Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Prof.         c.0.08         c.0.12         c.0.02         0.07         0.01         0.02         0.23         0.10         c.0.49           Perm         0.75         0.78         0.76         0.11         0.16         0.05         0.36           Perm         0.75         0.78         0.74         0.01         0.06         0.75         0.78         0.38           Perm         0.75         0.78         0.44         0.81         0.06         0.36         0.36           Perlay (1)         52.2         49.0         43.7         41.2         45.1         22.4         23.4         19.7         14.5         23.8           Islandery (2)         8.1         13.0         1.6         17.5         0.4         1.6         0.8         0.6         4.5         23.4         16.5         23.8         16.5         23.8         16.5         23.8         16.5         23.8         16.5         23.8         16.5         23.8         16.5         23.8         16.5         23.8         16.5         23.8         16.5         23.8         16.5         23.8         16.5         23.8         16.1         16.5         23.8         16.5         23.8         16.5         <	ane Grp Cap (vph)	354	278	367	246	418		134	2278	709	381	2769	1001
Perm         0.15         0.75         0.76         0.54         0.81         0.06         0.07         0.56         0.09         0.03           Beby, d.1         52.2         49.0         40.1         41.2         45.1         22.4         23.4         19.7         145         23.8           Deby, d.1         52.2         49.0         41.0         1.00         1.00         1.10         0.85         0.47         24.1         0.55         23.8           Lal Delay, d.2         8.1         13.0         1.6         1.00         1.00         1.10         0.85         0.47         24.1         0.45         3.8           Bervice         D         E         D         C         C         A         D         B         3.4         18.3         B <t< td=""><td>v/s Rabo Prot</td><td>80.09</td><td>c0.12</td><td>c0.02</td><td>0.07</td><td>10.0</td><td></td><td>0.02</td><td>0.23</td><td></td><td>0.10</td><td>c0.49</td><td>0.01</td></t<>	v/s Rabo Prot	80.09	c0.12	c0.02	0.07	10.0		0.02	0.23		0.10	c0.49	0.01
0.75   0.78   0.54   0.81   0.08   0.37   0.51   0.19   0.72   0.89	v/s Ratio Perm			0.10	0,11			0.16		60.0	0.36		0.03
belay, d1         52.2         49.0         43.7         41.2         45.1         22.4         23.4         197         14.5         23.8           non Factor         0.82         1.05         1.00         1.00         1.10         0.85         0.47         24.1         0.55           ala Delay, d2         8.1         1.00         1.00         1.00         1.0         0.85         0.47         24.1         0.55           active         9.0         6.45         3.67         4.55         2.6.2         2.08         9.8         39.4         16.3           belay (s)         5.36         6.7         6.7         6.7         7.0         A         D         B         B           LOS         0.0         6.7         6.7         1.8.8         18.1         B         B         B           and Summery         25.0         HCM 2010 Level of Service         C         C         A         D         B         B           Active Length (s)         120.0         Sum of lost time (s)         20.0         C         C         C         C         C         C         C         C         C         C         C         C         C         C<	v/c Ratio	0.75	0.78	0.54	0.81	0.08		0.37	0.51	0.19	0.72	0.89	0.05
on Factor         0 82         1.05         1.00         1.00         1.10         0.85         0.47         2.41         0.55           Lal Delay, d.2         8.1         1.30         1.6         1.75         0.4         1.6         0.8         0.6         4.5         3.4         0.55           Bervice         D         E         0.5         E         D         C         C         A         D         B         8.1         16.3         B         Delay         B         16.3         B         C         C         A         D         B         B         B         B         B         B         18.1         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B         B	Uniform Delay, d1	52.2	49.0	43.7	41.2	45.1		22.4	23.4	19.7	14.5	23.8	7.4
Lal Delay, d2         8.1         13.0         1.6         17.5         0.4         1.6         0.8         0.6         4.5         3.4           Rerives         Delay (s)         6.3         6.4         6.3         6.4         6.3         6.4         7.0         7.0         7.0         8.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         17.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.3         16.	Progression Factor	0.82	1.05	1.00	1.00	1.00		1.10	0.85	0.47	2.41	0.55	0.00
So 9 64 6 45 3 58.7 45 5 26 2 20 8 9.8 39.4 16.3	Incremental Delay, d2	8.1	13.0	1.6	17,5	0.4		1.6	0.8	9.0	4.5	3.4	0.0
536 534 19.8 A D C C A D C C A D C C A D C C A D C C C A D C C C A D C C C C	Delay (s)	20.9	64.6	45.3	28.7	45.5		2.92	20.8	9.8	39.4	16.3	0.0
536 534 188  D D B B B B B B B B B B B B B B B B B	Level of Service	٥	ш	٥	ш	٥		O	ပ	V	۵	60	V
25.0 HCM 2010 Level of Service 0.97 120.0 Sum of lost time (s) 81.4%, ICU Level of Service 15	Approach Delay (s)		53.6			53.4			18.8			18.1	
25.0 HCM 2010 Level of Service 0.97 12.00 Sum of lost time (s) 81.4% ICU Level of Service 15	Approach LOS		_			0			œ			<b>6</b> 0	
25.0 HCM 2010 Level of Service 0.97 120.0 Sum of kost time (s) 81.4%, ICU Level of Service 15	Intersection Summary				ì					No.		Ī	
0.97 120.0 Sum of kost time (s) 81.4% KDL Level of Service 15	HCM 2000 Control Delay			25.0	I	CM 2010	Level of S	Service		ပ			
120.0 Sum of lost time (s) 81.4% ICU Level of Service 15	HCM 2000 Volume to Capa	city ratio		76.0									
81.4% ICU Level of Service	Actuated Cycle Length (s)			120.0	Ø	um of lost	time (s)			20.0			
	Intersection Capacity Utiliza	ation		81.4%	9	U Level o	Service			٥			
	Analysis Period (min)			15									

2013 AM Peak BUILD Conditions D'ATOBELPROJECTS\_2012/0xbow\_Apartments\Supplemental\_07\_28\_12\Synctro\_07\_28\_20122013ABX.syn

Timings 2: Coors Blvd & St Joeseph's Dr

Terry O. Brown, P.E. 7/28/2012 - Synchro 7

The Configurations	Feb.   EBI   EBI   WBL   WBT   NBL   NBT   NBR   SBL   SBT	ana Coult											
179   9   61   108   23   124   2890   44   71   1615     178   9   61   108   23   124   2890   44   71   1615     7   4   5   3   8   5   2   2   6     7   4   5   3   8   5   2   2   6     7   4   5   5   5   5   5   5   5   5   5	179   9   161   108   23   124   2890   44   71   1615	DOC OF THE PERSON NAMED IN COLUMN 1	183	183	EBR	WBIL	WBT	NBL	NBT	NBR	SBI	SELT	SBR
179   9   61   108   23   124   2690   44   71   1615     7	179   9   61   108   23   124   2699   44   77   1615     7	One for the state of the state	M	4	×	K	A.T.	ke	AAA	*	MC.	AAA	M
Prof. NA printov printot NA printot NA Perm printot NA printot NA printot NA printot NA Perm Prof. NA Prof. NA Perm Prof. NA Pr	Prof. NA part-ov pur-pt	olima (vrh)	179	- 0	- 69	108	23	124	2690	4	7	1615	260
100	5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	um Time	Pmt	NA	nm+ov	nm+ut	NA	to+mo	NA	Perm	pm+mq	AN	om+ov
5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Interced Phases	7	4	40	en.	00	ເນ	2		-	9	7
Hasse 7 4 5 3 8 5 2 2 1 6 5 6 5 8 8 9 9 1 1 6 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Hase 7 4 5 3 8 5 2 2 1 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	ermitted Phases			4	00		2		2	9		9
Secondaria   Sec	Second   S	etector Phase	7	4	rO.	es	00	2	2	2	-	9	7
high (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	hital (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	witch Phase											
spat (s)         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0	spat (s)         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0         21.0	Hinmum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0
(s) 12.0 21.0 21.0 21.0 21.0 21.0 21.0 77.0 77.0 19.0 66.0 (x) (x) 10.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	(s) 12.0 21.0 12.0 21.0 12.0 12.0 12.0 17.0 17.0 16.0 66.0 (%) 10.0 4.75% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5% 17.5	Split (s)	10.0	21.0	10,0	10.0	21,0	10.0	21.0	21.0	10.0	21,0	10.0
(%) 10 0% 17.5% 17.5% 10 0% 17.5% 17.5% 64.2% 64.2% 83% 55.0% 10 let (s) 40 40 40 40 40 40 40 40 40 40 40 40 40	(%) 10 0% 17.5% 17.5% 10 0% 17.5% 17.5% 64.2% 64.2% 83% 55.0% 10 let (\$) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	otal Solit (s)	12.0	21.0	21.0	12.0	21.0	21.0	77.0	77.0	10.0	0.99	12.0
10   10   10   10   10   10   10   10	le (s) 4,0 4,0 4,0 4,0 4,0 4,0 4,0 4,0 4,0 4,0	otal Split (%)	10.0%	17.5%	17.5%	10.0%	17.5%	17.5%	64.2%	64.2%	8.3%	55.0%	10.0%
ne (s)         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10 <th< td=""><td>Adjust (s) 10 10 10 10 10 10 10 10 10 10 10 10 10</td><td>ellow Time (s)</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td><td>4.0</td></th<>	Adjust (s) 10 10 10 10 10 10 10 10 10 10 10 10 10	ellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Il-Red Time (s)	1.0	1.0	1.0	1,0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lead   Lag   Lead   Lead   Lag   Lag   Lead   Lag   Lag   Lead   Lag   Lag   Lead   Lag   Lag   Lag   Lead   Lag	Cead   Lag   Lead   Lead   Lag   Lag   Lead   Lag   Lag   Lead   Lag   Lag   Lead   Lag   Lag   Lag   Lead   Lag	otal Lost Time (s)	5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5,0	5.0
Optimize? Min Min Min Min Max Min C-Min C-	Oplimize?         Min         C-Min	ead/Lag	Lead	Lag	Lead	Lead	De J	Lead	Lag	Lag	Lead	Lag	Lead
Min Min Min Min Max Min CMin CMin Min CMin C	Min Min Min Min Max Min C-Min C-Min Min Min C-Min Min Min Min Min Min Min Min Min Min	ead-Lag Optimize?											
7.0 16.0 120.0 120.0 16.0 80.8 72.0 72.0 71.9 66.9 6.6 0.6 0.6 0.1 20.0 0.1 0.0 0.1 0.0 0.1 0.0 0.1 0.0 0.1 0.0 0.0	7.0 16.0 120.0 120.0 16.0 80.8 72.0 72.0 71.9 66.9 6.6 0.66 0.13 1.00 1.00 0.13 0.67 0.68 0.68 0.68 0.65 0.66 0.66 0.66 0.66 0.66 0.66 0.66	Secali Mode	Min	Min	Min	Min	Max	Min	C-Min	CMin	Min	C-Min	Min
0.06 0.13 1.00 1.00 0.13 0.67 0.60 0.60 0.60 0.65 0.65 0.65 0.65 0.65	0.06 0.13 1.00 1.00 0.13 0.67 0.60 0.60 0.66 0.56 0.56 0.51 0.51 0.50 0.51 0.52 0.54 0.04 0.09 0.24 0.83 0.98 0.05 0.55 0.51 0.51 0.00 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	ct Effct Green (s)	2.0	16.0	120.0	120.0	16.0	80.8	720	72.0	71.9	6.99	78.9
0.96 0.04 0.04 0.05 0.24 0.58 0.98 0.05 0.66 0.61 1.31 6.60 0.0 0.0 1.208 23.8 31.0 1.7 40.1 7.3 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.96 0.04 0.09 0.24 0.58 0.98 0.05 0.66 0.61 1131 660 0.0 0.0 1 208 23.8 31.0 1.7 40.1 7.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	ctuated g/C Ratio	90'0	0,13	1.00	1.00	0.13	0.67	0.60	0.60	0.60	0.56	99'0
113.1 66.0 0.0 0.1 20.8 23.8 31.0 1.7 40.1 7.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	113.1 66.0 0.0 0.1 20.8 23.8 31.0 1.7 40.1 7.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	/c Ratio	96.0	0.04	0.04	0.09	0.24	0.58	0.98	0.05	0.56	0.61	0.24
00 00 00 00 00 00 00 00 00 00 00 00 00	97 C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C C A D A C C A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C C A A C C C A A C C C A A C C C A A C C C A A C C C A C C C C A C C C C A C C C C C A C C C C C C C C C C C C C C C C C C C C	Control Delay	113.1	0.99	0.0	0.1	20.8	23.8	31.0	1.7	40.1	7.3	0.4
113.1 66.0 0.0 0.1 20.8 23.8 31.0 1.7 40.1 7.3   F E A A C C C A D A A C C A D A S S F A C C A D A A C C A D A A C C A D A A C C A D A A C C A D A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C C A A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C A C	113.1 66.0 0.0 0.1 20.8 23.8 31.0 17 40.1 7.3   F E A C C C A D A A C C C A D 7.5   S F A C C A D A 7.5   S F A C C A D A 7.5   A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A C A A A C A A C A A A C A A C A A A C A A C A A A C A A C A A A C A A A C A A A C A A A C A A A A C A A A A C A A A A A C A A A A A C A A A A A A A A A A A A A A A A A A A A	Neue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0'0
y 836 A C C C A D 97 302 A D F A C C C A D 67 302 A D 67 67 67 67 67 67 67 67 67 67 67 67 67	y 836 A C C C A D 87 802 A D F A C C C A D C C C A D C C C A D C C C C	otal Delay	113.1	0.99	0.0	0.1	20.8	23.8	31.0	1.7	40.1	7.3	0.4
y 836 97 302 F A C	y 83.6 9.7 30.2 F A C F A C C 2.2 C	SO	ш	ш	×	V	ပ	O	ပ	¥	٥	V	V
F A	F A mnary	Approach Delay		83.6			2.6		30.2			7.5	
riersection Summary	ikersection Summary Sycle Length: 120	pproach LOS		ш			V		O			×	
	ycle Length: 120	Hersection Summary							1				
Addiated cycle Length. LZU Miset: 31 (26%), Referenced to phase 2.NBTL and 6.SBTL, Start of Green		saural Cycle: 110	poteni										
Activated Cycle Lengen. 120 Offset: 31 (26%) Referenced to phase 2:NBTL and 6:SBTL, Start of Green Mehanal Diggs. 110 October 110	deutial Code 110	laximum v/c Ratio 0.98	nusten										
Aquialed (yoke Lengan. 120) 10/15et: 31 (26%), Referenced to phase 2.NBTL and 6.SBTL, Start of Green Valural Cycle: 1(10) 2.Ontrol Type: Actualed-Coordinated Vasximtm vic Fabio. 0.98	alaural Lydes.110 Johnto Types Actualed-Coordinaled Asmmin Ve Rabio. 0.98	ntersection Signal Delay: 23.	7			드	tersection	n LOS: C					
Adduated Veryll, Referenced to phase 2.NBTL and 6.SBTL, Start of Green Astural Cycle: 110 Control Type: Artualed-Coordinated Maximum Ver Rabo 1.98 Intersection Signal Delay 23.7		ntersection Capacity Utilization 81.3%	on 81.3%			2	I Level	ICU Level of Service D	e D				

Spilts and Phases: 2: Coors Bivd & St Joeseph's Dr

₹ F2

2013 PM Peak NOBUILD Conditions D.VATOBEVPROJECTS, 2012/Oxbow, Apartments/Supplemental\_07\_28\_12/Synchro\_07\_28\_2012/2013/PNX.syn

HCM Signalized Intersection Capacity Analysis 2: Coors Blvd & St Joeseph's Dr

Terry O. Brown, P.E. 7/28/2012 - Synchro 7

March   Marc		1	1	*	6	ţ	1	•	<b>←</b>	•	۶	<b>→</b>	*
177   17   17   17   17   17   17   1	Acvement	盘	EBT	EBR	WBL	WBT	WBR	NBI	NBT	NBR	SBI	SET	EB5
179   9   61   108   23   70   124   2690   44   71   1615     1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	ane Configurations	N. W.	+	R	*	47		15	444	*	<u> </u>	444	*
1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	Volume (voh.)	179	6	61	108	23	20	124	2690	4	71	1615	260
Second Color	deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
0.97 1,00 1,00 1,00 0,95 1,00 0,91 1,00 1,00 0,91 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0,95 1,00 0	otal Lost time (s)	5.0	5.0	20	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
1,00   1,00   0,95   1,00   1,00   0,95   1,00   1,00   0,95   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00	ane Util. Factor	0.97	1,00	1.00	1.00	0.95		100	0.91	1,00	1.00	0.91	1.00
10		1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85	1,00	1.00	0.85
3400 1845 1588 1752 3111 1752 5036 1568 1752 5036 1  9 095 170 1.00 0 75 1.00 0 100 100 0 100 100 0 100 100 0 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100	It Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
196   1.00   1.00   0.75   1.00   0.08   1.00   1.00   0.06   1.00   1.00   0.06   1.00   1.00   0.06   1.00   1.00   0.06   1.00   0.06   1.00   0.06   0.06   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0.00   0	latd. Flow (prot)	3400	1845	1568	1752	3111		1752	5036	1568	1752	5036	1568
3400   1845   1588   1385   3111   147   5036   1568   110   5036   110     190   10   65   130   28   84   136   2966   140     190   10   65   130   28   84   136   2966   140     190   10   65   130   50   0   186   296   140     190   10   65   130   50   0   186   296   29     190   10   65   130   50   0   186   296   29     190   10   65   130   50   0   186   296   29     190   10   65   130   180   180   180   180     190   160   261   230   160   820   720   720     190   160   261   230   160   820   720   720   719     190   160   261   230   160   820   720   720   719     190   160   261   230   160   820   720   720   719     190   10   261   230   160   820   720   720   719     190   10   261   230   160   820   720   720   720     190   10   261   20   130   30   30     190   10   261   20   30   30     190   10   10   10   10     190   10   10   10   10     190   10   10   10     190   10   10   10     190   10   10   10     190   10   10   10     10   10   10   10	It Permitted	0.95	1.00	1.00	0.75	1.00		0.08	1.00	1.00	90.0	1.00	1.00
190   194   0.94   0.83   0.83   0.81   0.91   0.91   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.	atd. Flow (perm)	3400	1845	1568	1385	3111		147	5036	1568	110	5036	1568
190   10   65   130   28   84   136   2956   48   75   1700     190   10   65   130   28   84   136   2956   48   75   1700     190   10   65   130   50   0   136   2956   48   75   1700     190   10   65   130   50   0   136   2956   48   75   1700     190   10   65   130   50   0   136   2956   48   75   1700     190   10   10   13   130   130   130   130   130   130     190   10   10   13   130   140   140   140   140   140   140   140     190   10   10   10   10   10   10   10	eak-hour factor, PHF	0.94	0.94	0.94	0.83	0.83	0.83	0.91	0.91	0.91	0.95	0.95	0.95
190   0   0   0   0   0   0   0   0   0	di. Flow (voh.)	190	10	92	130	28	\$	136	2956	48	75	1700	274
190   10   65   130   50   0   136   2956   29   75   1700     7   4   5   8   6   7   7   7   7     7   4   5   8   6   7   7   7   7     7   4   5   8   6   7   7   7   7     7   16   26   23   16   0   82   7   7   7   8     7   16   26   23   16   0   82   7   7   7   8     7   16   26   23   16   0   82   7   7   7   8     7   16   26   23   16   0   82   7   7   7   8     7   16   26   23   16   0   82   7   7   7   8     8   5   5   5   5   5   5   5   7   7   7	(TOR Reduction (vph)	0	0	0	0	62	0	0	0	19	0	0	105
Prof. NA pm+ov pm+of NA pm+o	ane Group Flow (vph)	190	10	99	130	S	0	136	2956	53	75	1700	169
S(s)   7	um Type	Prot	NA NA	ло+ша	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov
Signature   Sign	rotected Phases	7	4	ເນ	m	80		ιΩ	2		***	Ф	7
Green, G(s)         7.0         16.0         26.1         23.0         16.0         82.0         72.0         72.0         71.9         66.9         37.0         76.0         76.0         76.0         72.0         71.9         66.9         72.0         72.0         71.9         66.9         72.0         71.9         66.9         72.0         71.9         66.9         72.0         71.9         66.9         72.0         72.0         71.9         66.9         72.0         72.0         72.0         71.9         66.9         72.0         72.0         72.0         71.9         66.9         72.0         72.0         72.0         72.0         71.9         66.9         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0	Permitted Phases			₹7	80			2		2	9		9
Green, g(s)         7.0         16.0         26.1         23.0         16.0         82.0         72.0         71.9         66.9         72.0         71.9         66.9         72.0         71.9         66.9         72.0         71.9         66.9         72.0         71.9         66.9         72.0         71.9         66.9         72.0         71.9         66.9         72.0         71.0         66.9         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0         72.0	ctuated Green, G (s)	7.0	16.0	26.1	23.0	16.0		82.0	72.0	72.0	71.9	6.99	73.9
yiC Ratio 0.06 0.13 0.22 0.19 0.13 0.68 0.80 0.60 0.60 0.56 0.50 0.50 0.50 0.50 0.5	ffective Green, g (s)	7.0	16.0	26.1	23.0	16.0		82.0	72.0	72.0	71.9	6'99	73.9
Time (s)         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5 0         5	ctuated g/C Ratio	90'0	0.13	0.22	0.19	0.13		0.68	0.60	0.60	09.0	0.56	0.62
Adension (s)         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0 <t< td=""><td>(learance Time (s)</td><td>2.0</td><td>20</td><td>2.0</td><td>50</td><td>5.0</td><td></td><td>2.0</td><td>2.0</td><td>5.0</td><td>5.0</td><td>5.0</td><td>5.0</td></t<>	(learance Time (s)	2.0	20	2.0	50	5.0		2.0	2.0	5.0	5.0	5.0	5.0
Cap (wph)         198         246         406         286         414         235         3021         940         134         2807           Prod         0.06         0.01         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03<	'ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Proi         0.06         0.01         c.0.01         0.03         0.02         c.0.31         c.0.2         0.03         0.02         0.03         0.02         0.03         c.0.2         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.02         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03	ane Grp Cap (vph)	198	246	406	286	414		235	3021	940	134	2807	1030
Perm         0.03         cd.06         0.03         cd.06         0.03         cd.07         cd.06         cd.07         cd.06         cd.07         cd.06         cd.07         cd.07         cd.03         cd.03         cd.03         cd.05         cd.03         cd.03         cd.05         cd.03         cd.03         cd.03         cd.	/s Ratio Prot	90.0	0.01	50.01	0.03	0.02		60.05	CO 29		0.02	0.34	00.01
10   10   10   10   10   10   10   10	is Ratio Perm			0.03	90.00			0.35		0.02	0,31		0.10
belay, d1         56.4         45.3         38.1         42.4         45.8         140         23.2         98         27.1         177           non Fador         1.07         1.44         1.00         1.00         1.02         1.00         1.02         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00         1.00	v/c Ratio	96.0	0.04	0.16	0.45	0.12		0.58	0.98	0.03	0.56	0.61	0.16
on Factor 107 144 150 150 160 132 099 150 175 035 150 150 150 150 150 150 150 150 150 15	Jhiform Delay, d1	56.4	45.3	38.1	42.4	45.8		14.0	23.2	9.8	27.1	17.7	9.8
LoS Notware Leagues Le	Progression Factor	1.07	144	1.00	1.00	1.00		1.32	0.90	1.00	1.75	0.35	0.00
110.9   65.3   38.2   43.5   46.4   21.0   30.5   9.8   51.4   7.1     Delay (s)	ncremental Delay, d2	20 6	0.1	0.2	1,1	9.0		2.4	9.5	0.0	4.1	0.8	0.1
F E D D D C C A D D D C D D D D D D D D D D	Delay (s)	110.9	65.3	38.2	43.5	46.4		21.0	30.5	හ	51.4	7.1	0.1
91.4 44.9 29.8   29.8   F	evel of Service	ഥ	ш	۵	٥	۵		O	O	V	٥	<	V
y 25.3 HCM 2010 Level of Service 3eacily ratio 0.97 Sum of lost time (s) fidication 81.3% ICU Level of Service 15	oproach Delay (s)		91.4			44.9			29.8			7.7	
y 25.3 HCM 2010 Level of Service agascity ratio 0.97 2.00 0.00 for time (s) fidzation 81.3% ICU Level of Service 15	Approach LOS		ᄔ			٥			O			×	
sy         25.3         HCM 2010 Level of Service           Sapacity ratio         0.97         120           (s)         120         Sum of lost time (s)           idization         81.3%         ICU Level of Service           15         15	rilersection Summary		Ī							Į			1
Japacity ratio 120 Sum of lost time (s) 120 Sum of lost time (s) fifzation 81.3% ICU Level of Service 15	1CM 2000 Control Delay			25.3	Ī	CM 2010	Level of	Service		O			
(s) 120.0 Sum of lost time (s) Wization 81.3% ICU Level of Service 15	ICM 2000 Volume to Capa	icity ratio		0.97									
dization 81.3% ICU Level of Service	Actuated Cycle Length (s)			120.0	<i>σ</i> .	um of lost	time (s)	ı		20.0			
15 (min)	ntersection Capacity Utiliza	none		81.3%	Q	:U Level c	of Service			_			
	Analysis Period (min)			15									

2013 PM Peak NOBUILD Conditions

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Timings 2: Coors Blvd & St Joeseph's Dr

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Mn,	- Sync
Brov	2012
o.	7728
erry	

260 Pm+ov

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pm+pt

181 pm+pt 5 2

2690 NA

# ₹ ₹

108 pm+pt

pm+ov

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Prot 179

Lane Configurations Volume (vph) Turn Type Protected Phases

Permitted Phases

Detector Phase

Ţ

1

HCM Signalized Intersection Capacity Analysis 2: Coors Blvd & St Joeseph's Dr

Terry O. Brown, P.E. 7/28/2012 - Synchro 7

rry O. Brown, P.E.	7/28/2012 - Synchro 7	
Terry O	772	

	4	1	~	۶	ţ	4	•	-	•	۶	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBI	NBT	NBR	SBIL	
Lane Configurations	N. N.	*	W_	7	47		<u> </u>	444	8	-	Γ.
Voiume (vph)	179	G)	92	108	23	70	181	2690	44	71	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5,0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5,0	
Lane Util, Factor	0.97	1.00	1,00	1.00	0.95		1.00	0.91	1.00	1.00	
FA	1,00	1,00	0.85	1.00	0.89		1.00	1.00	0.85	1.00	
Fit Protected	0.95	1.00	1,00	0.95	1,00		0.95	1.00	1,00	0.95	
Sald. Flow (prot)	3400	1845	1568	1752	3111		1752	5036	1568	1752	
FIt Permitted	0.95	1.00	1.00	0.75	1.00		0.07	1.00	1.00	90.0	
Satd. Flow (perm)	3400	1845	1568	1385	3111		134	5036	1568	117	
Peak-hour factor, PHF	0.94	0.94	0.94	0.83	0.83	0.83	0.91	0.91	0,91	0.95	
Adj. Flow (vph)	190	10	86	130	28	84	199	2956	48	75	
RTOR Reduction (vph)	0	0	0	0	62	0	0	0	19	0	
Lane Group Flow (vph)	190	10	86	130	20	0	199	2956	53	75	
Tum Type	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm	pm+pt	
Protected Phases	7	4	4D	m	80		r.	2		400	
Permitted Phases			4	80			2		2	Ф	
Actuated Green, G (s)	1.0	16.0	30.0	23.0	16.0		82.0	72.0	72.0	68.0	
Effective Green, g (s)	2.0	16.0	30.0	23.0	16.0		82.0	72.0	72.0	68.0	
Actuated g/C Ratio	90'0	0.13	0.25	0.19	0.13		0.68	09'0	09'0	0.57	
Clearance Time (s)	5,0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	198	246	457	286	414		280	3021	940	134	
v/s Ratio Prot	90'0	0.01	c0.03	0.03	0.02		80.09	92.00		0.02	
v/s Ratio Perm			0.04	90.09			0.40		0.02	0.29	
v/c Ratio	96:0	0.04	0.21	0.45	0.12		0.71	0.98	0.03	0.56	
Uniform Delay, d1	56.4	45.3	35.7	42.4	45.8		56.9	23.2	9.8	26.7	
Progression Factor	1.06	1.40	1.00	1.00	1,00		1.21	0.89	1.00	1.66	
Incremental Delay, d2	20.9	0.1	0.2	1.1	9'0		5.6	93	0.0	4.1	
Delay (s)	110.4	63.6	35.9	43.5	46.4		38.1	29.9	9.8	48.3	
Level of Service	LL	ш	۵	۵	۵		۵	O	×	٥	
The second secon											

5.0 10.0 12.0 10.0% 4.0 1.0 0.0 5.0 Lead

5.0 21.0 60.0 60.0 4.0 1.0 1.0 5.0 1.0 5.0 1.0

100 100 100 100 100 100 50 50

5.0 21.0 21.0 21.0 7.5% 4.0 1.0 0.0 5.0 5.0

5.0 12.0 12.0 4.0 1.0 0.0 5.0 Lead

5.0 10.0 27.0 22.5% 4.0 1.0 0.0 5.0 Lead

1.0 1.0 5.0 5.0

100 000 100 Eag

4.0 1.0 5.0 5.0

4.0 1.0 5.0 5.0

4.0 1.0 5.0 5.0

Switch Phase
Minimum hillal (s)
Minimum hillal (s)
Minimum spit (s)
Total Spit (%)
Yellow Time (s)
Lost Time (s)
Lost Time (s)
Lead/Lag (lead/Lag (lead/Lag

5.0 21.0 77.0 64.2%

50 210 77.0 64.2%

5.0 10.0 27.0 22.5%

21.0 21.0 21.0 17.5%

5.0 10.0 12.0 10.0%

Min 75.0 0.62 0.25 0.0 0.0 0.0

63.0 0.52 0.64 7.6 0.0

Min 68 0 0.57 0.56 42.2 0.0 42.2

72.0 72.0 0.60 0.05 1.8 0.0

72.0 0.60 0.98 30.4 30.4

Min 81.6 0.68 0.71 36.3 36.3

Max 16.0 0.13 0.24 20.8 20.8

Min 120.0 11.00 0.09 0.0 0.0 0.1

Min 200 1.00 0.00 0.1 0.1

Min 16.0 0.13 0.04 64.3 64.3

Min 7.0 0.06 0.96 112.7 0.0

Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS

280 1900 1,00 1,00 1,568 1,00 1,568 0,95 2,74 114 116 160 160 174 174 174 174 174

70.0 0.58 5.0 3.0 980 0.09 0.09 0.15 11.5 0.09

20.4 20.4 0.31 1.0 7.4 A A 8.0

0.98 0.89 9.3 29.9 C

0.12 45.8 1.00 0.6 46.4 D

0.04 45.3 1.40 0.1 63.6 84.4

20.0 D

Sum of lost time (s) ICU Level of Service

25.7 0.96 120.0 81.3%

HCM 2010 Level of Service

Intersection Summary
HCM 2000 Control Delay
HCM 2000 Volume to Capacity ratio

Level of Service Approach Delay (s) Approach LOS

Actuated Cycle Length (s) Intersection Capacity Utilization

Critical Lane Group Analysis Period (min)

63.0 63.0 0.52 5.0 3.0 2643 0.34

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Anderson Upon Longuin. 120 (filest: 37) (31%), Referenced to phase 2.NBTL and 6.SBTL, Start of Green Natural Cycle. 110 Control Type: Actuated-Coordinated

Intersection Signal Delay: 23.8 Maximum v/c Ratio: 0.98

Intersection LOS: C ICU Level of Service D

ntersection Capacity Utilization 81.3% Analysis Period (min) 15

2: Coors Blvd & St Joeseph's Dr Splits and Phases:



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# **Oxbow Town Center Apartments**

(St. Josephs Dr. / Coors Blvd.)
TRAFFIC IMPACT STUDY

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# **Oxbow Town Center Apartments**

(St. Josephs Dr. / Coors Blvd.)
TRAFFIC IMPACT STUDY

#### **STUDY PURPOSE**

This study is being conducted in conjunction with a request for approval of a site development plan for implementation of an apartment complex such as the one shown in the Appendix (Page A-3) of this report. The purpose of this study is to identify the impact of the proposed development on the adjacent transportation system, and to make recommendations to mitigate any significant adverse impact on the adjacent transportation system. This study is being submitted to satisfy the requirements of the City of Albuquerque Transportation Development Section and the New Mexico Department of Transportation, District 3 Office.

#### **STUDY PROCEDURES**

A scoping meeting was held with City of Albuquerque Transportation staff members Tony Loyd and Kristal Metro along with Antonio Jaramillo at the New Mexico Department of Transportation, District 3 prior to beginning the study to discuss scope and methodology to be utilized within the proposed Oxbow Town Center Apartments Traffic Impact Study. Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition.

The basic procedure followed is described as follows:

- 1) Calculate the generated trips for the proposed development consisting of the following described land uses (See Appendix Pages A-6 thru A-8):
  - a. A 150 unit Senior Adult Housing complex
  - b. A 224 unit Apartment complex
- 2) Calculate trip distribution for the newly generated trips by this development. The new residential trips will be distributed based on year 2013 population citywide inversely proportional to the distance of the population center from the new project (See Appendix Pages A-9 thru A-15).
- 3) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site (See Appendix Pages A-16 thru A-17).
- 4) Acquire recent traffic counts for all intersections to be analyzed in this report (See Appendix Pages A-69 thru A-74).
- 5) Calculate growth rate for the area utilizing a Mid-Region Council of Governments' Traffic Flow Map Data to define area traffic growth rate (See Appendix Pages A-18 thru A-26).
- 6) Determine 2013 NO BUILD Volumes by growing the existing turning movement counts to the year 2013 utilizing the calculated annual historic growth rate for the area (See Appendix Pages A-27 thru A-42).
- 7) Add the trips generated by the development to the 2013 NO BUILD Volumes to obtain 2013 BUILD Volumes for this project (See Appendix Pages A-27 thru A-42).
- 8) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
1) Sequoia Rd. / Coors Blvd.	Traffic Signal	2013	2013
2) St. Josephs Dr. / Coors Blvd.	Traffic Signal	2013	2013
3) Western Trail / Coors Blvd.	Traffic Signal	2013	2013
4) Sevilla Ave. / Coors Blvd.	Traffic Signal	2013	2013
5) St. Josephs Dr. / Atrisco Rd.	Traffic Signal	2013	2013
6) Western Trail / Quaker Heights	Stop Sign	2013	2013
7) St. Josephs Dr. / Driveway "A"	Stop Sign	N/A	2013

#### PREVIOUS RELATED TRAFFIC IMPACT STUDIES

There are no trips from previously approved projects to consider for this development.

#### **GENERAL AREA CHARACTERISTICS**

The proposed requested site development plan is for a property bounded on the east by Coors Rd., on the west by an existing development, on the south by St Joseph's Dr, and on the north by an existing residential subdivision as shown on the Vicinity Map on Page A-2 of the Appendix of this report. An aerial map of the adjacent transportation system to be considered and analyzed in this study may be found on Page A-1 in the Appendix of this report. The subject tract of land is in a rapidly developing area of Northwest Albuquerque. The surrounding development is a mix of commercial, residential, and office uses. Also, there is a private school to the east of this site.

#### AREA STREET NETWORK

The impacted adjacent street network targeted for analysis in this study includes the Coors Blvd. corridor from Sequoia Rd north to Sevilla Ave and Atrisco Rd. from St. Josephs Dr. to Western Trail. Also included are the streets fronting the project or running through the project.

Coors Blvd is classified as an Urban Principal Arterial Roadway on the Current Roadway Functional Classification System Map. It is generally a six lane urban facility with raised medians. The posted speed limit along Coors Blvd. in the vicinity of this project is 45 MPH.

Atrisco Rd. is classified as an Urban Collector Street on the Current Roadway Functional Classification System Map. It is generally a two lane urban roadway with left turn lanes at major intersections. The posted speed limit along Atrisco Rd. in the vicinity of this project is 35 MPH.

Western Trail and St. Joseph's Dr. are both classified as Urban Minor Arterial Roadways on the Current Roadway Functional Classification System Map. Both are ultimately planned to be divided four lane paved urban roadway sections. Western Trail is fully improved from Atrisco Rd. to Coors Blvd. as a four lane divided urban roadway. The center of Western Trail is either a center two-way left turn lane or designated left turn lanes near the major

intersections. St. Joseph's Dr. is currently a paved two lane roadway section between Atrisco Rd. and Coors Blvd.

Sevilla Ave. is a Residential Access Road to Andalucia Residential Development. Sevilla Ave. is not classified on the Current Roadway Functional Classification System Map.

Sequoia Rd. is classified as an Urban Collector Street on the Current Roadway Functional Classification System Map.

#### **EXISTING TRAFFIC VOLUMES**

2010 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-5 of the Appendix.

Current turning movement volumes obtained during the AM and PM Peak Hours for the following intersections were acquired from recent field counts for the following intersections:

Sequoia Rd. / Coors Blvd. St. Joseph's Dr. / Coors Blvd. Western Trail / Coors Blvd. Sevilla Ave / Coors Blvd. St. Joseph's Dr. / Atrisco Rd. Western Trail / Quaker Heights

The counts are included in Appendix Pages A-69 thru A-74.

#### **EXISTING TRANSIT SERVICE**

This area is serviced by the Coors #155 bus route which provides service approximately every 30 minutes from 6:30 a.m. to 10:00 p.m. 6 days a week & limited service from 10:00 a.m. to 5:00 p.m. on Sunday, and the Westside Rapid Ride bus route which provides hourly service during the AM and PM Peak Hour periods 6 days a week. (See Appendix Pages A-75 thru A-78).

#### PROPOSED DEVELOPMENT

The proposed conceptual site development plan associated with this project consists of two different land use facilities summarized in the following table:

Land Use Description	Size Proposed
Senior Housing – Attached	150 units
Apartment, Post – 1973	224 units

See the conceptual site development plan on Page A-3 in the Appendix of this report to acquire more detailed information about the proposed development. This site plan is conceptual at this point in time and is subject to some changes as progress takes place in the design process. The plan should, however, provide a reliable basis upon which to analyze the impact of the development on the adjacent transportation system and provide

guidelines for mitigating the impact and establishing access criteria. The conceptual site plan as it is shown in this report proposes two primary access points into the site. One access will be through Quaker Heights through the subdivision to the north. The second access (Driveway 'A') will actually be the intersection of Quaker Heights and St. Joseph's Dr. Quaker Heights will be constructed from its south end at the subdivision to the north through the project to intersect with St. Joseph's Dr.

#### **TRIP GENERATION**

Projected trips were calculated from data in the Institute of Transportation Engineers <u>Trip Generation</u> Manual (7th Edition, 2003). Trips for the development were determined based on land uses defined on the Conceptual Site Development Plan on Page A-3 in the Appendix of this report.

The resulting number of trips generated for the proposed development is summarized in the following table:

# Oxbow Apartments (Ladera Dr. / Coors Blvd.) Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)			24 HR VOL	A. M. PE	AK HR.	P. M. PEAK HR.	
DESCRIPTION			GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet		Units					
Senior Adult Housing - Attached (252)	7"	150.00	522	5	9	12	8
Apartment, Post-1973 (220)	•	224.00	1,481	23	91	92	49
Subtotal		,	2,003	28	100	104	57

No adjustments were made for Pass-By Trips.

#### TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

#### Residential Land Uses

Primary and diverted linked trips for office / residential development have been distributed proportionally to the 2015 projected population of Subareas area wide. Population data for 2004 and 2030 were taken from the <u>2030 Socioeconomic Forecasts for Data Analysis Subzones for the MRCOG Region (S-07-01)</u>, supplied by the Mid-Region Council of Governments (MRCOG). Population Data was interpolated linearly to obtain 2015 values and adjusted for distance from the proposed new facility. The trip distribution worksheets and associated map of subareas are shown in the Appendix on Pages A-9 thru A-14. The Trip Distribution Map for Residential use can be found in the Appendix on Page A-15.

#### TRIP ASSIGNMENTS

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 assignment maps are shown in the Appendix on Pages A-16 thru A-17.

#### BACKGROUND TRAFFIC GROWTH

Background traffic growth rates were considered for the study area that was targeted for analysis based on data from the 2001 through 2010 Traffic Flow maps prepared by the Mid-Region Council of Governments.

Most of the Traffic Flow Data for the years 2001 through 2010 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 growth rate for each approach if that calculated rate appeared feasible. However, there may be some instances where the rate indicated a negative growth trend or appeared to be unreasonably high or low. In those cases, an appropriate growth rate from an adjacent segment of the same roadway was used, a shorter time span was used to determine the growth rate, or the growth rate was considered to be zero or a generic 0.5% if appropriate. Due to the potential for growth in the area, it was believed that a zero percent growth rate was inappropriate for this study. Therefore, a growth rate of 0.5% was often used if the linear regression analysis showed the growth rate to be negative. Additionally, if the R<sup>2</sup> value of the trend line was low, other means of establishing a probable growth rate from the data accumulated was considered. Historical Growth Rate Graphs with linear regression trendlines are shown in the Appendix on Pages A-18 through A-25. Additionally, 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-29 through A-42).

#### PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2013 BUILDOUT

The calculated growth rates were applied to the most recent peak hour traffic counts (conducted for this study) to establish the 2013 background NO BUILD traffic volumes. To these volumes, the generated trips based on implementation of the proposed Oxbow Town Center Apartments (100% development) were added to obtain 2013 BUILD volumes for the intersection analyses. See Appendix Pages A-16 thru A-25 for further information regarding 2013 turning movement counts.

#### INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the <u>Highway Capacity Manual</u>, Special Report 209, Transportation Research Board, 2000, using Trafficware's Synchro version 7 Highway Capacity Software for signalized and unsignalized intersections. For signalized intersections, the operational method of analysis was used for 2013 conditions (BUILD).

It should be noted that Synchro 8 (using HCM 2010 methodology) was not utilized in this analysis since there are numerous problematic issues related to the new software. Synchro 8 was recently released, but there have been problems with the software that Trafficware is trying to address, but have not yet done so. Therefore, Synchro 7 was utilized for this study as required by the City of Albuquerque and New Mexico Department of Transportation.

Capacity analyses were performed for the following traffic conditions.

2013 without development of the subject property (2013 NO BUILD) 2013 with total development as per the Proposed Site Plan (2013 BUILD).

The results of the 2013 NO BUILD and BUILD capacity analyses are summarized in the following sections - Results and Discussion of Intersection Capacity Analyses.

The <u>Highway Capacity Manual (2010)</u> defines Level of Service (LOS) for signalized and unsignalized intersections in terms of average controlled delay per vehicle as follows:

#### LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Average Delay	Level-of-Service
(secs)	
≤ 10	Α
> 10 and ≤ 20	В
> 20 and ≤ 35	С
> 35 and ≤ 55	D
> 55 and ≤ 80	Ε
> 80	F

#### LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

<u>Average Delay</u>	Level-of-Service
(secs)	
≤ 10	Α
> 10 and ≤ 15	В
> 15 and ≤ 25	С
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Level of Service D is generally considered acceptable in urban areas and is the desirable base condition for analysis in a traffic study. In addition to consideration of the overall level-of-service of the signalized intersection, the levels-of-service of each individual movement should be considered.

#### RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

#### IMPLEMENTATION YEAR (2013)

Intersection #1 - Sequoia Rd. / Coors Blvd. - Pages A-43 thru A-46

The results of the implementation year analysis of the signalized intersection of Sequoia Rd. / Coors Blvd. are summarized in the following table:

Intersection: 1 - SEQUOIA RD / COORS BLVD

		2013	AM	Peak	Hou	r B	U	<u>ILD</u>		2013	PM Peal	( Hou	r BUILD
			(E	EXIST.	GEON	l.)					(EXIST.	GEON	1.)
		NO	D BUII	LD		BUI	LD	)		N	BUILD		BUILD
		Lanes	LOS-	Delay	Lanes	LO	S-I	Delay		Lanes	LOS-Delay	Lanes	LOS-Delay
Г	L	1	D -	49.2	1	D	-	49.2	L	1	D - 48.3	1	D - 48.3
膃	Т	2	D -	48.4	2	D	-	48.4	T	2	D - 41.6	2	D - 41.6
Г	R	>	D -	48.4	>	D	-	48.4	R	^	D - 41.6	>	D - 41.6
	L	1	E -	68.2	1	Ε	-	68.2	L	1	E - 79.7	1	E - 79.7
WB	T	1	D -	46.8	1	D	-	46.8	T	1	D - 42.1	1	D - 42.1
	R	1	D -	40.9	1	D	-	40.9	R	1	D - 35.6	1	D - 35.7
	L	1	В-	12.1	1	В	-	12.7	L	1	B - 14.7	1	B - 15.7
NB NB	Т	3	Α -	7.5	3	Α	-	7.5	Т	3	B - 19.3	3	C - 20.1
	R	1	Α -	5.6	1	Α	-	5.6	R	1	A - 8.4	1	A - 8.4
	L	1	Α -	1.1	1	Α	-	4.4	L	1	C - 29.0	1	D - 41.3
SB	T	3	Α -	3.1	3	В	-	12.1	Т	3	B - 15.6	3	B - 11.7
	R	1	Α -	0.1	1	Α	-	5.7	R	1	B - 11.5	1	A - 5.9
Int	erse	ection:	A -	9.4		В	-	14.5			C - 22.3		C - 21.5

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

This study demonstrates that this signalized intersection will operate at acceptable levels-of-service for the 2013 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report. The newly generated traffic from this development will only increase the delay from 0 to 5.1 seconds. It is important to note that sometimes the BUILD Condition demonstrates a lower delay than the NO BUILD Condition due to the difference in intersection splits, just as is the case for the PM Peak Hour Condition. The analysis demonstrates that there will be no adverse impact to the intersection. Therefore, no recommendation is made for the Sequoia Rd. / Coors Blvd. intersection.

The results of the queueing analysis for this intersection is summarized in the following table:

#### **Queueing Analysis Summary Sheet**

Project:

Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Intersection:

Sequoia Rd / Coors Blvd NW

<u>2013</u>				7						
Approach	roach <u>Left Turns</u>		Thru	Move	ments	Ri	Right Turns			
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length	1	57	150	2	35	Cont	0	145	0	
AM NO BUILD Queue	1	57	100	2	35	50	0	146	225	
AM BUILD Queue	1	57	100	2	35	50	0	146	225	
Existing Lane Length	1	119	150	2	98	Cont	0	140	0	
PM NO BUILD Queue	1	120	200	2	98	100	0	141	225	
PM BUILD Queue	1	120	200	2	98	100	0	141	225	
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length	1	73	75	1	28	Cont	1	16	75	
AM NO BUILD Queue	1	73	125	1	28	75	1	16	50	
AM BUILD Queue	1	73	125	1	28	75	1	16	50	
Existing Lane Length	1	139	75	1	100	Cont	1	46	75	
PM NO BUILD Queue	1	140	200	1	101	175	1	46	100	
PM BUILD Queue	1	140	200	1	101	175	1	47	100	
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length	1	51	125	3	1,114	Cont	1	38	180	
AM NO BUILD Queue	1	51	100	3	1,120	525	1	38	75	
AM BUILD Queue	1	51	100	3	1,135	525	1	38	75	
Existing Lane Length	1	146	125	3	2,459	Cont	1	58	180	
PM NO BUILD Queue	1	147	225	3	2,471	>1,000	* 1	58	100	
PM BUILD Queue	1	147	225	3	2,528	>1,000	* 1	58	100	
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length	1.6	23	110	3	2,233	Cont	1	46	280	
AM NO BUILD Queue	1	23	50	3	2,244	>1,000	* 1	46	100	
AM BUILD Queue	1	24	50	3	2,298	>1,000	* 1	46	100	
Existing Lane Length	1	55	110	3	1,471	Cont	1	32	280	
PM NO BUILD Queue	1	55	100	3	1,478	650	1	32	75	
PM BUILD Queue	1	55	100	3	1,509	675	1	32	75	

AM PM

NOTE: Queue lengths are in feet.

Cycle Length:

120

120

The recommendations of the queuing analysis for this intersection are summarized in the following table and paragraph:

Lane Description	Existing Length (Ft)	NO BUILD Length (Ft)	BUILD Length (Ft)	Lengthen Existing Auxiliary Lane to:
Eastbound Left Turn:	150	200	200	200' plus transition.
Eastbound Right Turn:*	0	110	110	No Recommendation
Westbound Left Turn:	75	200	200	200' plus transition.
Westbound Right Turn:*	75	50	50	No Recommendation
Northbound Left Turn:	125	225	225	225' plus transition.
Northbound Right Turn:*	180	50	50	No Recommendation
Southbound Left Turn:	110	100	100	No Recommendation
Southbound Right Turn:*	280	50	50	No Recommendation

<sup>\* -</sup> Calculated right turn queue lengths have been reduced by 50% to account for right-turns-on red and overlap phases.

The queueing analysis demonstrates that the eastbound left turn lane should be lengthened to 50 feet plus transition. This would only allow for two additional vehicles and is therefore, not worth the expense of the lengthening. The westbound left turn lane should be lengthened to 200 feet plus transition; however, this cannot be done without adversely impacting the driveway to the east. The northbound left turn lane should be lengthened to 225 feet plus transition; however, this cannot be done without adversely impacting the driveway to the south. Therefore, no recommendations are made for the intersection of Sequoia Rd. / Coors Blvd.

#### Intersection #2 - St. Josephs Dr. / Coors Blvd. - Pages A-47 thru A-50

The results of the implementation year analysis of the signalized intersection of St. Josephs Dr. / Coors Blvd. are summarized in the following table:

Intersection: 2 - ST. JOSEPH'S DR / COORS BLVD

2042 AM Dook House DUIL D.

		2013	AM Peak	Ηοι	<u>ir BUILD</u>		<u>2013</u>	PM Peak	Ηοι	Ir BUILD			
			(EXIST.	GEON	f.)	1		(EXIST. GEOM.)					
		N	O BUILD		BUILD		N.	NO BUILD BUILD					
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes LOS-Delay Lanes LOS-Delay						
	L	2	D - 42.4	2	E - 64.9	L	2	F - 84.0	2	E - 58.5			
品	Т	1	1 C - 26.6 1 D - 43.4					C - 28.4	1	C - 30.9			
	R	1	C - 33.3	1	D - 42.1	R	1	D - 49.5	1	C - 34.0			
WB	L	1	D - 41.1	1	D - 41.1	L	1	D - 43.0	1	D - 48.3			
	T	2	D - 45.4	2	D - 45.4	Т	2	D - 46.1	2	D - 48.9			
	R	>	D - 45.4	>	D - 45.4	R	>	D - 46.1	>	D - 48.9			
	L	1	B - 13.7	1	D - 45.5	L	1	C - 32.2	1	D - 47.2			
R	Т	3	B - 17.2	3	B - 14.4	T	3	C - 20.9	3	B - 17.9			
	R	1	D - 41.8	1	B - 10.5	R	1	A - 0.1	1	A - 0.1			
Г	L	1	B - 10.1	1	B - 11.3	L	1	D - 40.1	1	D - 37.9			
SB	T	3	B - 16.5	3	C - 27.2	T	3	C - 22.4	3	C - 31.4			
	R	1	A - 0.1	1	A - 7.4	R	1	D - 49.9	1	E - 77.4			

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

C - 26.6

Intersection: C - 20.2

This study demonstrates that this signalized intersection will operate at acceptable levels-of-service for the 2013 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report. The newly generated traffic from this development will only increase the delay from 2.1 to 6.4 seconds. The analysis demonstrates that there will be no adverse impact to the intersection. Therefore, no recommendation is made for the St. Joseph's Dr. / Coors Blvd. intersection.

C - 26.3

C - 28.4

The results of the queueing analysis for this intersection is summarized in the following table:

## **Queueing Analysis Summary Sheet**

Project:

Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Intersection:

St Joseph's Dr / Coors Blvd NW

2013					-041	Colon Colon		197		
Approach	Le	eft Tu	rns	Thru	Mover	nents		Rig	ght Tu	rns
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	94 94 149 61 61 92 Vol. 48 48 48 69 69 69 Vol. 131 132 132 60 60 60	Length
Existing Lane Length	2	197	130	1	32	Cont		1	Deligio educación de Al	130
AM NO BUILD Queue	2	198	175	1	32	75		1	94	150
AM BUILD Queue	2	198	175	1	32	75		1	149	225
Existing Lane Length	2	178	130	1	17	Cont		1	Stranger of the	130
PM NO BUILD Queue	2	179	150	1	17	50		1		125
PM BUILD Queue	2	179	150	1	17	50		1	92	150
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	1	88	160	2	11	Cont	1	0	48	0
AM NO BUILD Queue	1	88	150	2	11	25	1	0	48	100
AM BUILD Queue	1	88	150	2	11	25	1	0	48	100
Existing Lane Length	1	77	160	2	14	Cont	1	0	69	0
PM NO BUILD Queue	1	77	125	2	14	25	1	0	69	125
PM BUILD Queue	1	77	125	2	14	25		0	69	125
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	1	28	375	3	1,011	Cont	1	1	131	375
AM NO BUILD Queue	1	28	75	3	1,016	475	1	1		200
AM BUILD Queue	1	43	100	3	1,016	475	1	1	132	200
Existing Lane Length	1	123	375	3	2,677	Cont	1	1		375
PM NO BUILD Queue	1	124	200	3	2,690	>1,000	*	1	60	125
PM BUILD Queue	1	181	250	3	2,690	>1,000	*	1	60	125
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	1	81	585	3	2,254	Cont		1		280
AM NO BUILD Queue	1	81	150	3	2,265	>1,000	*	1	76	125
AM BUILD Queue	1	81	150	3	2,265	>1,000	*	1	76	125
Existing Lane Length	1	72	585	3	1,607	Cont		1	259	280
PM NO BUILD Queue	1	72	125	3	1,615	700		1	260	350
PM BUILD Queue	1	72	125	3	1,615	700	1	1	260	350

 AM
 PM

 Cycle Length:
 120
 120

NOTE: Queue lengths are in feet.

The recommendations of the queueing analysis for this intersection are summarized in the following table and paragraph:

Lane Description	Existing Length (Ft)	NO BUILD Length (Ft)	BUILD Length (Ft)	Lengthen Existing Auxiliary Lane to:
Eastbound Left Turn:	130	175	175	175' plus transition.
Eastbound Right Turn:*	130	80	110	No Recommendation
Westbound Left Turn:	160	150	150	No Recommendation
Westbound Right Turn:*	0	60	60	No Recommendation
Northbound Left Turn:	375	200	250	No Recommendation
Northbound Right Turn:*	375	100	100	No Recommendation
Southbound Left Turn:	585	150	150	No Recommendation
Southbound Right Turn:*	280	180	180	No Recommendation

<sup>\* -</sup> C alculated right turn queue lengths have been reduced by 50% to account for right-turns-on red and overlap phases.

The queueing analysis demonstrates that the eastbound left turn lane should be lengthened to 175 feet plus transition. This would only allow for less than two additional vehicles and is therefore, not worth the expense of the lengthening. Therefore, no recommendations are made for the intersection of St. Joseph's Dr. / Coors Blvd.

## Intersection #3 - Western Trail / Coors Blvd. - Pages A-51 thru A-54

The results of the implementation year analysis of the signalized intersection of Western Trail / Coors Blvd. are summarized in the following table:

Intersection: 3 - WESTERN TRAIL / COORS BLVD

		2013	AM Peak	Ηοι	ır BUILD		<u>2013</u>	PM Peak	Hou	r BUILD	
			(EXIST.	GEON	f.)	]		(EXIST.	GEON	1.)	
		N	O BUILD		BUILD		N N	NO BUILD BUI			
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
Г	L	2	E - 57.3	2	E - 57.4	L	2	E - 65.9	2	E - 68.2	
膃						11	1	D - 48.5	1	D - 47.9	
	R	>	E - 61.5	>	E - 56.3	R	>	D - 48.5	>	D - 47.9	
Г	L	1	E - 58.3	1	E - 55.2	L	1	D - 50.3	1	D - 50.5	
WB	T	1	D - 47.7	1	D - 48.1	T	1	D - 52.3	1	D - 52.5	
	R	1	D - 47.5	1	D - 47.9	R	1	D - 51.8	1	D - 52.0	
Γ	L	1	D - 41.6	1	C - 34.9	L	1	D - 51.1	1	D - 54.5	
NB	T	3	B - 12.9	3	B - 16.8	T	3	A - 6.4	3	A - 3.4	
	R	1	A - 9.8	1	B - 14.9	R	1	A - 1.2	1	A - 0.3	
Γ	L	1	A - 6.1	1	B - 10.3	L	1	B - 17.1	1	B - 15.7	
SB	Т	3	B - 15.4	3	B - 15.6	Τ	3	B - 17.2	3	B - 16.7	
	R	1	A - 3.3	1	A - 4.6	R	1	A - 8.3	1	A - 7.1	
Int	erse	ection:	C - 20.9		C - 22.1			B - 15.2		B - 13.9	

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

This study demonstrates that this signalized intersection will operate at acceptable levels-of-service for the 2013 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report. The newly generated traffic from this development will only increase the delay from 0 to 1.2 seconds. It is important to note that sometimes the BUILD Condition demonstrates a lower delay than the NO BUILD Condition due to the difference in intersection splits, just as is the case for the PM Peak Hour Condition. The analysis demonstrates that there will be no adverse impact to the intersection. Therefore, no recommendation is made for the Western Trail / Coors Blvd. intersection.

The results of the queueing analysis for this intersection is summarized in the following table:

#### **Queueing Analysis Summary Sheet**

Project:

Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Intersection:

Western Trail / Coors Blvd NW

-	~	-4	-
-,	8 6	7	- 4

	_						7				
Approach	<u>L</u>	eft Tu	<u>rns</u>	Thru Movements				Right Turns			
<b>Eastbound</b>	# Lanes	Vol.	Length	# Lanes	Voi.	Length		# Lanes	Vol.	Length	
Existing Lane Length	2	155	160	1	7	Cont		0	211	0	
AM NO BUILD Queue	2	168	150	1	8	25	1	0	229	300	
AM BUILD Queue	2	208	175	1	8	25		0	229	300	
Existing Lane Length	2	102	160	1	2	Cont	1	0	66	0	
PM NO BUILD Queue	2	111	125	1	2	0	1	0	72	125	
PM BUILD Queue	2	134	125	1	2	0		0	72	125	
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	s Vol.	Length	
Existing Lane Length	1	58	300	1	7	Cont		1	22	240	
AM NO BUILD Queue	1	58	100	1	7	25	1	1	22	50	
AM BUILD Queue	1	58	100	1	7	25	1	1	22	50	
Existing Lane Length	1	21	300	1	9	Cont		1	20	240	
PM NO BUILD Queue	1	21	50	1	9	25		1	20	50	
PM BUILD Queue	1	21	50	1	9	25		1	20	50	
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length	
Existing Lane Length	1	63	220	3	1,230	Cont	1	1	15	240	
AM NO BUILD Queue	1	63	125	3	1,236	575	ĺ	1	15	50	
AM BUILD Queue	1	63	125	3	1,236	575	1	1	15	50	
Existing Lane Length	1	240	220	3	2,487	Cont		1	39	240	
PM NO BUILD Queue	1	241	325	3	2,499	>1,000	*	1	39	75	
PM BUILD Queue	1	241	325	3	2,499	>1,000	*	1	39	75	
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length	
Existing Lane Length	1	9	160	3	1,985	Cont		1	39	400	
AM NO BUILD Queue	1	9	25	3	1,995	850		1	39	75	
AM BUILD Queue	1	9	25	3	1,995	850		1.	50	100	
Existing Lane Length	1	26	160	3	1,733	Cont		1	165	400	
PM NO BUILD Queue	1	26	75	3	1,742	750		1	166	250	
PM BUILD Queue	1	26	75	3	1,742	750		1	208	300	

AM PM 120 NOTE: Queue lengths are in feet.

Cycle Length:

120

The recommendations of the queueing analysis for this intersection are summarized in the following table and paragraph:

Lane Description	Existing Length (Ft)	NO BUILD Length (Ft)	BUILD Length (Ft)	Lengthen Existing Auxiliary Lane to:
Eastbound Left Turn:	160	150	175	No Recommendation
Eastbound Right Turn:*	0	150	150	No Recommendation
Westbound Left Turn:	300	100	100	No Recommendation
Westbound Right Turn:*	240	30	30	No Recommendation
Northbound Left Turn:	220	325	325	325' plus transition.
Northbound Right Turn:*	240	40	40	No Recommendation
Southbound Left Turn:	160	75	75	No Recommendation
Southbound Right Turn:*	400	130	150	No Recommendation

<sup>\* -</sup> Calculated right turn queue lengths have been reduced by 50% to account for right-turns-on red and overlap phases.

The queueing analysis demonstrates that the northbound left turn lane should be lengthened to 325 feet plus transition. This queue length is inadequate in the NO BUILD Condition, and thus this development is not responsible since it adds no traffic to the movement. Therefore, no recommendations are made for the intersection of St. Western Trail / Coors Blvd.

#### Intersection #4 - Sevilla Ave. / Coors Blvd. - Pages A-55 thru A-58

The results of the implementation year analysis of the signalized intersection of Sevilla Ave. / Coors Blvd. are summarized in the following table:

Intersection: 4 - SEVILLA AVE / COORS BLVD

		2013	AM F	Peak	ι Ηοι	ır Bl	JILD		2013	PM Peak	( Hou	ır BUILD		
			(E	XIST.	GEON	1.)		1		(EXIST. GEOM.)				
		NO	O BUIL	D		BUIL	D		NO BUILD BUILD					
		Lanes	LOS-D	elay	Lanes	LOS	-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay		
	L	1	E -	55.2	1	E-	55.2	L	1	E - 55.5	1	E - 55.5		
囧	T	1	D -	52.4	1	D -	52.4	Т	1	D - 51.0	1	D - 51.0		
	R	>	D -	52.4	>	D -	52.4	R	>	D - 51.0	>	D - 51.0		
П	L	1	D -	53.0	1	D -	53.0	L	1	D - 50.9	1	D - 50.9		
WB	T	1	D -	52.4	1	D -	52.4	T	1	D - 51.1	1	D - 51.1		
	R	>	D -	52.4	>	D -	52.4	R	>	D - 51.1	>	D - 51.1		
Г	L	1	A -	1.3	1	Α -	4.4	L	1	B - 14.8	1	B - 17.1		
9	Т	3	A -	2.9	3	Α-	5.5	Т	3	A - 2.6	3	A - 3.8		
Γ	R	1	A -	1.0	1	Α -	3.5	R	1	A - 0.8	1	A - 2.0		
Г	L	1	A -	2.7	1	Α -	2.7	L	1	B - 10.9	1	B - 11.2		
SB	Т	3	A -	7.2	3	Α -	7.2	T	3	A - 7.4	3	A - 7.5		
Ç	R	1	Α -	3.4	1	Α -	3.4	R	1	A - 4.2	1	A - 4.2		
Int	ntersection: A - 6.7 A - 7			6.7		Α -	7.7			A - 5.8		A - 6.6		

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

This study demonstrates that this signalized intersection will operate at acceptable levels-of-service for the 2013 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report. The newly generated traffic from this development will only increase the delay from 0.8 to 1 second. The analysis demonstrates that there will be no adverse impact to the intersection. Therefore, no recommendation is made for the Sevilla Ave. / Coors Blvd. intersection.

The results of the queueing analysis for this intersection is summarized in the following table:

#### **Queueing Analysis Summary Sheet**

Project:

Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Intersection:

Sevilla Ave / Coors Blvd NW

<u>2013</u>								Service Service	
Approach	Le	eft Tu	rns	Thru	Move	ments	R	ight Tu	ırns
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lane:	Vol.  23  23  23  30  30  30  30  36  36  23  23  Vol.  6  6  6  6  11  11  11  5  5  59	Length
Existing Lane Length	1	21	100	1	1	Cont	0	23	0
AM NO BUILD Queue	1	21	50	1	1	0	0	23	50
AM BUILD Queue	1	21	50	1	1	0	0	23	50
Existing Lane Length	1	36	100	1	0	Cont	0	30	0
PM NO BUILD Queue	1	36	75	1	0	0	0	30	75
PM BUILD Queue	1	36	75	1	0	0	0	30	75
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lane	s Vol.	Length
Existing Lane Length	1	8	60	1	0	Cont	0	36	0
AM NO BUILD Queue	1	8	25	1	0	0	0	36	75
AM BUILD Queue	1	8	25	1	0	0	0	36	75
Existing Lane Length	1	2	60	1	4	Cont	0	A STATE OF THE PARTY AND ADDRESS.	0
PM NO BUILD Queue	1	2	0	1	4	25	0	23	50
PM BUILD Queue	1	2	0	1	4	25	0	23	50
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lane	s Vol.	Length
Existing Lane Length	1	6	330	3	1,501	Cont	1	6	400
AM NO BUILD Queue	1	6	25	3	1,509	675	1	6	25
AM BUILD Queue	1	6	25	3	1,549	675	1	6	25
Existing Lane Length	1	55	330	3	2,531	Cont	1	11	400
PM NO BUILD Queue	1	55	100	3	2,544	>1,000	* 1	11	50
PM BUILD Queue	1	55	100	3	2,567	>1,000	* 1	11	50
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lane	s Vol.	Length
Existing Lane Length	1	9	390	3	2,075	Cont	1	5	415
AM NO BUILD Queue	1	9	25	3	2,092	875	1	5	25
AM BUILD Queue	1	9	25	3	2,103	900	1	5	25
Existing Lane Length		28	390	3	1,955	Cont	1	59	415
PM NO BUILD Queue	1	28	75	3	1,971	850	1	59	100
PM BUILD Queue	1	28	75	3	2,013	850	1	59	100

PM AM 120 120 Cycle Length:

NOTE: Queue lengths are in feet.

The recommendations of the queueing analysis for this intersection are summarized in the following table and paragraph:

Lane Description	Existing Length (Ft)	NO BUILD Length (Ft)	BUILD Length (Ft)	Lengthen Existing Auxiliary Lane to:
Eastbound Left Turn:	100	75	75	No Recommendation
Eastbound Right Turn:*	0	40	40	No Recommendation
Westbound Left Turn:	60	25	25	No Recommendation
Westbound Right Turn:*	0	40	40	No Recommendation
Northbound Left Turn:	330	100	100	No Recommendation
Northbound Right Turn:*	400	30	30	No Recommendation
Southbound Left Turn:	390	75	75	No Recommendation
Southbound Right Turn:*	415	50	50	No Recommendation

<sup>\* -</sup> Calculated right turn queue lengths have been reduced by 50% to account for right-turns-on red and overlap phases.

No recommendations are made for the intersection of Sevilla Ave. / Coors Blvd.

#### Intersection #5 - St. Josephs Dr. / Atrisco Rd. - Pages A-59 thru A-62

The results of the implementation year analysis of the signalized intersection of St. Josephs Dr. / Atrisco Rd. are summarized in the following table:

Intersection: 5 - ST JOSEPH'S DR / ATRISCO DR

		2013	AM F	eak	Hou	r B	UILD		<u>2013</u>	PM	Peal	( Hou	ır BU	<u>ILD</u>	
			(E)	(IST.	GEON	l.)				(EXIST. GEOM.)					
		N N	O BUILI	D		BUIL	.D		N	O BUIL	D		BUILD	)	
		Lanes	LOS-D	elay	Lanes	LOS	S-Delay		Lanes	LOS-I	Delay	Lanes	LOS-	Delay	
П	L	1	D - ;	36.6	1	D	- 36.6	L	1	E-	58.1	1	E -	58.0	
膃	Т	T 1 D - 52.1 1 D - 52.0						T	1	D -	51.5	1	D -	51.5	
	R	1	D - :	35.9	1	D	- 35.8	R	1	D -	41.9	1	D -	41.8	
П	L	1	D - 4	47.9	1	D	- 45.3	L	1	C -	27.5	1	C -	24.8	
WB	Т	2	D - 4	41.1	2	D	- 37.4	T	2	C -	34.2	2	C -	31.3	
	R	>	D - 4	41.1	>	D	- 37.4	R	>	C -	34.2	>	C -	31.3	
П	L	1	Α -	6.2	1	Α	- 6.3	L	1	Α-	4.2	1	Α -	4.2	
9	T	1	A -	6.6	1	Α	- 6.6	Т	- 1	A -	5.7	1	Α -	5.7	
	R	>	A -	6.6	>	Α	- 6.6	R	>	A -	5.7	>	Α -	5.7	
П	L	1	Α -	6.5	1	Α	- 6.5	L	1.	Α-	4.0	1	Α -	4.0	
SB	T	1	A -	9.3	1	Α	- 9.3	Т	1	A -	4.5	1	Α -	4.5	
	R	>	Α -	9.3	>	Α	- 9.3	R	>	Α -	4.5	>	Α -	4.5	
Int	erse	ection: C - 26.8							C -	23.1		C -	22.2		

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

This study demonstrates that this signalized intersection will operate at acceptable levels-ofservice for the 2013 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report. The newly generated traffic from this development will not increase the delay. It is important to note that sometimes the BUILD Condition demonstrates a lower delay than the NO BUILD Condition due to the difference in intersection splits, just as is the case for the AM and PM Peak Hour Condition. The analysis demonstrates that there will be no adverse impact to the intersection. Therefore, no recommendation is made for the St. Joseph's Dr. / Atrisco Rd. intersection.

The results of the queueing analysis for this intersection is summarized in the following table:

# **Queueing Analysis Summary Sheet**

Project:

Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Intersection:

St Joseph's Dr / Atrisco Rd

2013									
Approach	L	eft Tu	rns	Thru	Move	ments	Rig	ght Tu	rns
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	35	115	1	305	Cont	1	56	115
AM NO BUILD Queue	1	35	75	1	307	400	1	56	100
AM BUILD Queue	1	35	75	1	308	400	1	56	100
Existing Lane Length	1	44	115	1	172	Cont	1	46	115
PM NO BUILD Queue	1	44	100	1	173	250	1	46	100
PM BUILD Queue	1	44	100	1	175	250	1	46	100
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	39	150	2	90	Cont	0	25	0
AM NO BUILD Queue	1	39	75	2	90	100	0	25	75
AM BUILD Queue	1	40	75	2	92	100	0	25	75
Existing Lane Length	1	34	150	2	301	Cont	0	70	0
PM NO BUILD Queue	1	34	75	2	303	250	0	70	125
PM BUILD Queue	1	35	75	2	304	250	0	70	125
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	13	200	1	72	Cont	0	34	0
AM NO BUILD Queue	1	13	50	1	72	125	0	34	75
AM BUILD Queue	1	13	50	1	72	125	0	34	75
Existing Lane Length	1	62	200	1	325	Cont	0	52	0
PM NO BUILD Queue	1	62	125	1	327	425	0	52	100
PM BUILD Queue	1	62	125	1	327	425	0	53	100
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	47	105	1	391	Cont	0	23	0
AM NO BUILD Queue	1	47	100	1	393	475	0	23	50
AM BUILD Queue	1	47	100	1	393	475	0	23	50
Existing Lane Length	1	22	105	1	161	Cont	0	29	0
PM NO BUILD Queue	1	22	50	1	162	225	0	29	75
PM BUILD Queue	1	22	50	1	162	225	0	29	75

AM PM

NOTE: Queue lengths are in feet.

Cycle Length:

120

120

The recommendations of the queueing analysis for this intersection are summarized in the following table and paragraph:

Lane Description	Existing Length (Ft)	NO BUILD Length (Ft)	BUILD Length (Ft)	Lengthen Existing Auxiliary Lane to:
Eastbound Left Turn:	115	100	100	No Recommendation
Eastbound Right Turn:*	115	50	50	No Recommendation
Westbound Left Turn:	150	75	75	No Recommendation
Westbound Right Turn:*	0	60	60	No Recommendation
Northbound Left Turn:	200	125	125	No Recommendation
Northbound Right Turn:*	0	50	50	No Recommendation
Southbound Left Turn:	105	100	100	No Recommendation
Southbound Right Turn:*	0	40	40	No Recommendation

<sup>\* -</sup> Calculated right turn queue lengths have been reduced by 50% to account for right-turns-on red and overlap phases.

No recommendations are made for the intersection of St Joseph's Dr. / Atrisco Rd.

#### **RESULTS OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSES**

#### IMPLEMENTATION'YEAR (2013)

Intersection #6 - Western Trail / Quaker Heights - Pages A-63 thru A-66

The results of the implementation year analysis of the signalized intersection of Western Trail / Quaker Heights are summarized in the following table:

Intersection: 6 - WESTERN TRAIL / QUAKER HTS

#### 2013 AM Peak Hour BUILD 2013 PM Peak Hour BUILD

		(EXIST. GEOM.)					(EXIST. GEOM.)					
		N(	BUILD		BUILD		N	O BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Del	ay	Lanes	LOS-Delay	Lanes	LOS-Delay		
В	T	2	A - 0.0	2	A - (	).O T	2	A - 0.2	2	A - 0.2		
Ш	R	^	A - 0.0	>	A - (	0.0 R	>	A - 0.2	>	A - 0.2		
WB	L	1	A - 8.2	1	A - 8	3.2 L	1	A - 7.7	1	A - 7.8		
	L	>	A - 10.0	>		).2 L	>	B - 10.1	>	A - 9.9		
NB	T	1	A - 10.0	1		).2 T	1	B - 10.1	1	A - 9.9		
	R	>	A - 10.0	>	B - 10	).2 R	>	B - 10.1	>	A - 9.9		
П	L	>	B - 10.7	>	B - 11	.4 L	>	B - 11.8	>	B - 13.0		
SB	Т	1	B - 10.7	1	B - 11	.4 T	1	B - 11.8	1	B - 13.0		
	R	1	B - 10.7	1	B - 11	.4 R	1	B - 11.8	1	B - 13.0		
Intersection:		ection:	u - N/A		u - N/	4		u - N/A		u - N/A		

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

This study demonstrates that this unsignalized intersection will operate at acceptable levels-of-service for the 2013 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report and that the newly generated traffic from this development will not have a significant adverse impact on this intersection. Therefore, no recommendations are made for the Western Trail / Quaker Heights intersection.

#### Intersection #7 - St. Josephs Dr. / Driveway "A" - Pages A-67 and A-68

The results of the analysis of the unsignalized intersection of St. Joseph's Dr. / Driveway "A" (full access) are summarized in the following table:

Intersection: 7 - ST JOSEPH'S DR / DRIVEWAY 'A'

#### 2013 Peak Hour BUILD

		(EXIST. GEOM.)							
		Al	M BUIL	.D	PM BUILD				
		Lanes	LOS-I	Delay	Lanes LOS-Delay				
M	L	>	Α -	0.0	>	Α -	0.1		
۳	Т	1	A -	0.0	1	A -	0.1		
B	L	1	В-	13.8	1	C -	15.9		
S	R	>	В -	13.8	>	C -	15.9		
Intersection:			u -	N/A		u -	N/A		

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

Driveway "A" should be constructed with one exiting lane and one entering lane. This study demonstrates that this unsignalized driveway will operate at acceptable levels-of-service for the 2013 AM Peak Hour and PM Peak Hour BUILD Conditions considered in this report.

#### **CONCLUSIONS**

This analysis was conducted using the following methodology: Trip Generation was established using the Institute of Transportation Engineers' (ITE's) Trip Generation Manual (7th Edition). Generated Trips were distributed proportionately based on the Population Data Analysis Subzones for Commercial Land Use and Office Land Use; NO BUILD volumes were established based on recent traffic count data grown at historical growth rate; and the intersection analyses were performed in accordance with the 2000 Highway Capacity Manual, Special Report 209. The Traffic Impact Study showed a moderate to substantial increase in traffic volumes for the adjacent transportation network based on 100% buildout of the proposed project.

In summary, the proposed plan for the Oxbow Town Center Apartments presents no significant adverse impact to the adjacent transportation system provided that the following recommendations are followed:

#### RECOMMENDATIONS

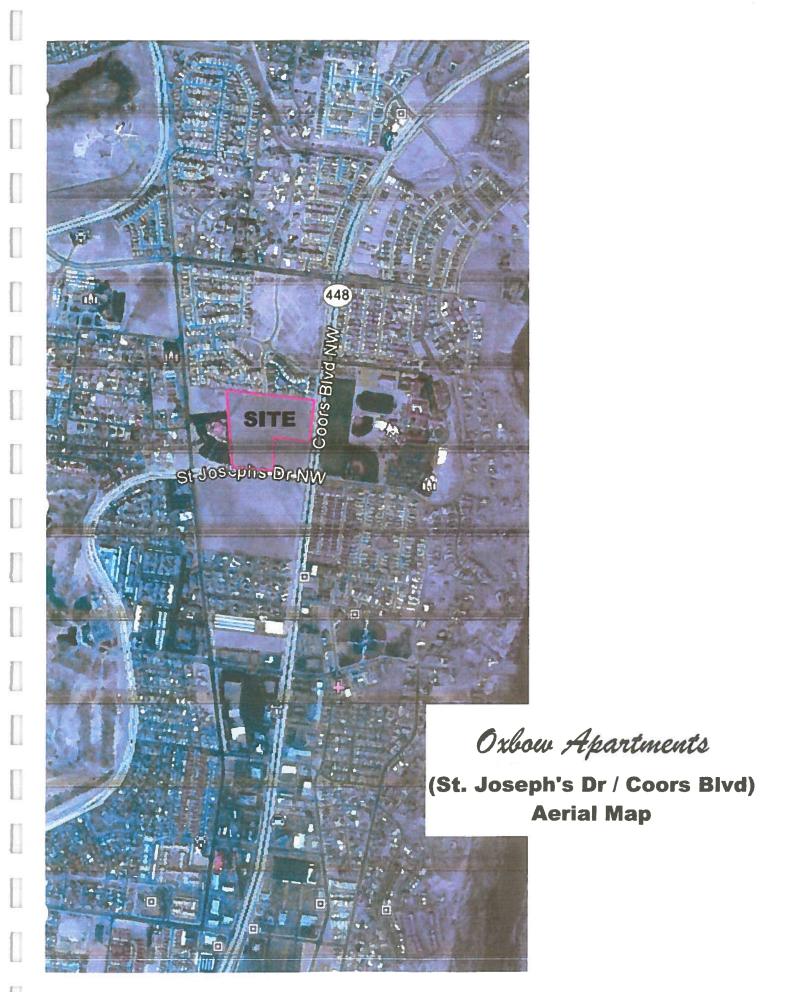
- All site design and construction including driveways and landscaping shall maintain adequate sight distances at the driveways and the existing intersections.
- Access to the site should be via the extension of Quaker Heights from the south boundary of the subdivision to the north of the project site to St. Joseph's Dr. and via the implementation of one driveway (Driveway "A" – the intersection of Quaker Heights / St. Joseph's Dr.) as defined on the conceptual site plan on Page A-3 of the Appendix of this report.

,	Driveway "A" onto	o St. Josephs	Dr. should	d be a fu nents of	ıll access the City	driveway d	esigned erque.
	driveway should b	e constructed	l with one e	entering la	ane and or	ne exiting la	ane.

### **Appendix**

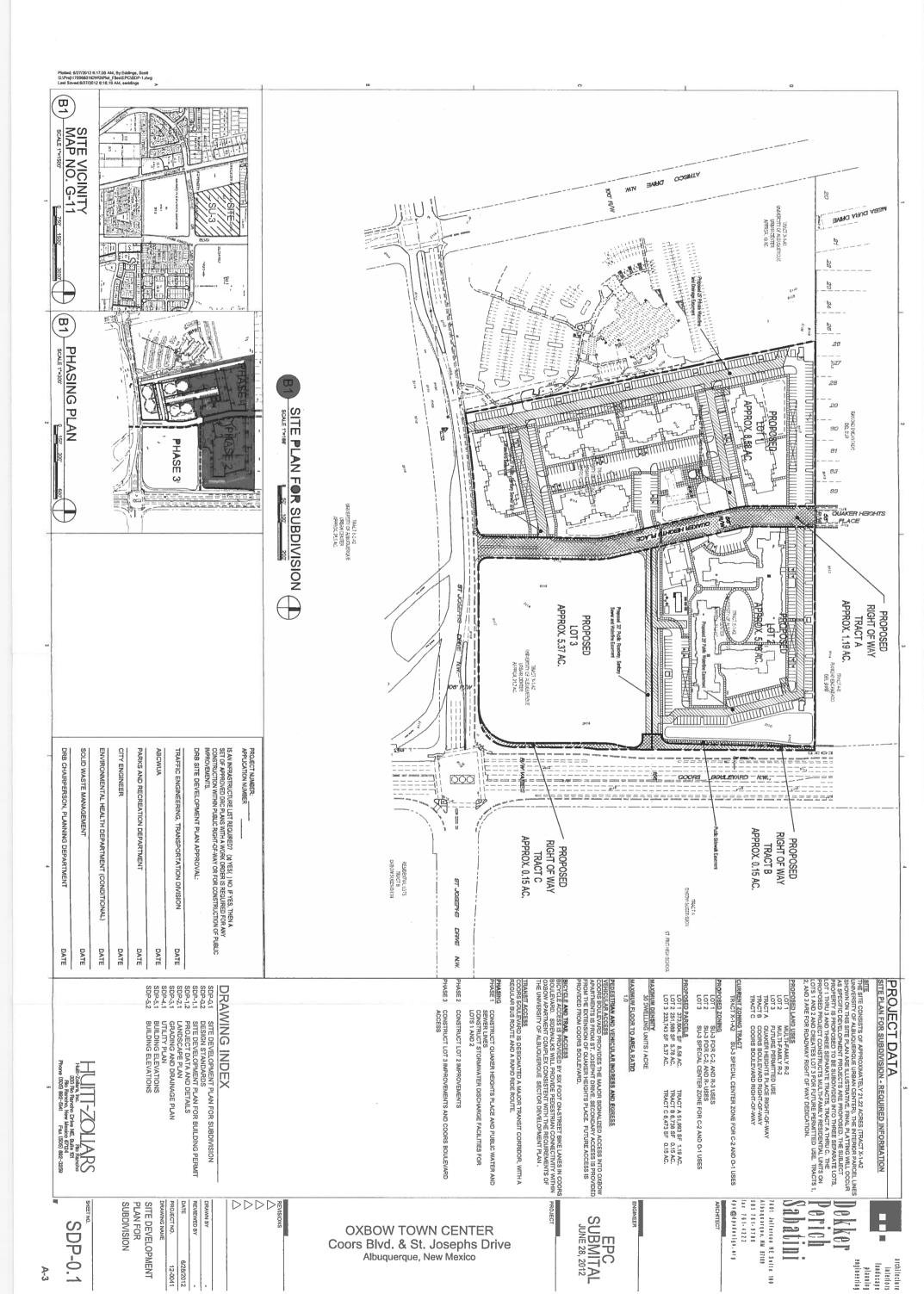
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**APPENDIX** 

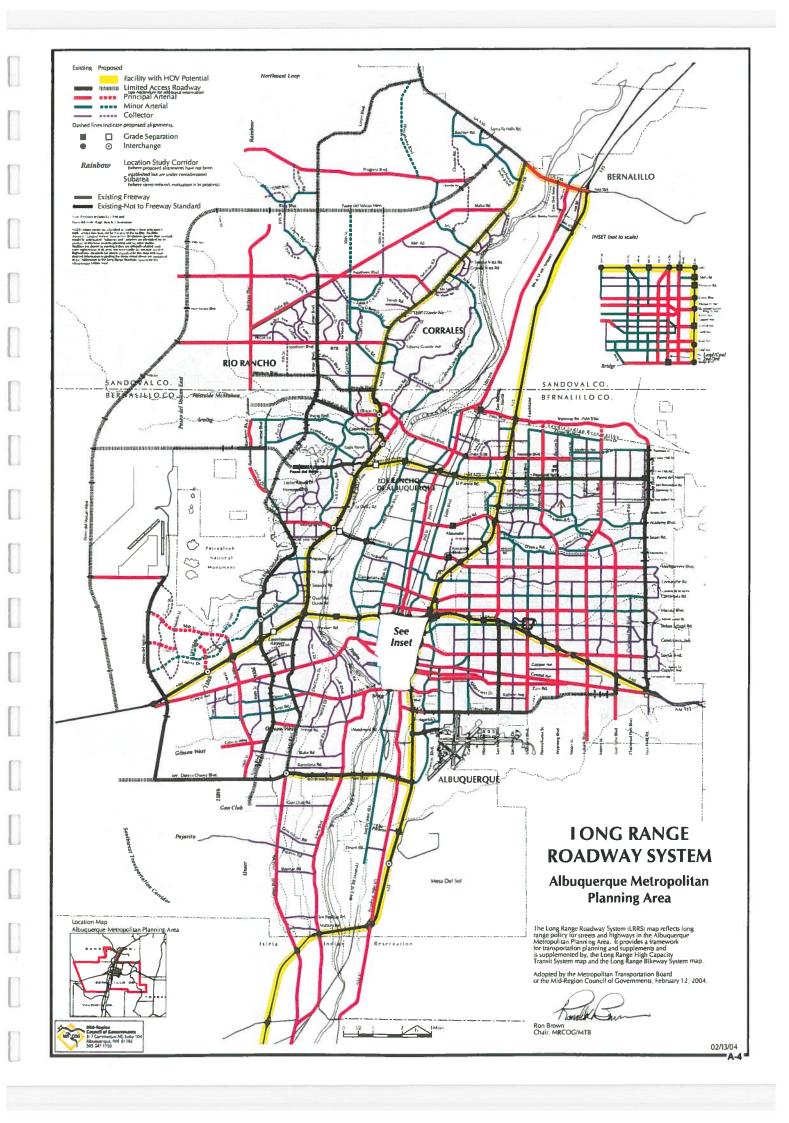


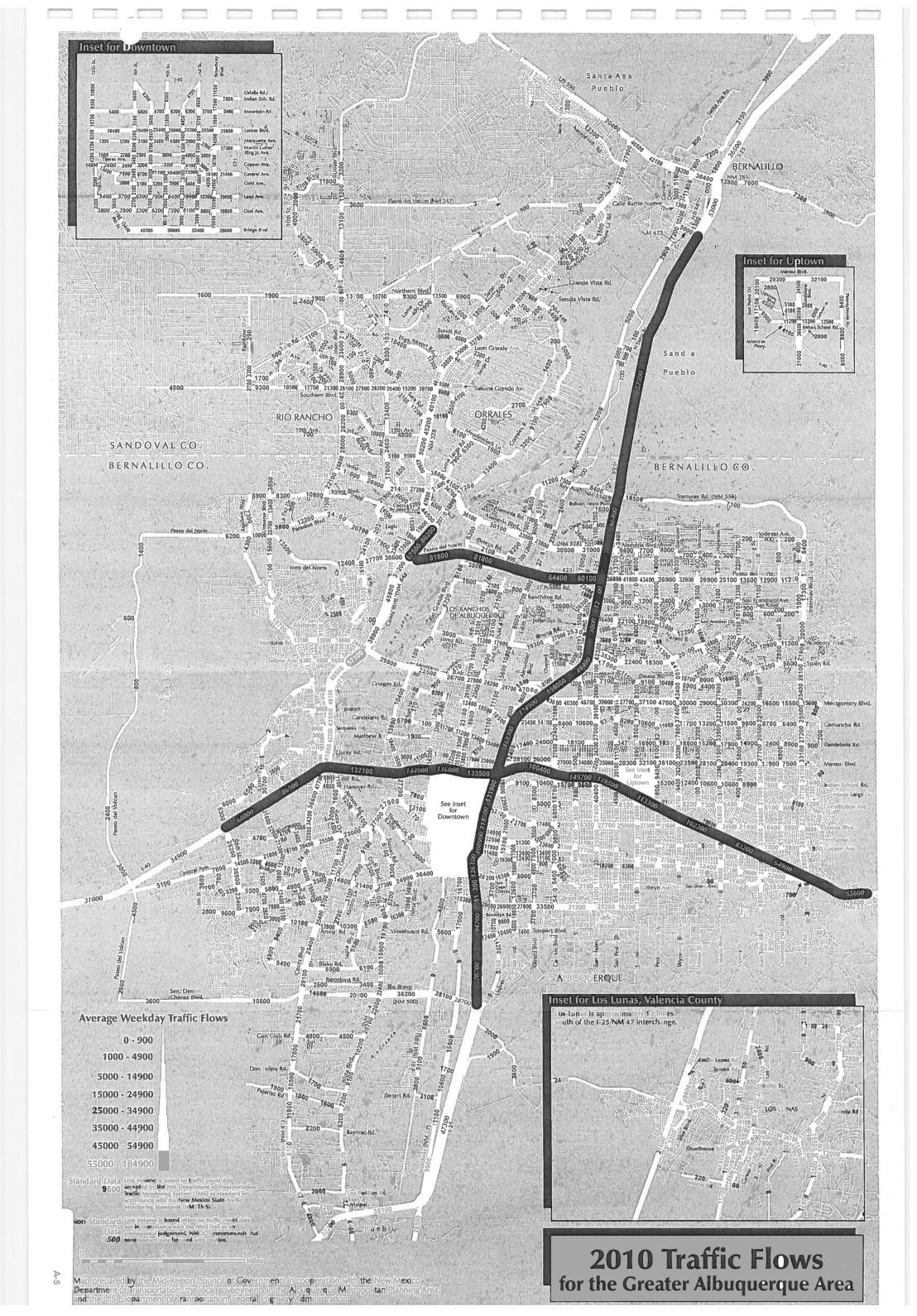
**Oxbow Town Center Apartments** TADO DEL SUR SU-1 UNIVERSITY d ALBUQPROJECTCENTER SU-1 OPEN SP. 61 DUZDA SU-1 LOCATION SOCCER FIELD BLVD ST PIUS X HIGH UNIVERSITY F ALBUQUERG SAINT JOSEPHS SAINT JOSEPH UNIVERSITY OF ALBUQUERQUE URBAN CENTER SU-3 ADERA HEIGHT SP--87--15 RIVER R-2 R-3 C-1 25A SF--88--340 RANCH CORONA ATRISCO APTS R-3 SU-1 P.47:118 TOWN OF SOL A-1 ATRISCO GRANT NORTHEAST UNIT LADERA GOLE A29A1 SU-1 COURSE OR GOLF COURSE) EAST ATRISCO For more current information and more details visit: http://www.cabq.gov/gis Zone Atlas Page: G-11-Z Selected Symbols Escarpment SECTOR PLANS Design Overlay Zones 2 Mile Airport Zone 40 City Historic Zones Airport Noise Contours H-1 Buffer Zone erque Geographic Information System Wall Overlay Zone Petroglyph Mon. Note: Grey Shading Represents Area Outside Map amended through: 1/24/2011 of the City Limits Feet

1,500



A-3





100 11

Oxbow Apartments (Ladera Dr. / Coors Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HR VOL A. M. PEAK HR.	A. M. PE	AK HR.	P. M. PEAK HR.	AK HR.
DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet	Units					
Senior Adult Housing - Attached (252)	150.00	525	5	တ	12	ω
Apartment, Post-1973 (220)	224.00	1,481	23	91	92	49
Subtotal	•	2,003	28	100	104	57
Trips Assumed in 2007 Traffic Impact Study		4,514	410	20	120	479
Total Trips in 2007 Traffic Impact Study		32,326	1,100	631	1,390	1,721

Blue Volumes are Trips Generated by same land area as Apartment Project Red Volumes are total Oxbow Project Trips Generated for total project area.

6/13/201

# Trip Generation Data (ITE Trip Generation Manual - 8th Edition) Oxbow Apartments (Ladera Dr. / Coors Blvd.)

USE (ITE CODE)	Å	24 HOUR TWO-WAY VOLUME	.M.A	PEAK	.M.9	PEAK HOUR
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units	631				
Senior Adult Housing - Attached (252)	150.00	525	5	6	12	8
	OcDwelling Units	ဖာ				

# ITE Trip Generation Equations:

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

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

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

Comments: Tract No. Based on ITE Trip Generation Manual - 8th Edition

6/13/20.

# Trip Generation Data (ITE Trip Generation Manual - 8th Edition) Oxbow Apartments (Ladera Dr. / Coors Blvd.)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	M.A	PEAK HOUR	.M. <sup>q</sup>	PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT	
	Units						
Apartment, Post-1973 (220)	224.00	1,481	23	91	92	49	
<u>6</u>	Owelling Units						

# ITE Trip Generation Equations:

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

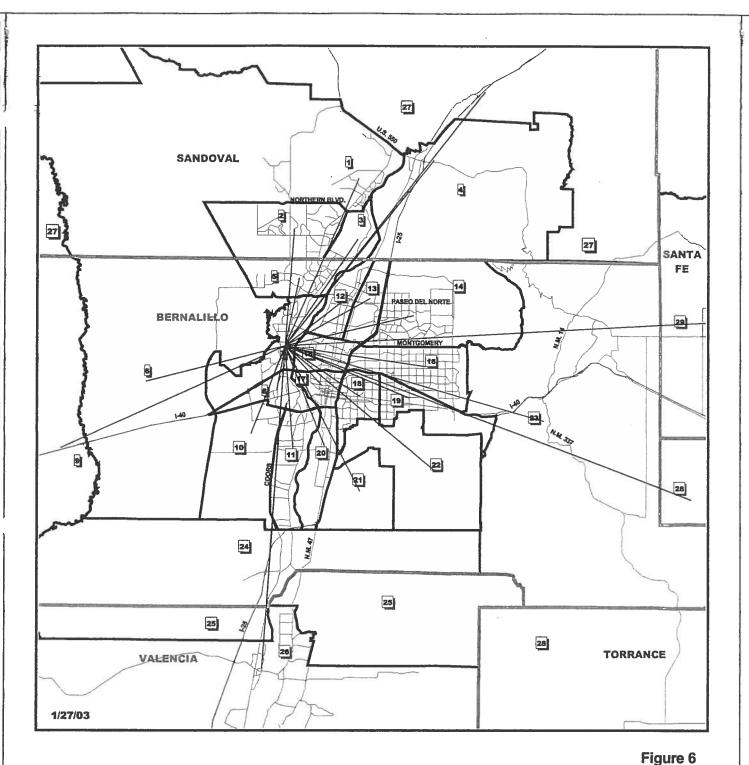
123.56

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

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

Comments: Tract No.

Based on ITE Trip Generation Manual - 8th Edition



22 Subarea Identification Number

Subareas of the MRCOG Region



Subarea boundaries extend to county boundary where full extent of subarea not shown except for Subarea 29 which only includes southern Santa Fe County.

Oxbow Town Center Apartments (St. Joseph's Dr / Coors Blvd) Trip Distribution Subarea Map

Trip Distribution Table

Oxbow Town Center Apts

Sub Area Employment Data:
For determination of Trip Distribution for Proposed Residential Development Trips

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Table   Tabl									(CN)			(SvE)			(WE)	
This problement   Fig. 2004   Fig. 2004								ŏ	oords Blvd No	<del>т</del>		Sevilla Ave Ea	st.	>	/estern Trail Ea	ıst
22.686         2015         2016         0.00         0.00         0.00         0.00           22.686         18.520         18.520         12.70         12.70         12.70         12.70         0.00         0.00         0.00         0.00           22.686         18.520         18.520         18.520         18.520         0.00         0.00         0.00         0.00         0.00           22.686         18.520         1.516         16.51         2.318         1.00         0.00         0.00         0.00         0.00           23.880         1.520         1.516         1.61         2.318         1.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00 <td< th=""><th></th><th></th><th>Interpolated Employment for the Year</th><th>Employment in Study</th><th>Dist. (Mi.)</th><th>Employment / Distance</th><th>% Employment / Distance</th><th></th><th>% Employment / Dist. Utilizing</th><th></th><th>% Utilizing</th><th>% Employment / Dist. Utilizing</th><th></th><th>% Utilizing</th><th>% Employment / Dist. Utilizing</th><th>Employment</th></td<>			Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance		% Employment / Dist. Utilizing		% Utilizing	% Employment / Dist. Utilizing		% Utilizing	% Employment / Dist. Utilizing	Employment
2.6.689         1.2.703         1.2.703         1.2.703         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%	-	2025	2015													
22,689         18,562         18,562         18,562         18,562         18,562         18,562         18,562         18,562         18,562         18,562         18,562         18,562         17,00         0.23%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00% <td>8</td> <td>25,695</td> <td>12,703</td> <td>12,703</td> <td>12.6</td> <td>1,008</td> <td>1.38%</td> <td></td> <td>1.38%</td> <td>1,008</td> <td>%0</td> <td></td> <td>0</td> <td>%0</td> <td></td> <td>0</td>	8	25,695	12,703	12,703	12.6	1,008	1.38%		1.38%	1,008	%0		0	%0		0
1,696         1,516         1,516         8,9         170         0.23%         170         0.03%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%	22	22,669	18,552	18,552	8	2,319	3.18%		3.18%	2,319	%0		0	%0		0
4,582         3,740         16.3         2,229         0.03%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.00%         0.09%         0.09%         0.00%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%         0.09%	15	1,695	1,515			170	0.23%		0.23%	170	%0		0	%0		0
2.5.38         16.589         4.6         3.468         4.74%         100%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%	40	4,392	3,740			229	0.31%		%60.0	69	%0		0	%0		0
B 3 7 (1)         1,855         1,853         1,853         1,853         1,853         1,853         1,853         1,853         1,853         1,853         1,853         1,853         1,853         1,853         1,853         1,854         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%         1,00%	66	25,368	16,599		4.8	3,458	4.74%		4.74%	3,458	%0		0	%0		0
16.525         9.74         1.3.974         41.3.30%         37.4         41.2.9%         3.544         1.94         1.3.90%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%	53	8,317	1,853			187	0.26%		%00.0	0	%0			%0		0
18 047         10 946         10 946         31         3531         4.84%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%	4	15,525	9,714		4	9,714	13.30%		4.92%	3,594	1%		97	1%		97
2.012         1.745         1.746         1.69         109         0.149%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0	46	16,047	10,946	10,946		3,531	4.84%	%0	0.00%	0	%0		0	%0		0
7 289         3 782         3 782         3 782         6 5         682         0 80%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 00%         0 0	45	2,012	1,745			103	0.14%		%00.0	0	%0	i	0	%0		0
7,317         6,376         6,376         7         911         1,25%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%	782	7,258	3,782	3,782		582	0.80%		0.00%	0	%0		0	%0		0
7,304         6,731         6,731         4,9         1,374         189%         1,374         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,	376	7,317	6,376		7	911	1.25%		0.00%	0	%0			%0		0
43,430         40,930         6,7         6,109         8,37%         6,109         0%         0.00%         0         0%         0.00%           43,430         40,930         6,7         6,109         8,37%         6,109         0%         0.00%         0         0%         0.00%           41,681         1,680         1,681         4,146         5,68%         4,449         3,227         0.00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td>731</td> <td>7,304</td> <td>6,731</td> <td></td> <td></td> <td>1,374</td> <td></td> <td></td> <td>1.88%</td> <td>1,374</td> <td>%0</td> <td></td> <td></td> <td></td> <td></td> <td>0</td>	731	7,304	6,731			1,374			1.88%	1,374	%0					0
40,561         37,316         9         4,146         5,68%         100%         5,68%         4,146         0%         0,00%         0         0%         0,00%           17,860         16,633         2,5         6,683         9,146         5,68%         4,58%         3,327         0%         0,00%         0         0%         0,00%           17,860         16,633         2,5         6,683         9,146         6,08%         4,58%         3,227         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	8	43,430	40,930			6,109	8.37%			6,109	%0					0
17,890         16,633         2.5         6,653         9.11%         50%         4.56%         3,327         0%         0.00%         0         0%         0.00%           6,5283         82,474         8,82%         50%         4.41%         3,220         0%         0.00%         0         0%         0.00%           8,5283         39,102         37         16,447         8,82%         50%         0.00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td>919</td> <td>40,591</td> <td>37,316</td> <td></td> <td></td> <td>4,146</td> <td>5.68%</td> <td></td> <td></td> <td>4,146</td> <td>%0</td> <td></td> <td>0</td> <td>%0</td> <td></td> <td>0</td>	919	40,591	37,316			4,146	5.68%			4,146	%0		0	%0		0
65,263         62,474         62,474         9.7         6,441         8.82%         50%         4.41%         3,220         0%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.0	333	17,690	16,633			6,653	9.11%		4.56%	3,327	%0			%0		0
39,819         39,102         39,102         37,102         44,47%         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0         0         0%         0.00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	474	65,263	62,474			6,441	8.82%		4.41%		%0			%0		0
50,268         46,080         46,080         6.2         7,432         10,18%         0%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%	102	39,919	39,102			10,568	14.47%		%00.0		%0					0
29,226         28,254         28,254         9.2         3,071         4,21%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00% <t< td=""><td>080</td><td>50,268</td><td>46,080</td><td></td><td></td><td>7,432</td><td></td><td></td><td>0.00%</td><td></td><td>%0</td><td></td><td></td><td></td><td></td><td>0</td></t<>	080	50,268	46,080			7,432			0.00%		%0					0
9,770         7,602         7,6         1,027         7,602         7,6         1,027         1,41%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.0	254	29,328	28,254			3,071			%00.0		%0					0
21,396         1,382         1,382         1,382         1,382         1,382         1,382         1,382         1,382         1,382         1,384         0,17%         0,00%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0%         0,00%         0         0         0%         0,00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	802	9,770	7,602			1,027	1.41%		0.00%		%0			%0		0
30,372         28,721         28,721         13.4         2,443         2,84%         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0         0%         0.00%         0         0         0%         0.00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	382	21,398	1,392	1,392		124	0.17%		%00.0		%0			%0		0
4,611         2,916         2,916         1,81         1,82         0,22%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0	721	30,372	28,721	28,721		2,143	2.94%		0.00%	0	%0		0	%0		0
2,604         2,337         2,337         15.5         151         0.21%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.	916	4,611	2,916	2,916		158	0.22%		0.00%	0	%0			%0		0
231         207         207         17.8         12         0.02%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00% <td>337</td> <td>2,604</td> <td>2,337</td> <td>2,337</td> <td></td> <td>151</td> <td>0.21%</td> <td></td> <td>0.00%</td> <td>0</td> <td>%0</td> <td></td> <td>0</td> <td>%0</td> <td></td> <td>0</td>	337	2,604	2,337	2,337		151	0.21%		0.00%	0	%0		0	%0		0
27,014         19,081         19,091         22.1         864         1.18%         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0         0%         0.00%         0         0         0%         0.00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	207	231	207	202	17.8		0.02%		%00.0	0	%0			%0		0
7,830         6,750         6,750         22.1         305         0.42%         100%         0.42%         305         0.42%         305         0.42%         305         0.00%         0.00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         <	91	27,014	19,091	19,091	22.1		1.18%		0.00%	0	%0			%0		0
5,816         4,759         4,759         29.8         160         0.22%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.	750	7,930	6,750	6,750	22.1		0.42%	10	0.45%	305	%0		0	%0		0
2,773 2,042 2,042 28.9 71 0.10% 100% 71 0% 0.00% 0 0.00% 0 0.00% 0 0.13% 97 0.13% 9	95/	5,816	4,759	4,759	29.8		0.22%		%00.0	0	%0		0	%0		0
542,607 440,862 440,862 73,022 100.00% 39.95% 29,170 0.13% 97 0.13%	042	2,773	2,042	2,042	28.9		0.10%		0.10%	71	%0		0	%0		0
	862	542,607	440,862	440,862			100.00%		39.95%	29,170		0.13%	16	*	0.13%	76

Trip Distribution Table

Sub Area Employment Data: For detarmination of Trip Distribution for Proposed Residential Development Trips

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035 Socioeconomic Forecastis by Data Analysis Subzones for the Mid-Region of New Mexico

-	Employment		C	0	0	161	0	187	1,943	3,531	103	582	911	0	0	0	3.327	3,220	10,568	7,432	3,071	1,027	124	2,143	158	151	12	864	0	160	0	39,674	54.33%
(CS)	% Employment / Dist. Utilizing		2000	%00.0	0.00%	0.22%	0.00%	0.26%	2.68%	4.84%	0.14%	0.80%	1.25%	0.00%	0.00%	0.00%	4.56%	4.41%	14.47%	10.18%	4.21%	1.41%	0.17%	2.84%	0.22%	0.21%	0.02%	1.18%	%00.0	0.22%	%00.0	54.33%	
0	% Utilizing		%0	%0	%0	%02	%0	100%	20%	100%	100%	100%	100%	%0	%0	%0	20%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	%0	100%	%0		
10	Employment			0	0	0	0	0	389	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	389	0.53%
(SqE) Sequola Rd East	% Employment / Dist. Utilizing		0.00%	%00.0	%00.0	%00.0	%00.0	0.00%	0.53%	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	0.00%	0.00%	%00.0	%00.0	%00.0	0.00%	%00.0		%00.0				0.00%	%00.0	0.00%	%00.0	0.53%	
65	% Utilizing		%0		%0	%0	%0	%0	4%	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0		
ast	Employment		0		0	0	0	0	291	0	0	0		0	0	0	0	0	0	0				0					0		0	291	0.40%
(StE) St Joseph's Dr East	% Employment / Dist. Utilizing		0.00%	%00'0	0.00%	0.00%	0.00%	0.00%	0.40%		0.00%			0.00%	0.00%	0.00%	0.00%													0.00%	0.00%	0.40%	
200	% Utilizing		%0		%0													%0			%0			%0	%0			%0	0%	%0	%0		
	Employment / Distance		1,008	2,319	170	229	3,458	187	9,714	3,531	103	582	911	1,374	6,109	4,146	6,653	6,441	10,568	7,432	3,071	1,027	124	2,143	158	151	12	864	305	160	71	73,022	
	Dist. (Mi.)		12.6	8	8.9			6.6				9			6.7															29.8			
	Employment In Study		12,703	18,552	1,515	3,740	16,599	1,853	9,714	10,946	1,745	3,782	6,376	6,731	40,930	37,316	16,633	62,474	39,102	46,080	28,254	7,602	1,392	28,721	2,916	2,337	207	19,091	6,750	4,759	2,042	440,862	
	Interpolated Employment for the Year	2015	12,703	18,552	1,515	3,740	16,599	1,853	9,714	10,946	1,745	3,782	6,376	6,731	40,930	37,316	16,633	62,474	39,102	46,080	28,254	7,602	1,392	28,721	2,916	2,337	207	19,091	6,750	4,759	2,042	440,862	
	2025 Employment	2025	25,695	22,869	1,695	4,392	25,368	8,317	15,525	16,047	2,012	7,258	7,317	7,304	43,430	40,591	17,690	65,263	39,919	50,268	29,328	9,770	21,398	30,372	4,611	2,604	231	27,014	7,930	5,816	2,773	542,607	
	2015 Employment	2015	12,703	18,552	1,515	3,740	16,599	1,853	9,714	10,946	1,745	3,782	6,376	6,731	40,930	37,316	16,633	62,474	39,102	46,080	28,254	7,602	1,392	28,721	2,916	2,337	207	19,091	6,750	4,759	2,042	440,862	
į	% Sub Area in Study		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
	Sub Area I.D.#		-	~	63	4	NO (	60			30	10	=	12	13	4	15	9	17	13	19	20	12	22	23	24	52	97	27	28	29		

Trip Distribution Table

Oxbow Town Center Apts

Sub Area Employment Data:
For determination of Trip Distribution for Proposed Residential Development Trips

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(SqW)			(AS)			(StW)	
								Ś	Sequoia Rd West	st	∢	Atrisco Dr South	-	St	St Joseph's Dr West	est
Sub Area I.D.#	% Sub Area in Study	2015 Employment	2025 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	2025	2015												
-	100%	12,703	25,695	12,703	12,703	12.6	1,008	%0	0.00%		%0	0.00%		%0	%00.0	O
~	100%	18,552	22,669	18,552	18,552		2,319	%0	%00.0	0		%00'0	0	%0	0.00%	0
62	100%	1,515		1,515	1,515	8.9		%0	%00.0	0		0.00%		%0	%00:0	0
4	100%	3,740	4,392	3,740	3,740	16.3	229	%0	%00.0	0	%0	%00.0	0	%0	%00.0	0
ro.	100%	16,599	25,368	16,599	16,599	4.8	3,458	%0	%00.0	0	%0	0.00%	0	%0	0.00%	0
9	100%	1,853	8,317	1,853	1,853		187	%0	%00:0	0		0.00%	0	%0	%00:0	0
7*	100%	9,714	15,525	9,714	9,714	-	9,714	%0	0.00%			0.93%	089	17%	2.26%	1,651
8	100%	10,946	16,047	10,946	10,946	3.1	3,531	%0	%00.0		%0	%00.0	0	%0	%00.0	0
6	100%	1,745	2,012	1,745	1,745		103	%0	%00.0	0		%00.0	0	%0	%00.0	0
10	100%	3,782	7,258	3,782	3,782	6.5	582	%0	%00.0			%00.0		%0	%00.0	0
+	100%	6,376	7,317	8,376	6,376		911	%0	%00.0			%00.0		%0	%00.0	0
12	100%	6,731	7,304	6,731	6,731	4.9	1,374		%00:0			%00.0		%0	%00.0	0
13	100%	40,930	43,430	40,930	40,930	6.7	6,109		%00.0			%00.0		%0	%00.0	0
4	100%	37,316	40,591	37,316	37,316		4,146		%00.0	0		%00.0	0	%0	%00.0	0
15	100%	16,633	17,690	16,633	16,633		6,653		%00:0			0.00%		%0	0.00%	0
18	100%	62,474	65,263	62,474	62,474				%00.0			%00.0	0	%0	%00.0	0
17	100%	39,102	39,919	39,102	39,102		10,568		%00.0	0		%00.0		%0	%00:0	0
60	100%	46,080		46,080	46,080				%00.0			%00.0		%0	%00.0	0
49	100%	28,254		28,254	28,254	9.2		%0	00:00	0	%0	%00.0		%0	%00.0	0
20	100%	7,602			7,602				%00.0			%00.0	0	%0	%00.0	0
21	100%	1,392		1,392	1,392	11.2	124		%00:0	0		%00.0		%0	%00'0	0
22	100%	28,721	30,372	28,721	28,721		2,143		%00.0			%00.0		%0	%00:0	0
23	100%	2,916		2,916	2,916		158		%00:0			0.00%	0 .	%0	%00.0	0
24	100%	2,337	2,604	2,337	2,337		151	%0	%00.0			0.00%		%0	%00.0	0
25	100%	207	231	207	207		12		%00.0	0	%0	%00'0		%0	%00.0	O
26	100%	19,091	27,014	19,091	19,091		864	%0	%00.0			0.00%	0	%0	%00.0	0
27	100%	6,750	7,930	6,750	6,750	22.1	305		%00.0			0.00%		%0	%00.0	0
28	100%	4,759		4,759	4,759			%0		0		0.00%	0	%0	0.00%	0
29	100%	2,042	2,773	2,042	2,042		7.1	%0	%00.0	0	%0	0.00%		%0	%00.0	0
		440,862	542,607	440,862	440,862		73,022		%00.0	0		0.93%	089		2.26%	1,651
										0.00%			0.83%			2.26%

Oxbow\_Apts\_TDRes.xts - DAZ\_Pop

Trip Distribution Table Oxbow Town Center Apts

Sub Area Employment Data: For determination of Trip Distribution for Proposed Residential Development Trips

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

	neut		0	0	0	0	0	0	583	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	583 0.80%
est	Employment																															0.0
(ww) Western Trail West	% Employment / Dist. Utilizing		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%	0.00%	0.00%	0.00%	0.00%	.0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%
We	% Utilizing		%0	%0	%0	%0	%0	%0	%9	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	
	Employment		0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97 0.13%
(QS) Quaker Heights South	% Employment / Dist. Utilizing		%00.0	%00.0	%00.0	%00.0	%00.0	0.00%	0.13%	0.00%	%00.0	%00.0	%00.0	%00.0	%00.0	0.00%	0.00%	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	0.00%	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	0.13%
Oual	% Utilizing		%0	%0	%0	%0	%0	%0	1%	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	
	Employment		0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97 0.13%
(AN) Atrisco Dr North	% Employment / Dist. Utilizing		%00'0	%00.0	%00.0	%00.0	%00.0	%00.0	0.13%	%00.0	%00.0	0.00%	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	0.00%	0.00%	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00'0	%00.0	%00.0	0.13%
<b>▼</b>	% Utilizing		%0	%0	%0	%0	%0	%0	1%	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	
	Employment / Distance		1,008	2,319	170	229	3,458	187	9,714	3,531	103	582	911	1,374	6,109	4,148	6,653	6,441	10,568	7,432	3,071	1,027	124	2,143	158	151	12	864	305	160	71	73,022
	Dist. (Mi.)		12.6	8	8.9	16.3	4.8	6.6	-	3.1	16.9	6.5	7	4.9	6.7	6	2.5	9.7	3.7	6.2	9.2	7.4	11.2	13.4	18.5	15.5	17.8	22.1	22.1	29.8	28.9	
	Employment in Study		12,703	18,552	1,515	3,740	16,599	1,853	9,714	10,946	1,745	3,782	6,376	6,731	40,930	37,316	16,633	62,474	39,102	46,080	28,254	7,602	1,392	28,721	2,916	2,337	207	19,091	6,750	4,759	2,042	440,862
	Interpolated Employment for the Year	2015	12,703	18,552	1,515	3,740	16,599	1,853	9,714	10,946	1,745	3,782	6,376	6,731	40,930	37,316	16,633	62,474	39,102	46,080	28,254	7,602	1,392	28,721	2,916	2,337	207	19,091	6,750	4,759	2,042	440,862
		2025	25,695	22,869	1,695	4,392	25,368	8,317	15,525	16,047	2,012	7,258	7,317	7,304	43,430	40,591	17,690	65,263	39,919	50,268	29,328	9,770	21,398	30,372	4,611	2,604	231	27,014	7,930	5,816	2,773	542,607
	2015 2025 Employment Employment	2015	12,703	18,552	1,515	3,740	16,599	1,853	9,714	10,946	1,745	3,782	8,378	6,731	40,930	37,316	16,633	62,474	39,102	46,080	28,254	7,602	1,392	28,721	2,916	2,337	207	19,091	6,750	4,759	2,042	440,862
	% Sub Area in Study		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	Sub Area I.D.#		-	2	60	4	2	9	7.	89	o	10	+	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	28	

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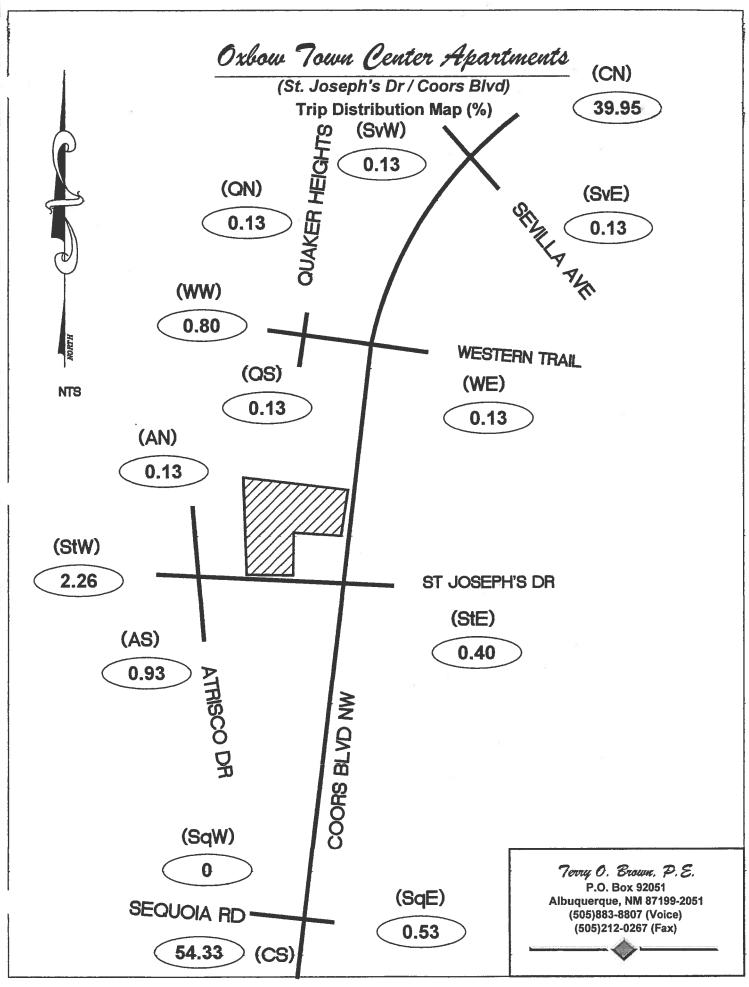
Oxbow\_Apts\_TDRes.xls - DAZ\_Pop

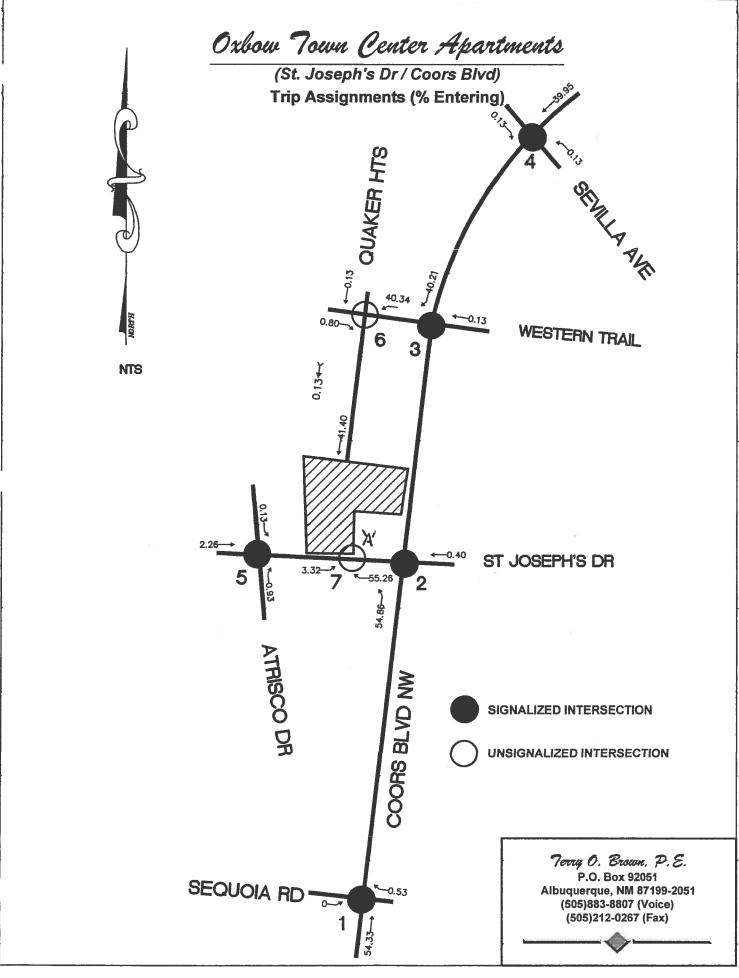
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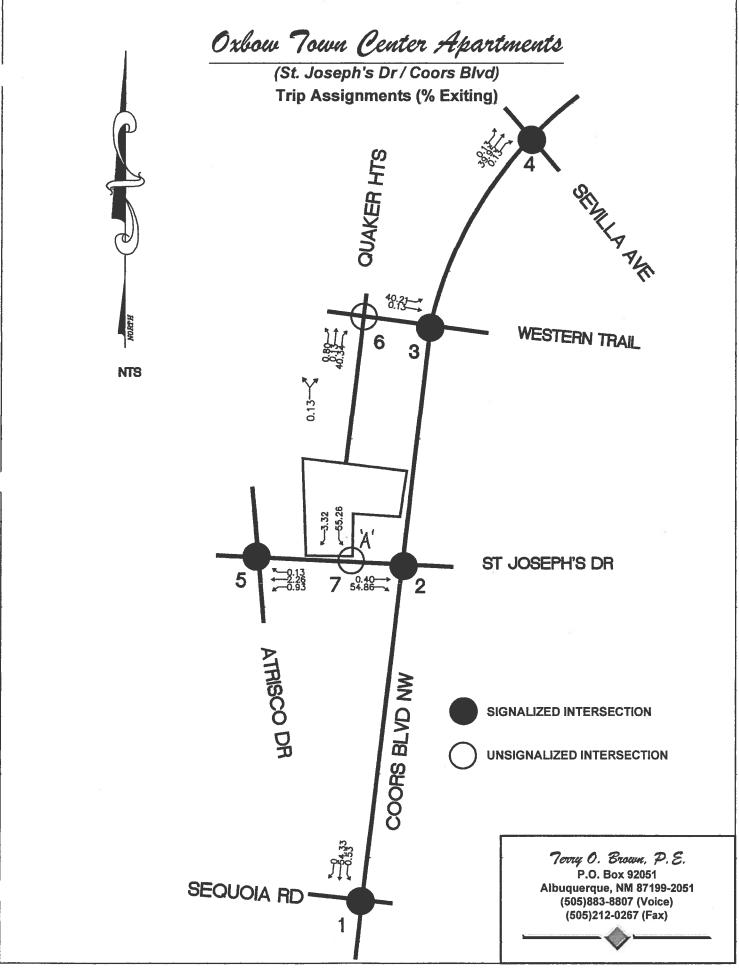
Sub Area Employment Data: For determination of Trip Distribution for Proposed Residential Development Trips

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub_Area         % Sub_Area         Employment In Study         Inchibitation         Sub_Area         % Unitable         % Unitable <th< th=""><th>% Sub Study         2015 Study         2025 Employment Touries         Interpolated Femployment Touries         Employment Touries         Interpolated Touries         Interpolated To</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>Que</th><th>(QN) Quaker Heights North</th><th>lorth</th><th>S</th><th>(SvW) Sevilla Ave West</th><th>-</th></th<>	% Sub Study         2015 Study         2025 Employment Touries         Interpolated Femployment Touries         Employment Touries         Interpolated Touries         Interpolated To									Que	(QN) Quaker Heights North	lorth	S	(SvW) Sevilla Ave West	-
100%         2015         2016         2016         0.00%         0.00%         0.00%         0.00%           100%         116,522         22,686         116,522         16,522         16,522         16,522         16,522         16,522         16,522         16,522         16,522         16,522         16,522         16,522         16,522         16,522         16,522         16,522         16,523         16,522         16,523         16,522         16,523         16,522         16,523         16,522         16,523         10,00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0	2016         2026         2016         2026         2016         2026         2016         2026         2016         2026         1,703         12,703         12,703         12,703         12,703         12,703         12,703         12,703         12,703         12,703         1,008         1,515         1,615         1,515         1,615         1,515         1,615         1,515         1,615         1,515         1,615         1,515         1,615         1,515         1,615         1,515         1,615         1,515         1,615         1,515         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615         1,615	Sub Area	% Sub Area in Study	2015 Employment	2025 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Utilizing	% Employment / Dist. Utilizing		% Utilizing	% Employment / Dist. Utilizing	Employment
100%         12702         2.566         12,702         12,600         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00% <t< th=""><th>100%         12,703         25,885         12,703         12,703         12,703         12,703         12,685         18,582         18         2,319         0%           100%         1,516         1,516         1,516         1,516         1,516         1,00         0%         0%           100%         1,516         1,616         1,516         1,616         1,00         0%         0%           100%         1,616         4,392         3,740         3,740         16.39         4,8         3,548         0%           100%         1,658         6,376         1,516         1,744         1         0%         0%           100%         1,034         1,685         1,745         1,744         1         0%         0%           100%         1,034         1,047         1,046         1,046         1,046         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<!--</th--><th></th><th></th><th>2015</th><th></th><th>2015</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th></t<>	100%         12,703         25,885         12,703         12,703         12,703         12,703         12,685         18,582         18         2,319         0%           100%         1,516         1,516         1,516         1,516         1,516         1,00         0%         0%           100%         1,516         1,616         1,516         1,616         1,00         0%         0%           100%         1,616         4,392         3,740         3,740         16.39         4,8         3,548         0%           100%         1,658         6,376         1,516         1,744         1         0%         0%           100%         1,034         1,685         1,745         1,744         1         0%         0%           100%         1,034         1,047         1,046         1,046         1,046         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </th <th></th> <th></th> <th>2015</th> <th></th> <th>2015</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>			2015		2015									
100%         18 622         2.869         18 552         18 552         18 552         0.00%         0.00         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         <	100%         18,552         22,669         18,552         1,515         18,9         170         0%           100%         1,515         1,515         18,9         170         0%           100%         1,515         1,515         18,9         170         0%           100%         1,516         1,515         1,515         0%         0%           100%         1,685         1,515         1,69         1,516         0%         0%           100%         1,853         8,37         1,683         1,683         0%         0%           100%         1,745         1,044         1,745         1,69         3,14         1,745         1,745         1,09           100%         1,745         2,012         1,745         1,745         1,03         0%           100%         1,745         2,012         1,745         1,745         1,03         0%           100%         1,745         1,745         1,745         1,745         1,03         0%           100%         1,745         1,745         1,745         1,03         0%         0%           100%         1,745         1,745         1,03         0%         0	-	100%	12,703		12,703	12,703						0%	%00.0	0
100%         1,515         1,515         1,515         1,515         1,515         1,515         1,515         0,00%         0,00%         0         0%         0,00%           1,00%         1,518         3,548         1,518         3,740         1,518         1,618         0,00%         0         0%         0,00%           1,00%         1,518         1,618         1,618         3,740         1,618         1,618         0         0         0         0%         0,00%           1,00%         9,744         1,625         9,714         9,714         1,618         3,140         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	100%         1,515         1,685         1,515         1,515         1,685         1,515         0%           100%         3,740         4,382         3,740         16,599         16,599         4.8         229         0%           100%         1,658         25,368         16,599         16,599         4.8         3,456         0%           100%         1,658         8,317         1,853         1,745         1,745         1,745         0%           100%         10,946         16,047         1,046         16,047         1,745         103         0%           100%         10,046         16,047         1,046         10,346         10,346         10,346         10,346         10,346         10,346         10,346         10,346         0%         0%           100%         10,246         16,047         1,345         1,345         1,345         0%         0%         0%           100%         6,376         7,347         6,376         6,376         6,376         6,376         0,376         0,376         0,376         0,376         0,376         0,376         0,376         0,376         0,376         0,376         0,376         0,376         0,376 </td <td>7</td> <td>100%</td> <td>18,552</td> <td></td> <td></td> <td>18,552</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>%0</td> <td>0.00%</td> <td>0</td>	7	100%	18,552			18,552						%0	0.00%	0
100%         3740         4382         3740         3740         483         229         0%         0.00%         0         0%         0.00%           100%         1,683         26,386         16,589         16,589         16,589         16,589         0.00%         0         0%         0.00%           100%         3,714         1,682         9,714         1,683         1,683         1,683         1,683         0.00%         0         0%         0.00%           100%         3,714         1,682         9,714         1,683         1,09%         0.00%         0         0%         0.00%           100%         1,0946         1,746         1,046         3,1         3,741         1,683         0.00%         0         0         0%         0.00%           100%         1,0346         1,746         1,694         3,744         1,694         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>100%         3,740         4,392         3,740         1,734         4,392         3,740         1,659         1,659         4,8         3,458         0%           100%         1,658         8,317         1,659         16,599         4,8         3,458         0%           100%         1,658         8,317         1,659         1,659         4,8         3,458         0%           100%         1,094         10,946         10,946         10,946         3,714         1,8           100%         1,045         1,045         1,745         16,9         3,714         1%           100%         1,046         10,046         1,046         10,946         3,174         1%           100%         1,026         1,046         1,046         1,046         3,174         1%           100%         1,00%         1,046         1,046         3,174         4,4         1%           100%         4,146         1,046         4,146         6,731         4,146         0%           100%         4,146         4,146         6,731         4,146         0%         0%           100%         4,006         5,26         6,731         4,132</td><td>6</td><td>100%</td><td>1,515</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>%0</td><td>0.00%</td><td>0</td></t<>	100%         3,740         4,392         3,740         1,734         4,392         3,740         1,659         1,659         4,8         3,458         0%           100%         1,658         8,317         1,659         16,599         4,8         3,458         0%           100%         1,658         8,317         1,659         1,659         4,8         3,458         0%           100%         1,094         10,946         10,946         10,946         3,714         1,8           100%         1,045         1,045         1,745         16,9         3,714         1%           100%         1,046         10,046         1,046         10,946         3,174         1%           100%         1,026         1,046         1,046         1,046         3,174         1%           100%         1,00%         1,046         1,046         3,174         4,4         1%           100%         4,146         1,046         4,146         6,731         4,146         0%           100%         4,146         4,146         6,731         4,146         0%         0%           100%         4,006         5,26         6,731         4,132	6	100%	1,515									%0	0.00%	0
100%         16 569         25 36         16 569         16 569         48         3,456         0%         0.00%         0         0%         0.00%           100%         1,185         6,217         1,185         1,185         1,185         1,185         0.00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>100%         16,599         25,368         16,599         16,599         4.8         3,458         0%           100%         1,853         8,317         1,853         1,853         9.9         187         0%           100%         1,853         8,317         1,853         1,844         10,846         3.1         3,531         0%           100%         1,745         1,745         1,745         1,745         1,745         100           100%         1,745         2,012         1,746         1,745         1,745         1,00           100%         1,745         2,012         1,746         1,745         1,745         1,00           100%         1,00%         3,782         3,782         3,782         3,782         0%           100%         6,736         7,304         6,737         6,737         6,737         0%           100%         6,737         7,304         6,737         6,737         6,734         0%           100%         6,737         7,304         6,737         6,734         6,734         0%         0%           100%         6,737         7,430         40,830         40,830         40,830         41,446</td></t<> <td>4</td> <td>100%</td> <td>3,740</td> <td></td> <td>3,740</td> <td>3,740</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>%0</td> <td>0.00%</td> <td>0</td>	100%         16,599         25,368         16,599         16,599         4.8         3,458         0%           100%         1,853         8,317         1,853         1,853         9.9         187         0%           100%         1,853         8,317         1,853         1,844         10,846         3.1         3,531         0%           100%         1,745         1,745         1,745         1,745         1,745         100           100%         1,745         2,012         1,746         1,745         1,745         1,00           100%         1,745         2,012         1,746         1,745         1,745         1,00           100%         1,00%         3,782         3,782         3,782         3,782         0%           100%         6,736         7,304         6,737         6,737         6,737         0%           100%         6,737         7,304         6,737         6,737         6,734         0%           100%         6,737         7,304         6,737         6,734         6,734         0%         0%           100%         6,737         7,430         40,830         40,830         40,830         41,446	4	100%	3,740		3,740	3,740						%0	0.00%	0
100%         1,882         8,317         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,863         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144         1,144	100%         1,853         8,317         1,853         1,853         9,91         187         0%           100%         9,714         1,852         9,714         1,745         1,745         1,745         1,946         1,1745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745	10	100%	16,599		16,599	16,599							%00.0	0
100%         9,74         15,55         9,74         9,74         1         9,74         1         9,74         1         9,74         1         9,74         1         9,74         1         9,74         1         9,74         1         9,74         1         9,74         1         9,74         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00% </td <td>100%         9,74         15,526         9,744         1,745         1,746         1,746         1,747         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,076         1,744         1,076         1,744         1,076         1,374         0,%           1,00%         4,144         40,581         37,316         40,581         37,316         40,446         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%<td>9</td><td>100%</td><td>1,853</td><td></td><td>1,853</td><td>1,853</td><td></td><td></td><td></td><td></td><td></td><td></td><td>%00.0</td><td>0</td></td>	100%         9,74         15,526         9,744         1,745         1,746         1,746         1,747         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,076         1,744         1,076         1,744         1,076         1,374         0,%           1,00%         4,144         40,581         37,316         40,581         37,316         40,446         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,%         0,% <td>9</td> <td>100%</td> <td>1,853</td> <td></td> <td>1,853</td> <td>1,853</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>%00.0</td> <td>0</td>	9	100%	1,853		1,853	1,853							%00.0	0
100%         10 j46         16 j46         10 j46         0 j40         0 j40         0 j46         0 j40         0 j46         0 j40         0 j46	100%         10,946         16,047         10,946         10,946         3.1         3,531         0%           100%         1,745         2,012         1,745         1,745         16.9         103         0%           100%         3,782         7,785         3,782         6,787         7         911         0%           100%         6,734         7,317         6,731         6,731         6,734         0%         0%           100%         6,734         7,340         6,731         6,731         4,9         1,374         0%           100%         6,734         7,340         40,830         40,930         6,749         0%         0%           100%         40,930         43,430         40,830         40,930         6,749         0%         0%           100%         40,930         43,430         40,830         40,930         8,744         0%         0%           100%         40,930         43,430         40,830         40,830         6,444         0%         0%           100%         40,930         43,434         62,444         62,444         0%         0%           100%         46,080         50,288	7.	100%	9,714			9,714	-	9,714					0.13%	97
100%         1,745         2,012         1,745         1,745         1,745         1,745         1,745         1,745         1,745         1,746         1,745         1,745         1,746         1,746         1,746         1,746         1,746         1,746         1,746         1,746         0,00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%	100%         1,745         2,012         1,745         1,745         1,745         1,745         0%           100%         3,782         7,268         3,782         3,782         6,578         6,578         0%           100%         6,316         7,347         6,376         6,731         4,9         1,374         0%           100%         6,731         7,344         6,731         6,731         4,9         1,374         0%           100%         40,830         40,830         40,630         8,7         6,109         0%           100%         40,830         40,830         40,630         8,7         6,109         0%           100%         40,830         40,830         40,630         8,7         6,109         0%           100%         40,833         16,633         17,690         46,080         8,7         4,146         0%           100%         20,170         2,474         82,474         82,474         82,474         92,41         0%           100%         46,080         50,288         46,080         46,080         8.2         7,41         0%           100%         28,254         29,328         28,24         28,	00	100%	10,946		10,948	10,946							%00.0	0
100%         3,782         7,284         3,782         3,782         3,782         3,782         3,782         3,782         3,782         3,782         3,782         3,782         3,782         3,784         4,994         1,374         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%	100%         3,782         7,288         3,782         3,782         6,376         6,09         0%           100%         6,376         7,317         6,376         6,731         6,731         4,9         1,374         0%           100%         40,330         40,390         6,731         6,731         6,109         0%           100%         40,330         47,304         6,731         6,734         0%         0%           100%         40,330         17,690         16,633         16,633         16,633         0%         0%           100%         62,474         66,583         62,474         66,683         0%         0%           100%         46,080         50,288         46,080         46,080         62,474         66,683         0%           100%         46,080         50,288         46,080         46,080         62,474         60,68         0%           100%         28,254         28,254         28,254         28,254         28,254         3,071         0%           100%         7,602         29,328         28,254         28,254         28,254         3,071         0%           100%         7,602         29,328	G	100%	1,745										%00.0	0
100%         6,376         7,317         6,376         6,736         7,314         6,376         6,731         4,9         1,374         0%         0,00%         0         0%         0,00%           100%         6,731         7,304         6,731         6,731         4,9         1,374         0%         0,00%         0         0%         0,00%           100%         6,731         7,316         9         7,316         0         0%         0,00%         0         0%         0,00%           100%         1,00%         17,660         16,633         16,633         2,5         6,653         0%         0,00%         0         0%         0,00%           100%         62,474         65,263         2,5         6,653         0%         0,00%         0         0%         0,00%           100%         62,474         82,474         8,7         4,146         0%         0,00%         0         0%         0,00%           100%         62,283         16,683         2,5         4,146         0%         0,00%         0         0%         0,00%           100%         60,286         2,0         0         0         0         0	100%         6,376         7,317         6,376         6,378         7         911         0%           100%         6,731         7,304         6,731         6,731         4,9         1,374         0%           100%         34,348         4,930         40,330         6,79         0,79         0%           100%         34,348         40,840         40,830         6,731         0%         0%           100%         40,591         37,346         40,840         0%         0%         0%           100%         100%         40,591         37,346         0%         0%         0%           100%         62,474         65,283         62,474         62,474         62,474         62,474         0%           100%         28,102         39,102         39,102         31,702         0%         0%           100%         28,102         39,102         38,102         37         14,32         0%           100%         28,102         39,102         38,102         37         14,32         0%           100%         28,254         28,254         28,254         28,264         3,071         0%           100%         1	10	100%	3.782										%00.0	0
100%         6/731         7,304         6/731         4.9         1,374         0%         0.00%         0         0%         0.00%           100%         40,330         43,430         40,830         6,731         4,144         0%         0.00%         0         0%         0.00%           100%         40,331         40,830         16,731         37,316         37,316         37,316         0         0%         0.00%         0         0%         0.00%           100%         62,474         65,263         62,474         62,474         62,474         62,474         0.00%         0         0%         0.00%         0         0%         0.00%         0         0%         0.00%         0         0         0%         0.00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	100%         6,731         7,304         6,731         6,731         4,9         1,374         0%           100%         40,830         43,430         40,830         40,830         6,731         6,199         0%           100%         37,316         40,830         40,830         6,731         6,199         0%           100%         62,474         40,830         16,833         2.5         6,653         0%           100%         62,474         65,263         62,474         62,474         8,7         6,441         0%           100%         62,474         65,263         62,474         62,474         8,7         6,441         0%           100%         46,080         50,288         46,080         46,080         6,247         0%         0%           100%         46,080         50,288         46,080         46,080         6,2         7,432         0%           100%         1,00%         1,392         21,392         1,392         1,124         0%           100%         28,721         28,254         28,254         28,124         0%         0%           100%         28,721         28,121         1,392         1,392	F	100%	6,376								0		%00.0	0
100%         40,930         40,930         40,930         40,930         40,930         40,930         40,930         40,930         40,930         40,930         40,930         40,930         40,930         40,930         40,00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00% <td>100%         40,930         43,430         40,930         40,930         6,109         0%           100%         37,316         40,630         40,930         40,930         6,109         0%           100%         37,316         40,631         37,316         9,744         0%           100%         62,473         16,833         16,833         17,690         16,633         17,690         0%           100%         26,243         62,474         82,474         87,441         0%         0%           100%         46,080         50,268         46,080         60,268         46,080         6.2         7,432         0%           100%         28,254         29,328         28,254         28,254         9,2         3,071         0%           100%         1,00%         1,392         1,392         1,392         1,432         0%           100%         28,721         28,721         28,721         28,721         2,916         4,611         2,916         1,43         0%           100%         2,916         4,611         2,916         2,916         1,43         0%         0%           100%         2,916         2,337         2,916</td> <td>12</td> <td>100%</td> <td>6.731</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>%00.0</td> <td>0</td>	100%         40,930         43,430         40,930         40,930         6,109         0%           100%         37,316         40,630         40,930         40,930         6,109         0%           100%         37,316         40,631         37,316         9,744         0%           100%         62,473         16,833         16,833         17,690         16,633         17,690         0%           100%         26,243         62,474         82,474         87,441         0%         0%           100%         46,080         50,268         46,080         60,268         46,080         6.2         7,432         0%           100%         28,254         29,328         28,254         28,254         9,2         3,071         0%           100%         1,00%         1,392         1,392         1,392         1,432         0%           100%         28,721         28,721         28,721         28,721         2,916         4,611         2,916         1,43         0%           100%         2,916         4,611         2,916         2,916         1,43         0%         0%           100%         2,916         2,337         2,916	12	100%	6.731										%00.0	0
100%         37,316         40,581         37,316         97,316         41,446         0%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00% <t< td=""><td>100%         37,316         40,591         37,316         37,316         9,4146         0%           100%         16,633         17,690         16,633         16,633         2.5         6,663         0%           100%         62,474         65,283         62,474         82,474         9,7         6,653         0%           100%         46,080         50,288         46,080         46,080         8,7         10,588         0%           100%         28,254         29,328         28,254         28,254         9,2         3,07         0%           100%         28,754         29,328         28,254         28,254         9,2         3,07         0%           100%         7,602         9,770         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602</td><td>13</td><td>100%</td><td>40,930</td><td> </td><td></td><td>40,930</td><td>6.7</td><td></td><td></td><td></td><td></td><td>%0</td><td>0.00%</td><td>0</td></t<>	100%         37,316         40,591         37,316         37,316         9,4146         0%           100%         16,633         17,690         16,633         16,633         2.5         6,663         0%           100%         62,474         65,283         62,474         82,474         9,7         6,653         0%           100%         46,080         50,288         46,080         46,080         8,7         10,588         0%           100%         28,254         29,328         28,254         28,254         9,2         3,07         0%           100%         28,754         29,328         28,254         28,254         9,2         3,07         0%           100%         7,602         9,770         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602         7,602	13	100%	40,930			40,930	6.7					%0	0.00%	0
100%         16,633         17,690         16,633         2.5         6,663         0,00%         0,00%         0,00%         0,00%           100%         62,474         65,283         62,474         62,474         65,283         62,474         62,474         65,283         62,474         62,474         65,283         62,474         62,474         65,283         62,474         62,474         65,283         62,474         62,474         65,283         62,474         62,474         65,283         62,474         62,474         67,000         0         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%	100%         16,633         17,690         16,633         16,633         2.5         6,653         0%           100%         62,474         65,263         62,474         62,474         62,474         62,474         0%           100%         39,102         39,102         33,7         1,683         0%           100%         28,254         28,254         28,254         28,254         0%           100%         28,354         28,254         28,254         28,254         0%           100%         7,602         9,770         7,602         7,432         0%           100%         1,392         21,398         1,392         1,224         0%           100%         2,916         4,611         2,916         2,916         1,243         0%           100%         2,916         2,916         2,916         1,34         2,143         0%           100%         2,337         2,604         2,337         2,337         1,55         1,56         0%           100%         2,317         2,604         2,337         2,337         1,56         0%         0%           100%         2,516         4,611         2,916         2,337 <td>14</td> <td>100%</td> <td>37,316</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>%0</td> <td>%00.0</td> <td>0</td>	14	100%	37,316									%0	%00.0	0
100%         62,474         65,283         62,474         62,474         62,474         62,474         62,474         62,474         62,474         62,474         62,474         62,283         62,474         62,283         62,474         62,283         62,474         62,283         441         0%         0.00%         0         0%         0.00%           100%         46,080         56,288         46,080         62,284         46,080         62,273         28,254         28,254         28,254         28,254         0.00%         0.00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	100%         62,474         65,263         62,474         62,474         9.7         6,441         0%           100%         39,102         39,919         39,102         39,102         37,70         10,568         0%           100%         46,080         26,268         46,080         8,2         3,071         0%           100%         7,602         28,724         28,254         28,254         9,2         3,071         0%           100%         7,802         21,398         1,392         1,392         1,12         1,22         0%           100%         28,721         28,721         28,721         13,4         2,143         0%           100%         2,372         2,372         2,372         1,392         1,392         1,44         0%           100%         2,372         2,37         2,37         1,34         2,143         0%           100%         2,37         2,34         2,37         1,36         1,56         0%           100%         2,34         2,37         2,37         1,37         0%         0%           100%         2,34         2,04         2,37         1,36         0%         0% <t< td=""><td>15</td><td>100%</td><td>16,633</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>%0</td><td></td><td>0</td></t<>	15	100%	16,633									%0		0
100%         39,102         39,919         39,102         39,102         39,919         39,102         39,102         39,919         39,102         39,102         39,102         39,102         39,102         39,102         39,102         40,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00% </td <td>100%         39,102         39,919         39,102         39,102         39,102         39,102         39,102         39,102         39,102         39,102         39,102         39,102         39,102         39,102         30,71         0%           100%         28,254         29,254         28,254         29,254         7,602         7,432         0%           100%         1,302         21,398         1,302         1,302         1,124         0%           100%         28,721         28,721         28,721         1392         11,2         124         0%           100%         2,916         4,611         2,916         2,916         1,327         1,362         0%           100%         2,337         2,604         2,337         2,337         1,51         0%           100%         2,337         2,337         2,337         2,143         0%           100%         2,337         2,337         2,337         2,14         0%           100%         4,611         1,9,091         1,9,091         1,2,1         1,2         0%           100%         2,504         2,337         2,14         0,0%         0%           100%</td> <td>16</td> <td>100%</td> <td>62,474</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>%0</td> <td></td> <td>0</td>	100%         39,102         39,919         39,102         39,102         39,102         39,102         39,102         39,102         39,102         39,102         39,102         39,102         39,102         39,102         30,71         0%           100%         28,254         29,254         28,254         29,254         7,602         7,432         0%           100%         1,302         21,398         1,302         1,302         1,124         0%           100%         28,721         28,721         28,721         1392         11,2         124         0%           100%         2,916         4,611         2,916         2,916         1,327         1,362         0%           100%         2,337         2,604         2,337         2,337         1,51         0%           100%         2,337         2,337         2,337         2,143         0%           100%         2,337         2,337         2,337         2,14         0%           100%         4,611         1,9,091         1,9,091         1,2,1         1,2         0%           100%         2,504         2,337         2,14         0,0%         0%           100%	16	100%	62,474									%0		0
100%         46,080         56,288         46,080         46,080         6.2         7,432         0%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0	100%         46,080         50,288         46,080         46,080         6.2         7,432         0%           100%         28,254         29,328         28,254         28,254         9.2         3,071         0%           100%         7,602         9,770         7,602         1,720         0,08         0%           100%         28,721         28,721         28,721         13,4         2,143         0%           100%         28,721         28,721         28,721         13,4         2,143         0%           100%         2,916         4,611         2,916         2,916         18,5         158         0%           100%         2,337         2,604         2,337         2,07         17,8         12         0%           100%         2,07         1,00         17,8         10,00         17,8         0%         0%           100%         6,750         7,830         6,750         6,750         22.1         305         0%           100%         4,759         5,816         4,759         2,948         4,759         0%           100%         2,042         2,042         2,042         2,042         3,042 <td< td=""><td>17</td><td>100%</td><td>39,102</td><td></td><td></td><td></td><td>3.7</td><td></td><td></td><td></td><td></td><td>%0</td><td></td><td>0</td></td<>	17	100%	39,102				3.7					%0		0
100%         28,264         28,264         28,264         92, 24,000         3,071         0%         0.00%         0.00%         0.00%           100%         7,602         9,770         7,602         1,392         1,342         1,27         0%         0.00%         0         0%         0.00%           100%         1,392         21,392         1,392         1,392         1,392         1,392         0.00%         0         0%         0.00%         0         0%         0.00%           100%         2,317         3,372         2,816         2,817         1,34         2,143         0%         0.00%         0         0%         0.00%           100%         2,317         2,916         2,816         1,82         1,84         0%         0.00%         0         0%         0.00%           100%         2,317         2,014         1,908         2,017         1,00%         0.00%         0         0%         0.00%           100%         2,007         2,01         1,00         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td>100%         28,254         29,328         28,254         28,254         28,254         9.2         3,071         0%           100%         7,602         9,770         7,602         7,602         7,402         7,437         0%           100%         1,392         21,386         1,392         1,392         1,32         10%           100%         2,916         4,611         2,916         2,916         1,34         2,443         0%           100%         2,337         2,804         2,337         2,916         18,5         15,6         151         0%           100%         2,337         2,604         2,337         2,337         15,5         15,6         0%           100%         6,750         7,830         6,750         6,750         22.1         864         0%           100%         4,759         5,816         4,759         22.1         36         0%           100%         4,759         6,816         4,759         6,750         22.1         36         0%           100%         4,759         6,816         4,759         2,942         2,98         160         0%           100%         2,042         2,773</td> <td>18</td> <td>100%</td> <td>46.080</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>%0</td> <td></td> <td>0</td>	100%         28,254         29,328         28,254         28,254         28,254         9.2         3,071         0%           100%         7,602         9,770         7,602         7,602         7,402         7,437         0%           100%         1,392         21,386         1,392         1,392         1,32         10%           100%         2,916         4,611         2,916         2,916         1,34         2,443         0%           100%         2,337         2,804         2,337         2,916         18,5         15,6         151         0%           100%         2,337         2,604         2,337         2,337         15,5         15,6         0%           100%         6,750         7,830         6,750         6,750         22.1         864         0%           100%         4,759         5,816         4,759         22.1         36         0%           100%         4,759         6,816         4,759         6,750         22.1         36         0%           100%         4,759         6,816         4,759         2,942         2,98         160         0%           100%         2,042         2,773	18	100%	46.080									%0		0
100%         7,602         9,770         7,602         7,4 (1027)         1,027         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%         0,00%	100%         7,602         9,770         7,602         7,602         7,602         7,4         1,027         0%           100%         1,392         21,398         1,392         1,392         11,2         124         0%           100%         2,916         4,611         2,916         2,916         2,916         1,54         2,143         0%           100%         2,337         2,337         1,55         15         0%           100%         2,07         2,31         2,07         2,07         2,07         0%           100%         2,07         2,04         2,07         2,07         2,07         0%         0%           100%         6,750         7,830         6,750         6,750         2,2.1         864         0%           100%         4,759         6,816         4,759         2,042         2,042         2,042         0%           100%         4,759         6,816         4,759         2,042         2,042         0%           100%         4,759         2,042         2,042         2,042         2,042         0%           100%         4,00%         2,042         4,0,0         0,0         0	19	100%	28,254											0
100%         1,392         21,396         1,392         1,392         21,396         1,392         1,392         21,396         1,392         1,392         21,396         1,392         1,392         21,396         1,392         1,34         21,43         0%         0,00%         0         0%         0,00%           100%         2,916         4,611         2,916         2,916         1,334         1,43         0%         0,00%         0         0%         0,00%           100%         2,916         4,611         2,916         1,337         1,51         0%         0,00%         0         0%         0,00%           100%         207         2,916         1,73         1,78         1,2         0%         0,00%         0         0%         0,00%           100%         207         2,01         1,78         1,2         0%         0,00%         0         0%         0,00%           100%         2,01         2,01         1,00         1,00         0%         0,00%         0         0         0%         0,00%           100%         2,01         2,01         2,01         2,01         2,01         2,00         0         0         0	100%         1,392         21,398         1,392         1,392         1,392         0%           100%         28,721         30,372         28,721         28,721         13.4         2,443         0%           100%         2,317         2,916         4,611         2,916         2,916         18.5         153         0%           100%         2,337         2,337         2,337         2,047         2,07         17.8         12         0%           100%         207         231         207         207         17.8         12         0%           100%         6,750         7,830         6,750         6,750         22.1         305         0%           100%         4,759         5,816         4,759         6,750         22.1         305         0%           100%         2,042         2,845         4,759         2,948         160         0%           100%         2,042         2,773         2,042         2,042         28.9         71         0%           100%         440,862         542,807         440,862         373,022         73,022         13,022	20	100%	7,602											0
100%         28/721         30,372         28/721         28/721         13.4         2,143         0%         0.00%         0.00%         0.00%           100%         2,916         4,611         2,916         2,916         18.5         18.5         158         0%         0.00%         0         0%         0.00%           100%         2,37         2,916         18.5         18.5         15         0%         0.00%         0         0%         0.00%           100%         2,07         2,07         17.5         12         0%         0.00%         0         0%         0.00%           100%         19,091         27,014         19,091         19,091         22.1         864         0%         0.00%         0         0%         0.00%           100%         6,750         27,014         19,091         19,091         22.1         864         0%         0.00%         0         0%         0.00%           100%         4,759         6,750         22.1         365         0%         0.00%         0         0%         0.00%           100%         4,759         2,042         2,042         2,04         2,04         0.00%	100%         28,721         30,372         28,721         28,721         13.4         2,143         0%           100%         2,916         4,611         2,916         2,916         18.5         158         0%           100%         2,337         2,337         2,337         16.5         151         0%           100%         207         231         2,01         207         17.8         15         0%           100%         19,091         27,014         19,081         19,081         22.1         864         0%           100%         6,750         7,930         6,750         6,750         22.1         305         0%           100%         4,769         5,816         4,759         2,042         29.8         160         0%           100%         2,042         2,773         2,042         2,042         2,98         160         0%           440,862         542,807         440,862         440,862         77,000         10%         73,022         73,022	21	100%	1,392	''										0
100%         2,916         4,611         2,916         2,916         2,916         2,916         2,916         2,916         2,916         2,916         2,916         2,916         2,916         2,916         2,916         2,337         2,337         15,5         15,1         0%         0,00%         0         0%         0,00%           100%         2,337         2,337         1,78         1,78         1,2         0%         0,00%         0         0%         0,00%           100%         4,750         1,916         1,916         1,916         1,27         1,00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	100%         2,916         4,611         2,916         2,916         18.5         158         0%           100%         2,337         2,637         2,337         2,337         15,5         151         0%           100%         2,337         2,337         2,337         17,8         12         0%           100%         19,001         27,014         19,001         19,001         22.1         864         0%           100%         6,750         7,830         6,750         6,750         22.1         305         0%           100%         4,758         5,816         4,759         4,759         29.8         160         0%           100%         2,042         2,773         2,042         2,042         2,042         2,042         0%	22	100%	28,721			28,721	13.4							0
100%         2,337         2,604         2,337         2,337         15.6         15.1         0%         0,00%         0,00%         0,00%           100%         207         231         207         17.8         12         0%         0,00%         0         0%         0,00%           100%         100%         15.60         17.8         12.1         864         0%         0,00%         0         0%         0.00%           100%         6,750         6,750         6,750         22.1         305         0%         0,00%         0         0%         0.00%           100%         2,042         2,042         2,042         2,042         2,042         2,042         2,042         0.00%         0         0%         0.00%           440,862         542,607         40,862         73,022         73,022         0.13%         97         0.13%         97         0.13%         99	100%         2.337         2.604         2.337         2.337         2.337         15.5         151         0%           100%         207         231         207         207         17.8         12         0%           100%         18,091         27,014         19,091         19,091         22.1         864         0%           100%         6,750         7,830         6,750         2,750         20,21         305         0%           100%         4,759         6,816         4,759         4,759         2,98         160         0%           100%         2,042         2,773         2,042         2,042         28.9         71         0%           440,862         542,807         440,862         440,862         73,022         73,022	23	100%	2,916											0
100%         207         231         207         207         17.8         12         0%         0.00%         0.00%         0.00%           100%         19.081         27.014         19.081         19.081         12.1         864         0%         0.00%         0         0%         0.00%           100%         6.750         7.830         6.750         6.750         22.1         305         0%         0.00%         0         0%         0.00%           100%         2.042         5.045         2.9.8         71         0%         0.00%         0         0%         0.00%           100%         2.042         2.042         2.042         2.8.8         71         0%         0.00%         0         0%         0.00%           440,862         542,607         40,862         73,022         73,022         0.13%         97         0.13%         97	100%         207         231         207         207         17.8         12         0%           100%         19,091         27,014         19,091         19,091         22.1         864         0%           100%         6,750         7,830         6,750         6,750         22.1         305         0%           100%         4,759         5,816         4,759         2,042         2,8.8         160         0%           100%         2,042         2,773         2,042         2,042         28.9         71         0%           440,862         542,807         440,862         73,022         73,022         73,022         73,022	24	100%	2,337											0
100%         19,091         27,014         19,091         19,094         19,094         22.1         864         0%         0.00%         0.00%         0.00%           100%         6,750         7,830         6,750         6,750         22.1         305         0%         0.00%         0         0%         0.00%           100%         4,759         6,773         2,042         2,042         28.9         71         0%         0.00%         0         0%         0.00%           100%         4,40,862         542,807         440,862         440,862         73,022         0.13%         97         0.13%         97         0.13%         97	100%         18,091         27,014         19,091         19,091         22.1         864         0%           100%         6,750         7,930         6,750         6,750         22.1         305         0%           100%         4,759         5,816         4,759         2,759         2,042         28.8         160         0%           100%         2,042         2,773         2,042         2,042         28.9         71         0%           440,862         542,807         440,862         73,022         73,022         73,022	25	100%	207											0
100%         6,750         7,890         6,750         6,750         22.1         305         0%         0.00%         0         0%         0.00%           100%         4,759         5,816         4,759         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042	100%         6,750         7,930         6,750         6,750         22.1         305         0%           100%         4,759         6,816         4,759         4,759         20.8         160         0%           100%         2,042         2,773         2,042         2,042         28.9         71         0%           440,862         542,607         440,862         440,862         73,022         73,022	26	100%	19.091		19,091	19,091	22.1							0
100%         4,759         5,816         4,759         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042         2,042	100%         4,759         6,816         4,759         4,759         2042         2,042         0%         0%           100%         2,042         2,773         2,042         2,042         28.9         71         0%           440,862         542,607         440,862         440,862         73,022         73,022	27	100%	6,750											0
100%         2,042         2,773         2,042         2,042         28.9         71         0%         0,00%         0         0%         0,00%           440,862         542,607         440,862         440,862         73,022         0,13%         97         0,13%         9	100% 2,042 2,773 2,042 2,042 28.9 71 0% 0% 440,862 542,607 440,862 440,862 73,022	28	100%	4,759										0.00%	0
542,607 440,862 440,862 <b>73,022</b> 0.13% 97 0.13%	542,607 440,862 440,862 73,022	29	100%	2,042									%0	0.00%	0
				440,862	ŵ		440,862		73,022		0.13%			0.13%	26





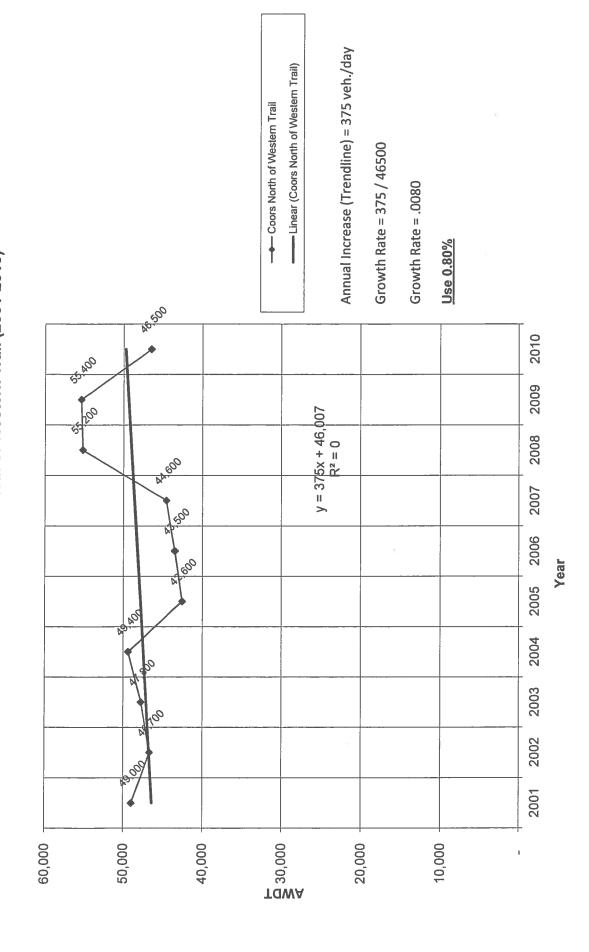


OxbowApts\_Growth.xls

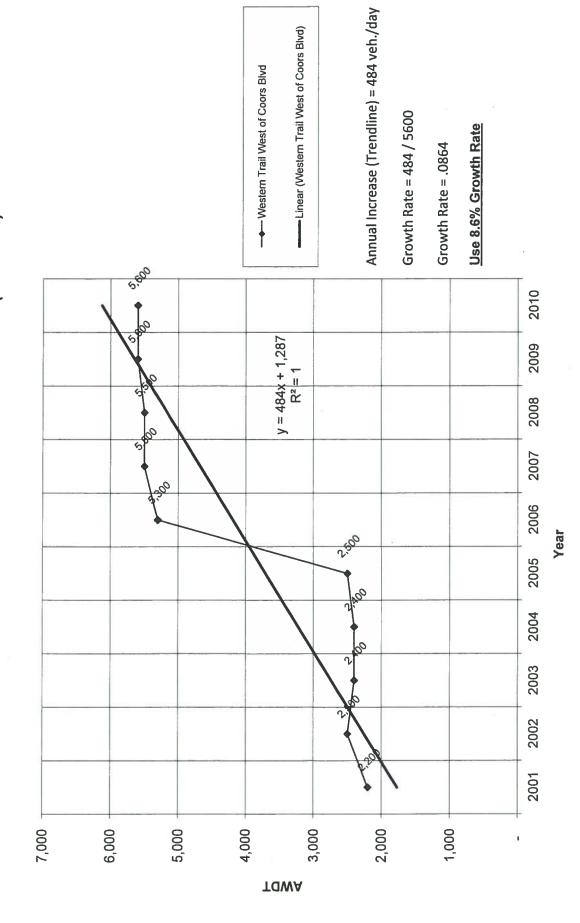
# Oxbow Town Center Apartments Historic Growth Rate Table

Traffic Flows from MRCOG Map											
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	_
Coors North of Western Trail	49,000	46,700	47,800	49,400	42,600	43,500	44,600	55,200	55,400	46,500	
Western Trail West of Coors Blvd	2,200	2,500	2,400	2,400	2,500	5,300	5,500	5,500	5,600	5,600	_
Coors btwn Western Trail & St Joseph's	48,600	47,100	48,600	50,200	52,500	44,700	45,800	46,300	48,100	48,100	_
St Joseph's West of Coors Blvd	10,200	10,500	10,700	9,900	10,200	10,400	10,700	8,600	8,600	8,600	_
Coors btwn St Joseph's & Sequoia Rd	45,500	46,800	46,700	48,200	49,900	52,100	53,400	49,000	49,100	43,500	_
Sequoia Rd West of Coors Blvd	10,600	10,900	8,700	000'6	008'6	4,200	4,300	4,900	5,000	5,000	
Coors Blvd South of Sequoia Rd	60,400	64,700	60,300	58,500	009'09	47,100	48,300	48,700	42,200	42.200	

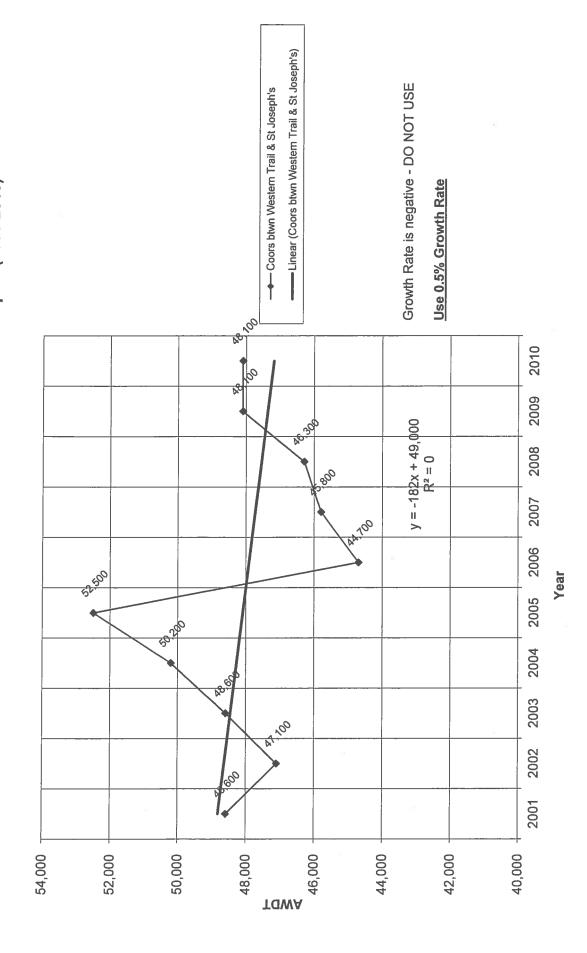
Historic Growth Chart Coors North of Western Trail (2001-2010)



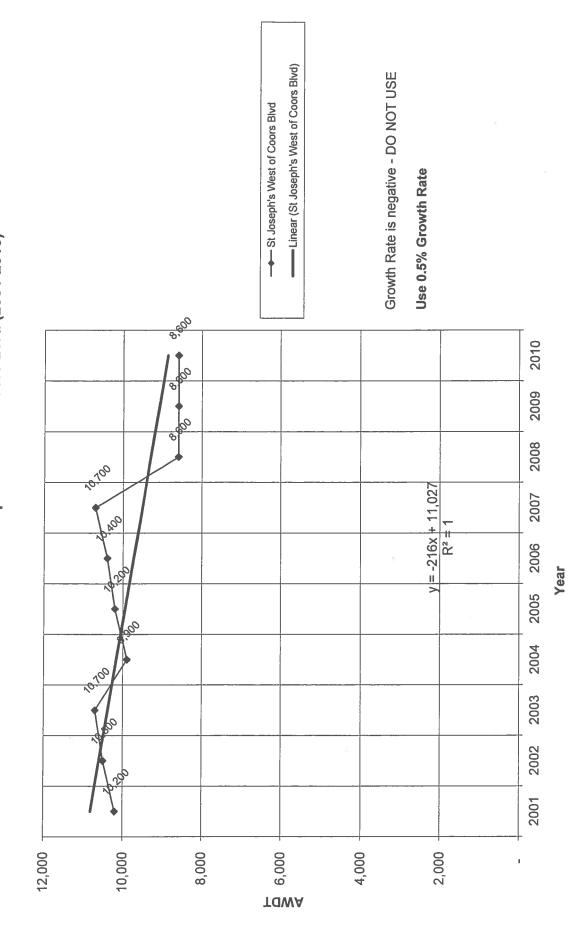
Historic Growth Chart Western Trail West of Coors Blvd (2001-2010)



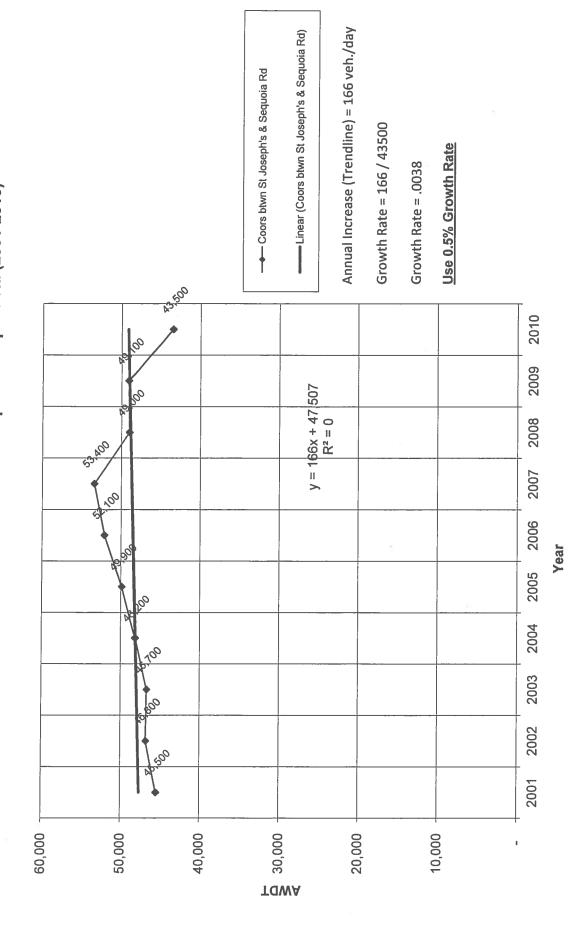
Historic Growth Chart Coors btwn Western Trail & St Joseph's (2001-2010)



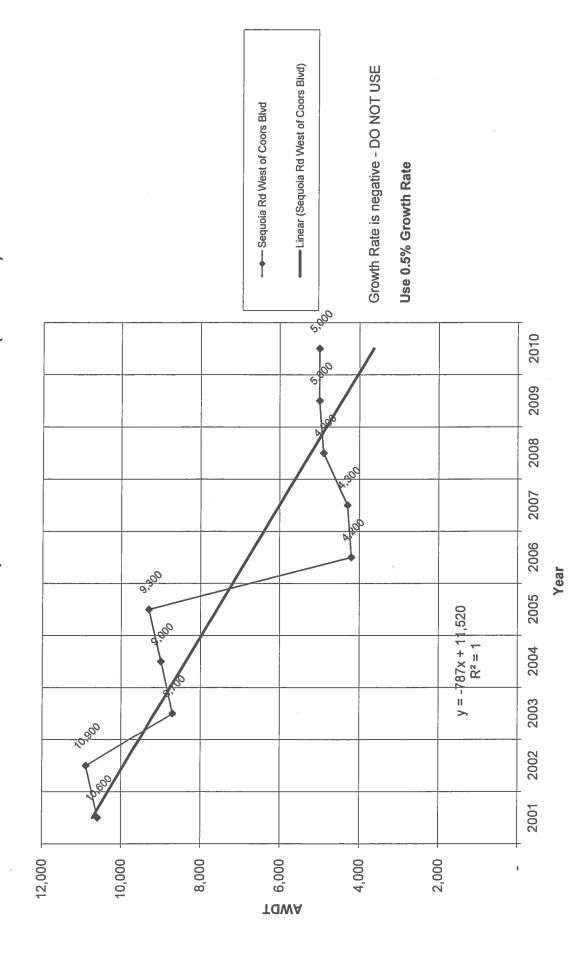
Historic Growth Chart St Joseph's West of Coors Blvd (2001-2010)



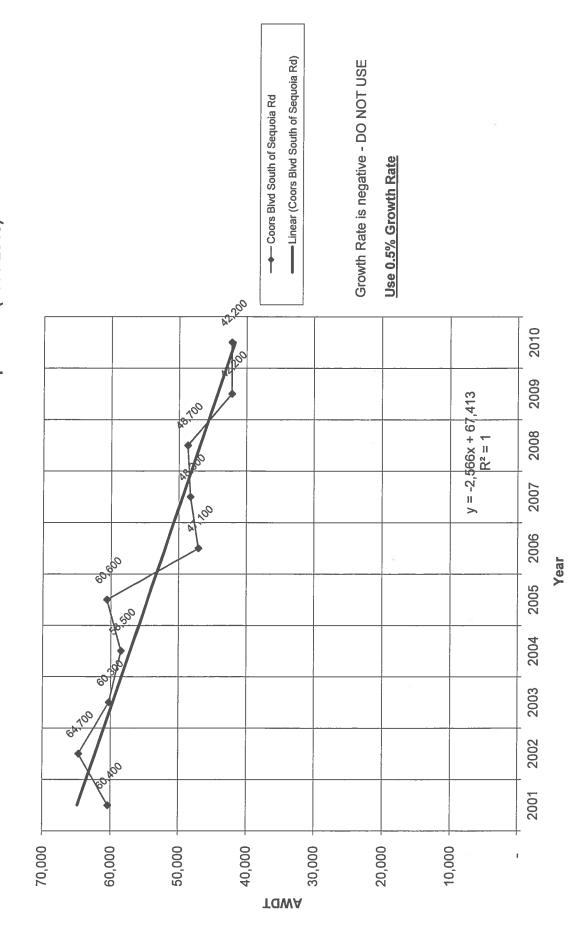
Historic Growth Chart Coors btwn St Joseph's & Sequoia Rd (2001-2010)

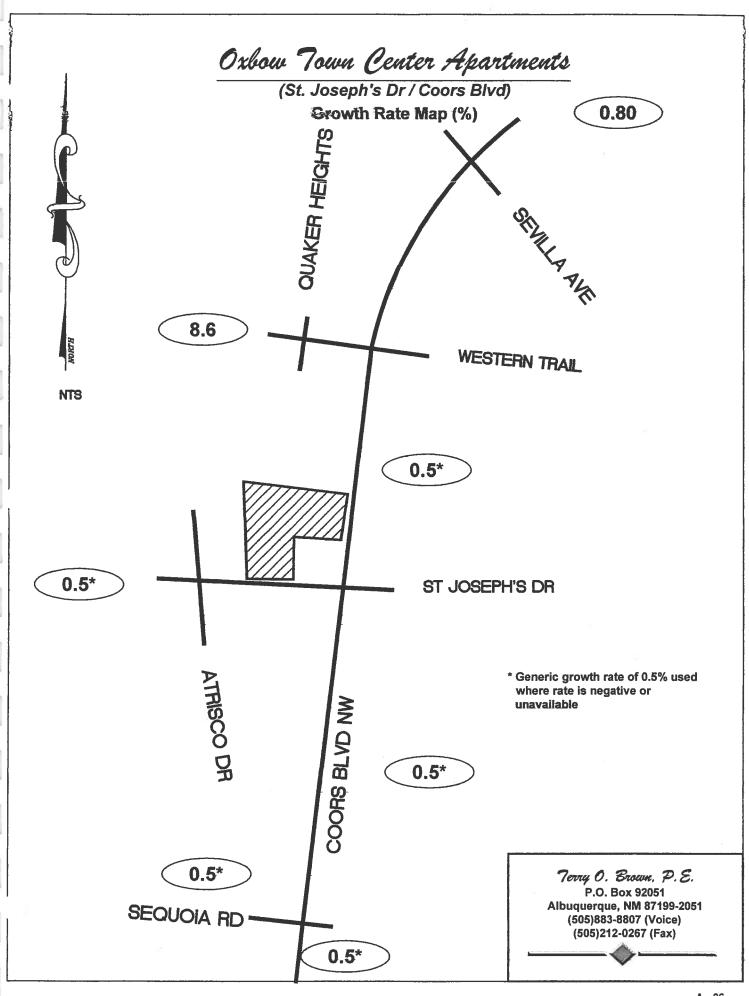


Historic Growth Chart Sequoia Rd West of Coors Blvd (2001-2010)



Historic Growth Chart Coors Blvd South of Sequoia Rd (2001-2010)





### Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd) Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2013) - 100% Development

INTERSECTION:	Su	mma	ry									
Sequola Rd / Coors Blvd NW		0.88		164 41	0.77			0.89			0.93	PHF
(1) 3.0% Truck	Left	ound (Seque	Right	Left	ound (Sequ Thru	ola Rd) Right	Northbo Left	und (Coors I		Southbo	und (Coors	
Existing (2012)	57	35	145	73	28	ragni 16	51	1,114	Right 38	23	2.233	Right
2013 (NO BUILD - A.M.)	57	35	148	73	28	16	51	1,120	38	23		46 46
								.,			2,244	
2013 (BUILD - A.M.)	57	35	146	73	28	16	51	1,135	38	24	2,298	46
1	Eastha	0.88 und (Sequo	in Dall	Month	0.91 ound (Sequ	ala Dall	Marthha	0.94 and (Coors I	The state of the	Cauthia	0.91 und (Coors	PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	119	98	140	139	100	46	146	2.459	58	55	1,471	32
2013 (NO BUILD - P.M.)	120	98	141	140	101	46	147	2,471	58	55	1,478	32
2013 (BUILD - P.M.)	120	98	141	140	101	47	147	2,528	58	55	1,509	32
2013 (BUILD - F.M.)	120	30	141	140	101	7/	141	2,320	36	33	1,309	32
St Joseph's Dr / Coors Blvd	NW	0.75			0.75			0.87			0.92	PHF
(2)	Eastbou	nd (St Jose	sh's Dr)	Westhou	and (St Jose	oh's Or)	Northbo	and (Coors i	Abel NWA	Southbo	und (Coors	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	197	32	94	88	11	48	28	1,011	131	81	2,254	76
2013 (NO BUILD - A.M.)	198	32	94	88	11	48	28	1,016	132	81	2,265	76
2013 (BUILD - A.M.)	198	32	149	88	11	48	43	1.016	132	81	2.265	76
		0.94			0.83			0.91			0.95	PHF
	Eastbou	nd (St Jose	ph's Dr)	Westbou	ind (St Jose	eph's Dr)	Northbo	and (Coors I	Blvd NW)	Southbo	und (Coors	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	178	17	61	77	14	69	123	2,677	60	72	1,607	259
2013 (NO BUILD - P.M.)	179	17	61	77	14	69	124	2,690	60	72	1,615	260
2013 (BUILD - P.M.)	179	17	92	77	14	69	181	2,690	60	72	1,615	260
Western Trail / Coors Blvd N	147											
		0.80		246 41	0.75	·	A1 41 1	0.87			0.87	PHF
(3) 3.0% Truck	Left	Ind (Wester	Right	Left	und (Weste Thru	Right	Left	Thru	Right	Left	und (Coors I	Right
Existing (2012)	155	7	211	58	7	22	63	1,230	15	9	1,985	39
2013 (NO BUILD - A.M.)	168	8	229	58	7	22	63	1,236	15	9	1,995	39
	208	8	229	58	7	22	63	-7	15	9	-,,	
2013 (BUILD - A.M.)	208		229	56		22	63	1,236	15	9	1,995	50
1	Enethor	0.77 ind (Wester	Tevil	Waetho	0.83 und (Weste	en Teail)	Northhou	0.91 and (Coors E	Shed MAD	Southhou	0.96 und (Coors I	PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	102	2	66	21	9	20	240	2,487	39	26	1,733	165
2013 (NO BUILD - P.M.)	111	2	72	21	9	20	241	2,499	39	26	1,742	166
2013 (BUILD - P.M.)	134	2	72	21	9	20	241	2,499	39	26	1,742	208
2010 (00120 1)	104					20	241	2,700	00	20	1,142	200
Sevilla Ave / Coors Blvd NW		0.75			0.92			0.92			0.89	PHF
(4)	Eastho	und (Sevilla	Ave)	Westbe	ound (Sevil	a Ave)	Northbox	ınd (Coors E	Sivd NW)	Southbor	und (Coors I	3lvd NW)
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	21	1	23	8	0	36	6	1,501	6	9	2,075	5
2013 (NO BUILD - A.M.)	21	1	23	8	0	36	6	1,509	6	9	2,092	5
2013 (BUILD - A.M.)	21	1	23	8	0	36	6	1,549	6	9	2,103	5
		0.75			0.91			0.88			0.95	PHF
[		und (Sevilla			ound (Sevil			md (Coors E			and (Coors I	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	36	0	30	2	4	23	55	2,531	11	28	1,955	59
2013 (NO BUILD - P.M.)	36	0	30	2	4	23	55	2,544	11	28	1,971	59
2013 (BUILD - P.M.)	36	0	30	2	4	23	55	2,567	11	28	2,013	59

## Oxbow Town Center Apartments (St Joseph's Or / Coors Blvd) Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2013) - 100% Development

INTERSECTION:	S t	mma	r y									
St Joseph's Dr / Atrisco Rd		0.91			0.75			0.88			0.82	PHF
(5)	Eastbóu	ind (St Jose	ph's Dr)	Westbo	and (St Jose	eph's Dr)	North	bound (Atris	co Rd)	South	ound (Atri	co Rd)
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	35	305	56	39	90	25	13	72	34	47	391	23
2013 (NO BUILD - A.M.)	35	307	56	39	90	25	13	72	34	47	393	23
2013 (BUILD - A.M.)	35	308	56	40	92	25	13	72	34	47	393	23
		0.86			0.87			0.84			0.95	PHF
		ind (St Jose			and (St Jose	eph's Dr)	North	oound (Atris	co Rd)	South	ound (Atris	sco Rd)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	44	172	46	34	301	70	62	325	52	22	161	29
2013 (NO BUILD - P.M.)	44	173	46	34	303	70	62	327	52	22	162	29
2013 (BUILD - P.M.)	44	175	46	35	304	70	62	327	53	22	162	29
Western Trail / Quaker Heigh	its	0.90			0.78			0.86			0.75	PHF
(6)	Eastbo	und (Wester	n Trail)	Westbo	und (Weste	m Trail)	Northbo	und (Quaker	Heights)	Southbox	and (Quaker	Heights)
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	363	3	5	103	5	2	2	20	22	4	4
2013 (NO BUILD - A.M.)	0	365	3	5	104	5	2	2	20	22	4	4
2013 (BUILD - A.M.)	0	365	3	16	104	5	3	2	60	22	4	4
		0.87			0.90			0.75			0.75	PHF
[	Eastbo	and (Wester	n Trail)	Westbo	und (Weste	m Trail)	Northbo	and (Quaker	Heights)	Southboo	and (Quaker	Heights)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	2	171	0	13	347	17	10	2	10	11	2	1
2013 (NO BUILD - P.M.)	2	172	0	13	349	17	10	2	10	11	2	1
2013 (BUILD - P.M.)	2	172	1	55	349	17	10	2	33	11	2	1
St Joseph's Dr / Quaker Heig		0.75			0.75		_	0.85			0.85	PHF
(7)		nd (St Jose)			ind (St Jose			and (Quaker			end (Quaker	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	323	0	0	115	0	0	0	0	0	0	0
2013 (NO BUILD - A.M.)	0	325	0	0	116	0	0	0	0	0	0	0
2013 (BUILD - A.M.)	1	325	0	0	116	15	0	0	0	55	0	3
,		0.94			0.94			0.85			0.85	PHF
ļ		nd (St Jose			ınd (St Jose			ind (Quaker			ınd (Quaker	
Eulatina (2040)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	256	0	0	396	0	0	0	0	0	0	0
2013 (NO BUILD - P.M.)	0	257	0	0	398	0	0	0	0	0	0	0
2013 (BUILD - P.M.)	3	257	0	0	398	57	. 0	0	0	31	0	2

#### Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Projected Turning Movements Worksheet Sequoia Rd / Coors Blvd NW

INTERSECTION:

E-W Street: Sequoia Rd N-S Street:

(1)

Year of Existing Counts

2012

Coors Blvd NW

Implementation Year

2013

**Growth Rates** 0.50% 0.50% 0.50% 0.50% Eastbound (Sequoia Rd) Westbound (Sequola Rd) Northbound (Coors Blvd NW) Southbound (Coors Blvd NW) Left Thru Right Left Thru Right Thru **Existing Volumes** 28 2,233 46 1,114 **Background Traffic Growth** 0 0 6 0 0 11 0 Subtotal (NO BUILD - A.M.) 57 35 146 73 28 16 51 1,120 38 23 2,244 46 Percent Residential Trips Generated(Entering) 0.00% 0.00% 0.53% 0.00% 0.00% 0.00% 0.00% 54.33% 0.00% 0.00% 0.00% 0.00% Percent Residential Trips Generated(Exiting) 0.00% 0.00% 0.00% 0.00% 0.00% 0.53% 0.00% 0.00% 0.00% 0.00% 54.33% 0.00% Total Trips Generated Total AM Peak Hour BUILD Volumes 35 146 73 28 16 51 1,135 24 38 2,298 46

Existing Volumes **Background Traffic Growth** Subtotal (NO BUILD - P.M.) Percent Residential Trips Generated(Entering)
Percent Residential Trips Generated(Exiting) **Total Trips Generated** 

Total PM Peak Hour BUILD Volumes

Eastbo	und (Sequo	ia Rd)	Westbo	ound (Sequo	la Rd)	Northbound (Coors Blvd NW)			Southbound (Coors Blvd NW)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
119	98	140	139	100	46	146	2,459	58	55	1,471	32
1	0	1	1	1	Q	1	12	Q	Q	Z	Q
120	98	141	140	101	46	147	2,471	58	55	1,478	32
0.00%	0.00%	0.00%	0.00%	0.00%	0.53%	0.00%	54.33%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.53%	54.33%	0.00%
0	0	0	0	0		0	57	0	0	31	0
120	98	141	140	101	47	147	2,528	58	55	1,509	32

Number of Residential Trips Generated

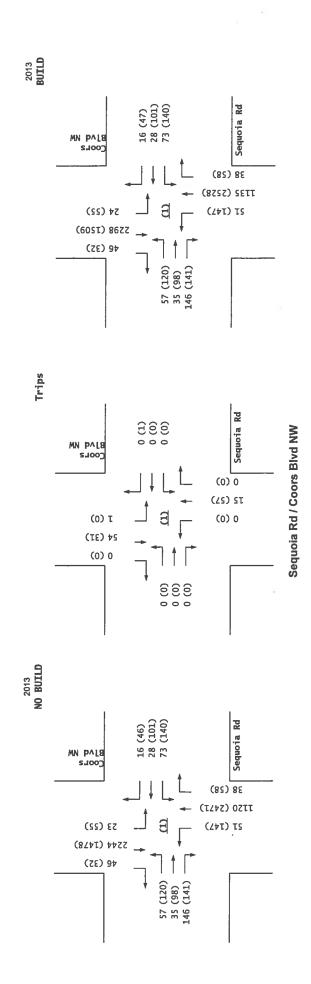
Entering Exiting

28 104

100 A.M. 57 P.M. 100% Residential Development

2012 AM Peak Hr. Volumes 2012 PM Peak Hr. Volumes

034	Eastboun	d (Sequo	ia Rd)	Westb	ound (Sequ	oia Rd)	Northbo	und (Coors	Bivd NW)	Southbo	und (Coors	Blvd NW)
	57	35	145	73	28	16	51	1,114	38	23	2,233	46
	119	98	140	139	100	46	146	2.459	58	55	1.471	32



6/27/2012

### Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Projected Turning Movements Worksheet St Joseph's Dr / Coors Blvd NW

INTERSECTION:

E-W Street: St Joseph's Dr N-S Street:

(2)

Year of Existing Counts

2012

Coors Blvd NW

2013

Implementation Year

**Growth Rates** 0.50% 0.50% 0.50% 0.50% Eastbound (St Joseph's Dr) Westbound (St Joseph's Dr) Northbound (Coors Blvd NW) Southbound (Coors Blvd NW) Right Left Right Thru Right Left Thru Right **Existing Volumes** 197 32 1,011 2,254 Background Traffic Growth 0 0 0 0 5 Subtotal (NO BUILD - A.M.) 198 32 94 88 11 48 28 1,016 132 81 2,265 76 Percent Residential Trips Generated(Entering) 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.40% 54.86% 0.00% 0.00% Percent Residential Trips Generated(Exiting) 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.40% 54.86% 0.00% Total Trips Generated 55 Total AM Peak Hour BUILD Volumes 88 1,016 198 32 149 11 48 43 132 2,265 76

**Existing Volumes Background Traffic Growth** 

Subtotal (NO BUILD - P.M.)

Percent Residential Trips Generated(Entering) Percent Residential Trips Generated(Exiting)

Total Trips Generated Total PM Peak Hour BUILD Volumes

Eastbou	Eastbound (St Joseph's Dr)			ınd (St Jose	ph's Dr)	Northbou	ind (Coors E	livd NW)	Southbound (Coors Blvd NW)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
178	17	61	77	14	69	123	2,677	60	72	1,607	259	
1	Q	0	Q	0	0	1	<u>13</u>	0	0	8	1	
179	17	61	77	14	69	124	2,690	60	72	1,615	260	
0.00%	0.00%	0.00%	0.00%	0.40%	0.00%	54.86%	0.00%	0.00%	0.00%	0.00%	0.00%	
0.00%	0.40%	54.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
0	0	31	0	0	0	57	0	0	0	0	0	
179	17	92	77	14	69	181	2,690	60	72	1,615	260	

Number of Residential Trips Generated

Entering Exiting

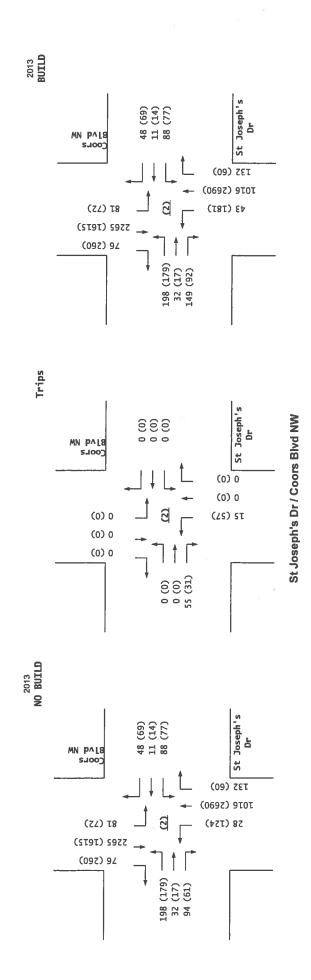
28 100

104 P.M. 57

A.M. 100% Residential Development

2012 AM Peak Hr. Volumes 2012 PM Peak Hr. Volumes

Eastbou	and (St Jose	ph's Dr)	Westbo	und (St Jose	eph's Dr)	Northbo	und (Coors	Bivd NW)	Southbound (Coors Blvd NW)		
197	32	94	88	11	48	28	1,011	131	81	2,254	76
178	17	61	77	14	69	123	2.677	60	72	1.607	259



6/27/2012

#### Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd) Projected Turning Movements Worksheet

Western Trail / Coors Blvd NW

INTERSECTION:

E-W Street: Western Trail

(3)

Year of Existing Counts

Implementation Year

2012

N-S Street: Coors Blvd NW

2013

**Existing Volumes** 

**Background Traffic Growth** 

Subtotal (NO BUILD - A.M.) Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

**Total Trips Generated Total AM Peak Hour BUILD Volumes** 

**Growth Rates** 

3		8.50%			0.50%			0.50%		0.50%			
	Eastbo	und (Wester	m Trail)	Westbound (Western Trail)			Northbou	ind (Coors E	Blvd NW)	Southbound (Coors Blvd NW)			
ı	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	155	7	211	58	7	22	63	1,230	15	9	1,985	39	
	<u>13</u>	1	<u>18</u>	<u>0</u>	0	0	Q	<u>6</u>	Q	Q	<u>10</u>	0	
-	168	8	229	58	7	22	63	1,236	15	9	1,995	39	
1	0.00%	0.00%	0.00%	0.00%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	40.21%	
	40.21%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	40	0	0	0	0	0	0	0	0	0	0	11	
6	208	8	229	58	7	22	63	1,236	15	9	1,995	50	

**Existing Volumes** Background Traffic Growth Subtotal (NO BUILD - P.M.) Percent Residential Trips Generated(Entering)
Percent Residential Trips Generated(Exiting) **Total Trips Generated** Total PM Peak Hour BUILD Volumes

Eastboo	und (Wester	n Trail)	Westbo	und (Wester	n Trail)	Northbou	nd (Coors E	Blvd NW)	Southbound (Coors Blvd NW)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
102	2	66	21	9	20	240	2,487	39	26	1,733	165	
9	<u>0</u>	6	0	0	<u>0</u>	1	<u>12</u>	<u>0</u>	<u>Q</u>	9	1	
111	2	72	21	9	20	241	2,499	39	26	1,742	166	
0.00%	0.00%	0.00%	0.00%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	40.21%	
40.21%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
23	0	0	0	0	0	0	0	0	0	0	42	
134	2	72	21	9	20	241	2,499	39	26	1,742	208	

Number of Residential Trips Generated

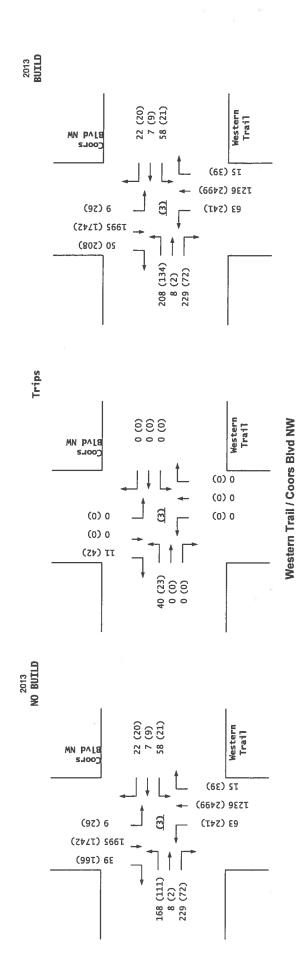
Exiting Entering

28 104

100 A.M. 100% Residential Development P.M.

2012 AM Peak Hr. Volumes 2012 PM Peak Hr. Volumes

											*
Eastbou	Eastbound (Western Trail)			Westbound (Western Trail)			und (Coors	Blvd NW)	Southbound (Coors Blvd NW)		
155	7	211	58	7	22	63	1,230	15	9	1,985	39
400	2	0.0	24	0	20	240	2 407	20	26	4 722	405



6/27/2012

### Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Projected Turning Movements Worksheet Sevilla Ave / Coors Blvd NW

INTERSECTION:

E-W Street: Sevilla Ave

(4)

N-S Street: Coors Blvd NW

Year of Existing Counts

Implementation Year

2012 2013

**Growth Rates** 

0.50% 0.50% 0.80% Eastbound (Sevilla Ave) Westbound (Sevilla Ave) Northbound (Coors Blvd NW) Southbound (Coors Blvd NW) Left Thru Right Left Thru Right Thru | Right Left Thru | Right Left Existing Volumes 23 36 1,501 2,075 0 **Background Traffic Growth** 0 0 17 0 0 Subtotal (NO BUILD - A.M.) 21 23 8 0 36 6 1,509 9 2,092 1 5 Percent Residential Trips Generated(Entering) 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.13% 0.00% 0.00% 39.95% 0.00% 0.13% Percent Residential Trips Generaled(Exiting) 0.00% 0.00% 0.00% 39.95% 0.00% 0.00% 0.00% 0.00% 0.00% 0.13% 0.13% 0.00% Total Trips Generated 40 0 11 0 0 0 0 Total AM Peak Hour BUILD Volumes 1,549 21 23 8 0 36 6 9 2,103

**Existing Volumes** Background Traffic Growth Subtotal (NO BUILD - P.M.) Percent Residential Trips Generated(Entering) Percent Residential Trips Generated(Exiting) Total Trips Generated

Eastbo	ound (Sevill	a Ave)	Westb	ound (Sevill	a Ave)	Northbot	and (Coors I	3Ivd NW)	Southbou	und (Coors I	Blvd NW)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
36	0	30	2	4	23	55	2,531	11	28	1,955	59
0	0	0	<u>0</u>	0	Q	0	<u>13</u>	<u>0</u>	0	<u>16</u>	0
36	0	30	2	4	23	55	2,544	11	28	1,971	59
0.00%	0.00%	0.13%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	39.95%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.13%	39.95%	0.13%	0.00%	0.00%	0.00%
0	0	0	0	0	0	0	23	0	0	42	0
36	0	30	2	4	23	55	2,567	11	28	2,013	59

0.50%

Number of Residential Trips Generated

Entering Exiting

28 104

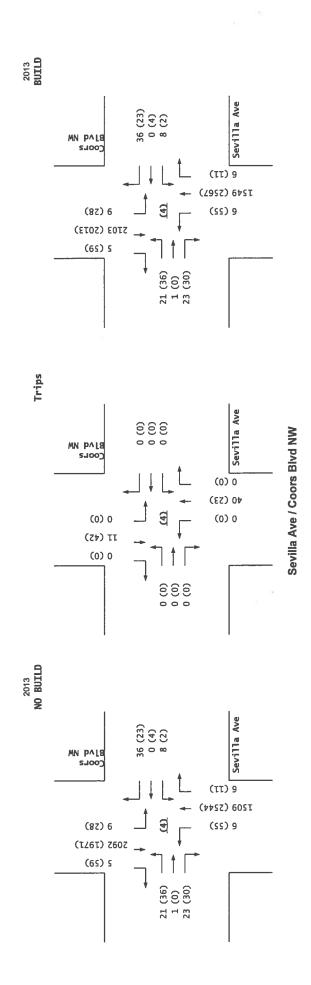
A.M. P.M. 100 57

100% Residential Development

2012 AM Peak Hr. Volumes 2012 PM Peak Hr. Volumes

**Total PM Peak Hour BUILD Volumes** 

Eastb	ound (Sevill	a Ave)	Westb	ound (Sevil	la Ave)	Northbo	und (Coors	Blvd NW)	Southbo	und (Coors	Blvd NW)
21	1	23	8	0	36	6	1,501	6	9	2,075	5
36	0	30	2	A	23	55	2 531	11	28	1 955	50



6/27/2012

6/27/2012 - 6:20 PM

### Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Projected Turning Movements Worksheet St Joseph's Dr / Atrisco Rd

INTERSECTION:

E-W Street: St Joseph's Dr

(5)

Year of Existing Counts

N-S Street: Atrisco Rd 2012

Implementation Year

2013

inspiration roal													
G	rowth Rates		0.50%			0.50%			0.50%			0.50%	
	[	Eastbou	nd (St Jose	ph's Dr)	Westbo	und (St Jose	ph's Dr)	Northb	ound (Atris	co Rd)	South	oound (Atris	co Rd)
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		35	305	56	39	90	25	13	72	34	47	391	23
Background Traffic Growth		0	2	0	0	Q	0	Q	0	0	<u>0</u>	<u>2</u>	0
Subtotal (NO BUILD - A.M.)	)	35	307	56	39	90	25	13	72	34	47	393	23
Percent Residential Trips Generated(E	ntering)	0.00%	2.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.93%	0.13%	0.00%	0.00%
Percent Residential Trips Generated(I	Exiting)	0.00%	0.00%	0.00%	0.93%	2.26%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	VIII-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	0	1	0	1	2	0	0	0	0	0	0	0
Total AM Peak Hour BUIL	D Volumes	35	308	56	40	92	25	13	72	34	47	393	23

Existing Volumes **Background Traffic Growth** Subtotal (NO BUILD - P.M.) Percent Residential Trips Generated(Entering) Percent Residential Trips Generated(Exiting) Total Trips Generated Total PM Peak Hour BUILD Volumes

	Eastbou	nd (St Jose	oh's Dr)	Westbou	ind (St Jose	ph's Dr)	Northb	ound (Atriso	o Rd)	Southb	ound (Atris	co Rd)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Г	44	172	46	34	301	70	62	325	52	22	161	29
Г	Q	1	0	0	2	0	0	2	0	0	1	(
Г	44	173	46	34	303	70	62	327	52	22	162	29
	0.00%	2.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.93%	0.13%	0.00%	0.00%
	0.00%	0.00%	0.00%	0.93%	2.26%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Г	0	2	0	1	1	0	0	0	1	0	0	C
Г	44	175	46	35	304	70	62	327	53	22	162	29

Number of Residential Trips Generated

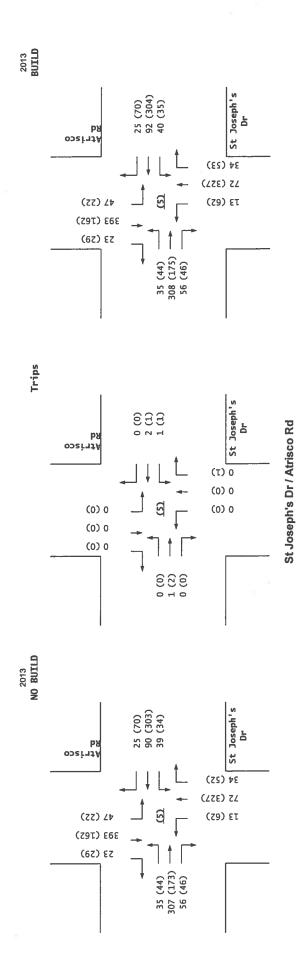
Entering Exiting 28 100 104 57

A.M. P.M.

100% Residential Development

2012 AM Peak Hr. Volumes 2012 PM Peak Hr. Volumes

Г	Eastbou	ind (St Jose	ph's Dr)	Westbo	und (St Jose	eph's Dr)	North	ound (Atris	co Rd)	South	oound (Atris	co Rd)
Γ	35	305	56	39	90	25	13	72	34	47	391	23
ľ	44	172	46	34	301	70	62	325	52	22	161	29



6/27/2012 - 6:20 PM

### Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Projected Turning Movements Worksheet

Western Trail / Quaker Heights

INTERSECTION:

E-W Street: Western Trail N-S Street:

Year of Existing Counts

2012

**Quaker Heights** 

Implementation Year

2013 **Growth Rates** 

0.50% 0.50% 0.50% 0.50% Eastbound (Western Trail) Westbound (Western Trail) Northbound (Quaker Heights) Southbound (Quaker Heights) Thru Right Thru | Right Thru | Right Left Left Left Left Existing Volumes 363 103 20 0 0 **Background Traffic Growth** 0 0 0 Subtotal (NO BUILD - A.M.) 365 104 20 22 0 5 2 0.00% 0.00% 0.13% 0.00% Percent Residential Trips Generated(Entering) 0.00% 0.00% 0.00% 0.00% 0.00% 0.80% 40.34% 0.00% Percent Residential Trips Generated(Exiting) 0.00% 0.00% 40.34% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.80% 0.13% 40 **Total Trips Generated** 11 0 0 0 0 0 Total AM Peak Hour BUILD Volumes 0 365 16 104 60 5

(6)

Existing Volumes **Background Traffic Growth** Subtotal (NO BUILD - P.M.) Percent Residential Trips Generated(Entering) Percent Residential Trips Generated(Exiting) Total Trips Generated Total PM Peak Hour BUILD Volumes

- 1	Castnoi	THE I ALESTE	it trant/	1162000	uliu (Westel	or really a	MANUAL	nin imneve	Heighta/	COULIDOE	III ( Quakei	riniAura)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	2	171	0	13	347	17	10	2	10	11	2	1
	0	1	Q	<u>0</u>	2	0	Q	0	<u>0</u>	<u>0</u>	0	<u>0</u>
	2	172	0	13	349	17	10	2	10	11	2	1
Ī	0.00%	0.00%	0.80%	40.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.13%	0.00%
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.80%	0.13%	40.34%	0.00%	0.00%	0.00%
	0	0	1	42	0	0	0	0	23	0	0	0
98	2	172	388841	55	349	17	10	2	33	11	2	1

Number of Residential Trips Generated

Entering Exiting

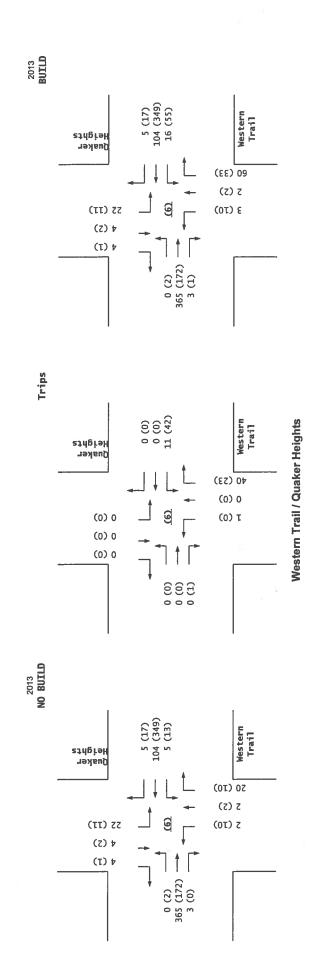
28 104

100 A.M. P.M. 57

100% Residential Development

2012 AM Peak Hr. Volumes 2012 PM Peak Hr. Volumes

Eastbo	und (Wester	n Trail)	Westbo	und (Wester	n Trail)	Northbou	ind (Quaker	Heights)	Southbo	und (Quakei	Heights)
0	363	3	5	103	5	2	2	20	22	4	4
2	171	0	13	347	17	10	2	10	11	2	1



6/27/2012

6/27/2012 - 6:20 PM

### Oxbow Town Center Apartments (St Joseph's Dr / Coors Blvd)

Projected Turning Movements Worksheet

St Joseph's Dr / Quaker Heights

INTERSECTION:

E-W Street:

**Growth Rates** 

St Joseph's Dr

N-S Street: **Quaker Heights** 2012

Year of Existing Counts

2013

Implementation Year

**Existing Volumes Background Traffic Growth** Subtotal (NO BUILD - A.M.) Percent Residential Trips Generated(Entering) Percent Residential Trips Generated(Exiting) **Total Trips Generated** 

**Total AM Peak Hour BUILD Volumes** 

	0.50%			0.50%			0.50%			0.50%	
Eastbou	ind (St Jose	ph's Dr)	Westbou	ind (St Jose	ph's Dr)	Northbou	nd (Quaker	Heights)	Southbou	ınd (Quaker	Heights)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	323	0	0	115	0	0	0	0	0	0	0
0	2	Q	Q	1	0	<u>0</u>	<u>0</u>	<u>0</u>	Q	<u>0</u>	<u>Q</u>
0	325	0	0	116	0	0	0	0	0	0	0
3.32%	0.00%	0.00%	0.00%	0.00%	55.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	55.26%	0.00%	3.32%
1	0	0	0	0	15	0	0	0	55	0	3
233331	325	0	0	116	15	0	0	0	55	0	3

**Existing Volumes Background Traffic Growth** Subtotal (NO BUILD - P.M.) Percent Residential Trips Generated(Entering) Percent Residential Trips Generated(Exiting) **Total Trips Generated** Total PM Peak Hour BUILD Volumes

	Eastbou	nd (St Jose)	oh's Dr)	Westbou	nd (St Jose	ph's Dr)	Northbou	nd (Quaker	Heights)	Southbou	nd (Quaker	Heights)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Г	0	256	0	0	396	0	0	0	0	0	0	0
	0	1	Q	Q	2	0	0	0	0	0	0	0
Г	0	257	0	0	398	0	0	0	0	0	0	0
r	3.32%	0.00%	0.00%	0.00%	0.00%	55.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Г	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	55.26%	0.00%	3.32%
Γ	3	0	0	0	0	57	0	0	0	31	0	2
Г	3	257	0	0	398	57	0	0	0	31	0	2

Number of Residential Trips Generated

Entering Exiting 100

104

A.M. P.M. 100% Residential Development

2012 AM Peak Hr. Volumes 2012 PM Peak Hr. Volumes

Eastbou	nd (St Jose	ph's Dr)	Westbou	ind (St Jose	ph's Dr)	Northbou	nd (Quaker	Heights)	Southbou	ınd (Quaker	Heights)
0	323	0	0	115	0	0	0	0	0	0	0
0	256	0	0	396	0	0	0	0	0	0	0

6/27/2012

Timings 1: Sequoia Rd & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	1	†	-	ļ	1	•	<b>←</b>	4	٨	<b>→</b>	•	
Jane Group	ER	_E87	WBL	WBT	WBR	NBL	TBN	NBR	SBE	188	SBR	THE REAL PROPERTY.
Lane Configurations	*	47	-	+	R.	-	+++	R.	15	##	¥.	
Volume (vph)	25	32	73	78	16	55	1120	88	EZ	2244	46	
Tum Type	Реш		Реп		vo+mq	pm+pt		Реп	рш+рф		Perm	
Protected Phases		4		8	-	ıo	2			9	S	
Permitted Phases	4		60		80	2		2	9		9	
Detector Phase	4	4	60	80		2	2	2	STATE OF	9	9	
Switch Phase												
Minimum Initial (s)	9.0	2.0	5.0	2.0	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	21.0	10.0	21.0	21.0	
Total Spilt (s)	26.0	26.0	26.0	26.0	10.0	11.0	84.0	84.0	10.0	83.0	83.0	E S
Total Split (%)	21.7%	21.7%	21.7%	21.7%	8.3%	9.2%	70.0%	%0.07	8.3%	69.2%	69.2%	
Yellow Time (s)	4.0	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	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	0.0	
Total Lost Time (s)	2.0	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0	5.0	9.0	
Lead/Lag					Lead	Lead	Lag	De l	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Dec.	Min	C-Nin	C-Min	
Act Effct Green (s)	15.4	15.4	15.4	15.4	26.0	90.1	84.0		89.1	83.5	83.5	
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.22	0.75	0.70	E37	0.74	0.70	0.70	
v/c Ratio	0.38	0.45	0.73	0.15	90.0	0.38	0.36		0.08	0.69	0.04	
Control Delay	52.4	33.2	78.6	45.6	13.4	15,8	7.9		1.2	3.3	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.4	33.2	78.6	45.6	13.4	15.8	7.9		12	33	0.1	
SOT	٥	ပ	ш	٥	8	8	¥		¥	V	V	
Approach Delay		37.9		61.8			8.1			3.3		
Annmach LOS		_		u.			4			×		

nfersection Summary

Cycle Length: 120
Arbushed Cycle Length: 120
Offset 60 (57%), Referenced to phase 2:NBTL and 6:5BTL, Start of Green
Natural Cycle: 70
Control Type: Actualed-Coordinated
Markmun W Radio: 0.73
Intersection Signal Delay: 9.1
Intersection Capacity Utilization 65.7%
Analysis Period (min) 15

Intersection LOS: A ICU Level of Service C

Splits and Phases: 1: Sequoia Rd & Coors Blvd

2013 AM Peak NOBUILD Conditions

Existing Geometry D:\ATOBEVPROJECTS\_2012\Oxbow\_Apartments\Synchro\2013A\NX.syn

HCM Signalized Intersection Capacity Analysis 1: Sequola Rd & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

			,									
Novement	EBL	EBT	FBR	WBL	MBT	WBR	NBC	NBT	NBH	SBL	SBT	SBA
ane Configurations	*	44		15	+	R.	*	444	R.	*	₩	R-
/olume (vph)	25	33	146	73	28	16	2	1120	38	23	2244	46
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Fotal Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0
ane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1,08
	100	0.88		1,00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
-It Protected	0.95	90.1		0.95	1.00	1.00	0.95	1.00	90,1	0.95	1.00	1.00
Safd. Flow (prof)	1752	3081		1752	1845	1568	1752	5036	1568	1752	5036	1568
-It Permitted	0.73	1.00		0.55	1.00	9.1	0.05	1.00	1.00	0.19	1.00	9:
Satd. Flow (perm)	1353	3081	THE BATTER	1021	1845	1568	88	5036	1568	354	5036	1568
Peak-hour factor, PHF	0.88	0.88	0.88	7.70	0.77	0.77	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	65	40	168	95	98	21	25	1258	43	22	2413	49
ROR Reduction (vph)	0	63	0	0	0	17	0	0	13	0	0	5
ane Group Flow (vph)	65	143	0	95	8	4	24	1258	30	22	2413	34
Type	Perm			Репп		VO+mq	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		LC)	2			40	
Permitted Phases	47			80		60	2		2	9		9
Actuated Green, G (s)	15.4	15.4		15.4	15.4	21.0	90.1	84.0	84.0	89.1	83.5	83.5
Effective Green, g (s)	15.4	15.4		15.4	15.4	21.0	90.1	84.0	84.0	89.1	83.5	83.5
Actueted g/C Ratio	0,13	0,13		0.13	0.13	0.18	0.75	0.70	0.70	0.74	0.70	0.70
Clearance Time (s)	2.0	2.0		5.0	2.0	2.0	2.0	5.0	5.0	20	2.0	50
/ehicle Extension (s)	3.0	3.0	67. THE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
.ane Grp Cap (vph)	174	395		131	237	340	151	3525	1098	328	3504	1091
rls Ratio Prot	POR SHOW	0.05			0.02	000	50.05	0.25		000	60.48	
//s Ratio Perm	0.05			89		000	0.27		0.02	0.05		0.02
//c Ratio	0.37	0.36		0.73	0.15	0.01	0.38	0.36	0.03	90.08	0.69	0.03
Jniform Delay, d1	47.9	47.8		50.3	46.5	40.9	10.5	7.2	5.5	4.2	10.7	5.7
Progression Factor	100	9		9	1.00	1.00	8	100	1.00	0.25	0.24	0.02
incremental Delay, d2	1.4	9.0		18.0	0.3	0.0	1.6	0.3	0.0	0.1	9.0	0.0
Delay (s)	49.2	48.4		68.2	46.8	40.9	12.1	7.5	5.6	1.1	3.1	0.1
Level of Service	٥	٥		ш	٥	۵	00	V	V	V	¥	<b>4</b>
Approach Delay (s)		48.6		STATE OF THE	59.4			7.6			3.1	
Approach LOS		٥			ш			⋖			∢	
marsection Summary			というない					THE SECTION	The Later			発き
HCM Average Control Delay	y		9.4	Ξ	HCM Level of Service	of Servic	0		V			
HCM Volume to Capacity ratio	offic		0.68									
Actuated Cycle Length (s)			120.0	Š	Sum of lost time (s)	time (s)			15.0			
Intersection Capacity Utilization	ligon		65.7%	2	ICU Level of Service	Service			Ü			

2013 AM Peak NOBUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\2013ANX.syn

1: Sequoia Rd & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

5.0 21.0 83.0 69.2% 4.0 1.0 0.0 5.0 83.5 0.70 0.00 2.2 2.2 V 0.0 1.0 5.0 6.0 5.0 21.0 83.0 69.2% 83.5 0.70 13.0 13.0 5.0 10.0 3% 5000 100 200 2 21.0 21.0 84.0 70.0% 4.0 1.0 0.0 5.0 5.0 5.0 2022 0.70 21.0 21.0 84.0 70.0% S - 6 S B 84.0 0.36 0.0 0.0 Mín 0.75 0.38 15.8 15.8 10.0 11.0 9.2% 5 6 6 5 26.0 0.22 0.06 13.4 13.4 5.0 10.0 10.0 1.0 1.0 5.0 5.0 50 0 10 21.0 26.0 26.0 21.7% 15.4 1.2 1.3 0.15 15.4 0.13 0.73 78.6 0.0 78.6 21.0 21.0 26.0 21.7% 4.0 1.0 5.0 21.0 26.0 21.7% 21.7% 4.0 1.0 0.0 5.0 Min 15.4 0.13 0.45 33.5 33.5 33.5 t H 21.0 26.0 26.0 21.7% 4.0 1.0 0.0 5.0 Min 15.4 0.13 52.4 52.4 Total Split (s)
Total Split (%)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s) Lane Configurations Volume (vph) margedon Summery Actuated g/C Ratio -ead-Lag Optimize? Permitted Phases Minimum Initial (s) Protected Phases Minimum Split (s) Approach Delay Approach LOS Detector Phase Control Delay Queue Delay Total Delay LOS Switch Phase Recall Mode Lead/Lag um Type //c Ratio

Sycle Length: 120

Artuated Cycle Length: 120 Offset 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Natural Cycle: 70 Control Type: Actualed-Coordinated

Aaximum v/c Ratio: 0.73

Intersection Signal Delay: 14.6 Intersection Capacity Utilization 68.8% Analysis Period (min) 15

Intersection LOS: B ICU Level of Service C

1: Sequoia Rd & Coors Blvd

1

2013 AM Peak BUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\z013\ABX.syn

HCM Signalized Intersection Capacity Analysis 1: Sequoia Rd & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	١	t	~	-	,	1		-	•	•	<b>→</b>	*
Movement	EB	HH	EBR	WBC	WBT	WER	NBI	TBN	NBR	SBL	188	SEE
Lane Configurations	-	44		-	+	×	100	+++	R.	15	444	-
Volume (vph)	22	33	146	73	28	16	51	1135	38	24	2298	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
E CONTRACTOR OF THE PERSON OF	18	0.88	WINDS	100	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00	8:	0.95	1.00	1.00	0.95	9.1	1.00
Satd. Flow (prof)	1752	3081		1752	1845	1568	1752	5036	1568	1752	5036;	1568
FIt Permitted	0.73	1.00		0.55	1.00	9.1	0.05	1.00	1.00	0.19	8	8
Satd. Flow (perm)	1353	3081		1021	1845	1568	88	5036	1568	347	. 5036	1568
Peak-hour factor, PHF	0.88	0.88	0.88	77.0	0.77	0.77	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	65	40	166	95	38	21	27	1275	43	. 26	2471	. 49
RTOR Reduction (vph)	0	62	0	0	0	17	0	0	13	0	0	5
Lane Group Flow (vph)	65	144	0	32	36	4	25	1275	8	- 26	2471	3
Turn Type	Perm			Репп		vo+mq	pm+pt	7	Репп	рш+рі		Perm
Protected Phases		7			8	Ī	5	2			9	STATE OF
Permitted Phases	4			89		80	2		2	9	THE SECOND	9
Actuated Green, G (s)	15.4	15.4		15.4	15.4	21.0	90.1	84.0	84:0	89.1	83.5	83.5
Effective Green, g (s)	15.4	15.4		15.4	15.4	21.0	90.1	84.0	84.0	89.1	83.5	83.5
Actuated g/C Ratio	0.13	0.13		0.13	0.13	0.18	0.75	0.70	0.70	0.74	0.70	0.70
Clearance Time (s)	2.0	2.0		2.0	5.0	2.0	5.0	2.0	5.0	2.0	2.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	. 3.0
Lane Grp Cap (vph)	174	395		131	237	340	151	3525	1098	323	3504	1091
v/s Ratio Prot		90.0			0.02	00.0	c0.02	0.25		00'0	c0.49	
v/s Ratio Perm	0.05			c0.09		0.00	0.27		0.02	90.0		0.02
wc Ratio	0.37	0.36	SCHOOL SECTION	0.73	0.15	0.01	0.38	0.36	0:03	0.08	0.71	0.03
Uniform Delay, d1	47.9	47.8		50.3	46.5	40.9	11.1	7.2	5.5	4.3	10.9	5.7
Progression Factor	100	100		1.00	1.00	1.00	100	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	9.0		18.0	0.3	0.0	1.6	0.3	0.0	0.1	1.2	0.1
Delay (s)	49.2	48.4		68.2	46.8	40.9	12.7	7.5	5.6	4.4	12.1	5,7
Level of Service	۵	۵		ш	۵	۵	80	V	4	V	80	*
Approach Delay (s)		48.6			59.4			7.7			11.9	
Annmarh I OS		_			ш			A			œ	

15.0 C HCM Level of Service Sum of tost time (s) (CU Level of Service 14.5 0.69 120.0 66.8% HCM Average Control Delay
HCM Volume to Capacity ratio
Actualed Cycle Length (s)
Intersection Capacity Utilization
Analysis Period (min) c Critical Lane Group

2013 AM Peak BUILD Conditions

Existing Geometry D:\ATOBEVPROJECTS\_2012\Oxbow\_Apartments\Synchrol2013ABX.syn

1: Sequoia Rd & Coors Blvd **Fimings** 

Terry O. Brown, P.E. 6/28/2012 - Synchro 7

C-Min 72.4 0.60 0.04 5.2 5.2 21.0 69.0 57.5% 4.0 1.0 0.0 5.0 Leg \* 5.0 21.0 69.0 57.5% C-Min 72.4 0.60 0.53 17.0 17.0 17.1 17.1 17.1 5 0 0 0 0 Min 78.2 0.65 10.0 10.0 3% 4.0 0.0 5.0 6ad 0.41 27.5 0.0 27.5 C-Min 76.1 0.63 0.06 5.0 5.0 5.0 21.0 76.0 63.3% 5 C C C B 5:0 21.0 76.0 63.3% 5 5 8 5 <u>8</u> C-Min 76.1 0.63 0.82 20.7 20.7 10.0 17.0 14.2% 4.0 1.0 0.0 5.0 Lead Min 84.9 0.71 0.61 20.3 20.3 147 10.0 10.0 10.0 4.0 1.0 0.0 5.0 5.0 28.3% 28.3% 4.0 1.0 0.0 5.0 Min 23.1 0.19 0.31 42.3 61.4 61.4 61.4 28.3% 28.3% 4.0 1.0 5.0 Min 23.1 0.19 0.87 85.8 0.0 0.0 85.8 21.0 34.0 28.3% 22.9 22.9 33.3 C 23.9 C 23.9 C 23.9 183 t 5.0 21.0 34.0 4.0 4.0 1.0 0.0 5.0 Pem 420 Min 23.1 0.19 0.59 53.9 0.0 0.0 0.0 0.0 Total Split (s)
Total Split (%)
Yellow Time (s)
All-Red Time (s)
Lost Time (s)
Total Lost Time (s)
Lead/Leg ntersection Summary Lane Group
Lane Configurations
Volume (vph)
Tum Type
Protected Phases Act Effet Green (s) Actuated g/C Ratio Switch Phase Minimum Initial (s) Lead-Lag Optimize? Minimum Split (s) Permitted Phases Control Delay Queue Delay Total Delay LOS Approach Delay **Detector Phase** Approach LOS Recall Mode v/c Ratio

Offset: 29 (24%), Referenced to phase 2:NBTL, and 6:SBTL, Start of Green Maximum vic Ratio: 0.87 Intersection Signal Delay: 22.7 Intersection Capacity Utilization 83.6% Analysis Period (min) 15 Control Type: Actuated-Coordinated Actuated Cycle Length: 120 Cycle Length: 120 Vatural Cycle: 80

Intersection LOS: C ICU Level of Service E

4 Splits and Phases: 1: Sequoia Rd & Coors Blvd

2013 PM Peak NOBUILD Conditions

Existing Geometry D:\ATOBEVPROJECTS\_2012\Oxbow\_Apartments\Synchrol2013PNX.syn

HCM Signalized Intersection Capacity Analysis 1: Sequoia Rd & Coors Blvd

Terry O. Brown, P.E. 6/28/2012 - Synchro 7

	1	Ť	<u> </u>	6	ţ	1	•	<del></del>	4	٨	<b>→</b>	*
Movement	EBL	EEL	EBR	WB	TBM	WBR	NBL	NBT	MBK	認	283	SBR
Lane Configurations	*	44		-	+	N.	-	+++	N.	1	444	-
Volume (vph)	120	86	141	140	101	46	147	2471	28	22	1478	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5,0	5.0	5.0	5.0	5.0	5.0	2.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
The state of the Parish	1,00	16,0		1.8	1.00	0.85	1.00	1.8	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	9.1	1.00
Satd. Flow (prot)	1752	3194		1752	1845	1568	1752	5036	1568	1752	5036	1568
Fit Permitted	0.64	1.00		0.50	1.00	1.00	0.10	1.00	1.00	90.0	1.00	1.00
Satd. Flow (perm)	1190	3194	STEEL STATE	923	1845	1568	186	5036	1568	102	5036	1568
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.94	0.94	0.94	0.91	0.91	0.91
Adj. Flow (vph)	138	111	160	154	111	53	156	2629	62	09	1624	35
RTOR Reduction (vph)	0	66	0	0	0	2	0	0	14	0	0	14
Lane Group Flow (vph)	136	172	0	154	111	49	156	2629	48	99	1624	21
Turn Type	Репп			Perm		ло+ша	pm+pt		Репт	pm+pt		Perm
Protected Phases		•			8		S	2	<b>ELECTION</b>	Section 1	9	
Permitted Phases	4			8		80	2		7	9		9
Actuated Green, G (s)	23.1	73.1		23.1	23.1	28.9	85.5	76.1	76.1	78.3	72.5	72.5
Effective Green, g (s)	23.1	23.1		23.1	23.1	28.9	85.5	76.1	76.1	78.3	72.5	72.5
Actuated g/C Ratio	0,19	0.19		0.19	0.19	0.24	0.71	69'0	0.63	0.65	0.60	0.60
Clearance Time (s)	2.0	2.0		2.0	5.0	2.0	5.0	5.0	5.0	2.0	2.0	5.0
Vehicle Extension (s)	3.0	30		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	229	615		178	355	443	255	3194	994	146	3043	947
v/s Ratio Prot		0.05			90.0	0.01	60.05	c0.52		0.02	0.32	
v/s Ratio Perm	0.11			c0.17	A STATE OF	0.03	0.39		0.03	0.25		0.0
v/c Ratio	0.59	0.28		0.87	0.31	0.11	0.61	0.82	0.05	0.41	0.53	0.02
Uniform Delay, d1	44.2	41.3		46.9	41.6	35.5	10.4	16.8	8.3	17.2	13.9	9.5
Progression Factor	1.00	1.00		100	90.	90.	9	1.00	1.00	1.59	1.08	1.20
Incremental Delay, d2	4.1	0.2		32.7	0.5	0.1	4.3	2.5	0.1	1.6	9.0	0.0
Delay (s)	48.3	41.6		7.67	42.1	35.6	14.7	19.3	8.4	29.0	15.6	11.5
Level of Service	٥	٥		ш	۵	٥	60	8	<b>V</b>	ပ	8	8
Approach Delay (s)		43.8			59.4			18.8			16.0	
Approach LOS		٥			ш			8			∞	
Intersection Summary	SHALL SHALL	ACTION A	THE REAL PROPERTY.			NUMBER OF	STATE OF	STREETS		SECTION.		
HCM Average Control Delay	ly.		22.3	王	CM Leve	HCM Level of Service	93		ပ			
HCM Volume to Capacity ratio	atto		0.84								1000000	Service of the servic
Actuated Cycle Length (s)			120.0	ซิ	ol jo ur	Sum of lost time (s)			15.0			
Intersection Capacity Utilization	affon		83.6%	2	U Level	of Service			ш			

2013 PM Peak NOBUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchrol2013\PNX.syn

Timings 1: Sequoia Rd & Coors Blvd

Terry O. Brown, P.E. 6/28/2012 - Synchra 7

5.0 5.0 21.0 21.0 69.04-1 69.0 57.5% 4.0 5.0.0.2 72.3 0.60 0.04 0.0 2.7 V 78.0 72.3 0.65 70.60 0.41 0.55 35.1 12.7 0.0 0.0 35.1 12.7 2009 SBT 18 0 0 0 0 pag 5.0 21.0 76.0 63.3% 5.00 0 5.1 5.1 5.1 5.1 5.1 76.1 0.63 ° 21.5 0.0 21.5 21.0 76.0 63.3% 25.00 1.0 10.0 17.0 14.2% 50 00 pe 85.0 0.71 0.62 22.3 22.3 22.3 vo+mq 33.9 0.28 0.12 29.3 29.3 21.0 28.3% 4.0 1.0 5.0 Min 23.1 0.31 0.31 66.3 66.3 66.3 ₽ 21.0 34.0 28.3% 0.19 0.19 0.87 0.87 0.0 0.0 0.0 5583 5.0 21.0 34.0 28.3% 23.1 0.38 0.38 23.1 23.1 £ 88 5000 E 1 21.0 34.0 28.3% Min 23.1 0.19 0.59 53.9 0.0 12 H Lane Configurations Volume (vph) Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s) Intersection Summary Lead/Lag Lead-Lag Optimize? Tum Type Protected Phases Actuated g/C Ratio Minimum Initial (s) Act Effet Green (s) Minimum Split (s) Permitted Phases Approach Delay Detector Phase Control Delay Queue Delay Total Delay LOS Total Split (s) Total Split (%) Approach LOS Switch Phase Recall Mode v/c Ratio

Offset: 27 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Actualed Cycle Langth: 120 Cycle Length: 120 Vatural Cycle: 80

Intersection LOS: C ICU Level of Service E Intersection Signal Delay: 21.9 Intersection Capacity Utilization 84.7% Control Type: Actuated-Coordinated Aaximum v/c Ratio: 0.87

Splits and Phases: 1: Sequola Rd & Coors Blvd Analysis Period (min) 15

1

c Critical Lane Group Analysis Period (min)

2013 PM Peak BUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments/Synchrol2013/PBX.syn

HCM Signalized Intersection Capacity Analysis 1: Sequoia Rd & Coors Blvd

Terry O. Brown, P.E. 6/28/2012 - Synchro 7

Jovement ane Configurations	177	The second										
ane Configurations	100	EBI	EBR	MBI	TRM	WBR	NBC	NBT	NBR	SBI	SBT	SBR
	15	44		-	+	R	F	444	R	F	444	P.
(olume (vph)	120	86	141	140	101	47	147	2528	28	55	1509	32
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
otal Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
ane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	9.
	100	16'0		1.00	100	0.85	1.00	1.00	0.85	1.00	1.00	0.85
-It Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prof)	1752	3194		1752	1845	1568	1752	5036	1568	1752	5036	1568
-It Permitted	0.64	1.00		0.50	1.00	1.00	0.10	1.00	1.00	90.0	1.00	1.00
Satd. Flow (perm)	1190	43194		923	:1845	1568	. 176	5036	1568	102	5036	1568
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.94	0.94	0.94	0.91	0.91	0.91
(d). Flow (vph)	136	E	991	154	111	52	. 156	2689	62	8	1658	35
Reduction (vph)	0	86	0	0	0	2	0	0	14	0	0	4
ane Group Flow (vph)	136	172	. 0	. 154	111	20	156	2689	48	9	1658	21
um Type	Регл			Perm		ло+ша	pm+pt		Perm	pm+pt		Perm
Protected Phases	**	-	M				2	2		SCHOOL ST	9	
Permitted Phases	4			80		8	2		2	9		9
Actuated Green, G (s)	23.1	. 23:1		23.1	23.1	28.9	85.7	76.1	, 76.1	78.1	72.3	72.3
Effective Green, g (s)	23.1	23.1		23.1	23.1	28.9	85.7	76.1	76.1	78.1	72.3	72.3
Actuated g/C Ratio	0.19	0.19		0.19	0.19	0.24	0.71	0.63	0.63	0.65	0.60	0.60
Clearance Time (s)	2.0	2.0		2.0	2.0	5.0	2.0	5.0	5.0	2.0	5.0	5.0
/ehicle Extension (s)	3.0	3.0		3.0	3:0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
ane Grp Cap (vph)	523	615		178	355	443	252	3194	994	146	3034	945
vis Ratio Prof		0.05			90.0	0.01	60.05	60.53		0.02	0.33	
/s Ratio Perm	0.11			c0.17		0.03	0.39		0.03	0.25		0.01
rc Ratio	0.59	0.28		0.87	0.31	0.11	0.62	0.84	0.05	0.41	0.55	0.02
Jniform Delay, d1	44.2	41.4		46.9	41.6	35.6	11.2	17.2	8.3	18.1	14.1	96
Progression Factor	100	1.00		100	1.00	1.00	1.00	100	1.00	2.19	0.79	0.61
ncremental Delay, d2	4.1	0.3		32.7	0.5	0.1	4.5	2.9	0.1	1.5	9.0	0.0
Delay (s)	48.3	41.6		7.67	42.1	35.7	15.7	20.1	8.4	41.3	11.7	5.9
evel of Service	٥	٥	N. C.	ш	٥	۵	8	ပ	V	۵	α	≪
Approach Delay (s)		43.8			59.3			19.6			12.6	
Approach LOS		۵			ш			8			В	
ntensection Summary	1	200	SAN SAN	DESTRUCTION	Militaria	Mark Service		NAME OF	100000	HE COLUMN	NAME OF TAXABLE	SERVICE SERVIC
ICM Average Control Delay			21.5	포	HCM Level of Service	of Service	92		O			
ICM Volume to Capacity ratio	0		0.85	STATE OF			STATE OF STATE OF	SERVICE SERVIC	STATE OF		55765755	
Actuated Cycle Length (s)			120.0	Š	Sum of lost time (s)	time (s)			15.0			
ntersection Capacity Ufilization	16	STATES.	84.7%	2	ICU Level of Service	if Service	THE SECTION AND PERSONS NAMED IN		В	DATE NO		
Analysis Period (min)			12									

2013 PM Peak BUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments\Synchro\2013PBX.syn

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	1	†	<u> </u>	-	ļ	1	<b>←</b>	•	۶	<b>→</b>	•	
Lane Group	(B)	EBT	EBR	WBL	MBT	MB	NBT	HBM	SS	SBT	988	
Lane Configurations	15	4	R.	-	44	1	ŧ	R.	15"	###	×	1
Volume (vph)	138	32	94	88	Ŧ	28	1016	132	81	2265	9/	
Tum Type	Prot		VO+mq	pm+pt		pm+pt		Perm	pm+pt		ло+ша	
Protected Phases	7	4	2	3	8	2	2			9	7	STORY
Permitted Phases			4	80		2		2	9		9	
Detector Phase	7	*	5	3	8	2	2	2	1236	9	7	100
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	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	10.0	
Total Split (s)	17.0	24.0	10.0	14.0	21.0	10.0	71.0	71.0	11.0	72.0	17.0	
Total Split (%)	14.2%	20.0%	8.3%	11.7%	17.5%	8.3%	59.2%	59.2%	9.2%	60.0%	14.2%	
Yellow Time (s)	4.0	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	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	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	2.0	5.0	5.0	5.0	2.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	[ag	Lead	[ag	Lead	
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Max	Min	C-Min	CMin	Min	CMin	Min	
Act Effct Green (s)	11.8	19.4	29.4	25.0	16.3	70.9	62.9	629	72.9	6.99	83.7	
Actualed g/C Ratio	0.10	0.16	0.24	0.21	0.14	0.59	0.55	0.55	0.61	0.56	0.70	
v/c Ratio	0.79	0.14	0.29	0.38	0.17	0.24	0.42	0.16	0.32	0.88	0.07	
Control Delay	48.1	27.9	18.8	38.4	16.2	9.1	17.3	7.0	9.6	16.8	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.1	27.9	18.8	38.4	16.2	9.1	17.3	7.0	9.6	16.8	0.1	
SOT	۵	ပ	В	٥	60	V	8	∢	∢	60	V	
Approach Delay		37.6	TANK BEN		29.5		15.9			16.0		
Approach LOS		0			ပ		8			80		

Intersection Summerly
Cycle Length: 120
Actualed Cycle Length: 120
Oliset 8 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actualed-Coordinated
Maximum vic Ratio: 0.88
Intersection Signal Delay: 18.6
Intersection Capacity Littization 72.7%
Analysis Period (min) 15

Intersection LOS: B ICU Level of Service C

Splits and Phases: 2: St Joeseph's Dr & Coors Blvd

2013 AM Peak NOBUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\2013ANX.syn

HCM Signalized Intersection Capacity Analysis 2: St Joeseph's Dr & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

			-	•			-	-	-		•	
vovement	E9	EBI	EBR	Mer	WBL	WBR	MBC	NBI	NBR	SBI	SBT	SBR
ane Configurations	N. N.	+	R.	*	41		<i>y</i> -	444	R.	15	+++	1
/olume (vph)	198	32	8	88	Ŧ	48	28	1016	132	150	2265	76
deal Flow (vphpf)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
otal Lost time (s)	5.0	5,0	5.0	5.0	5.0		20	5.0	5.0	5.0	5.0	5.0
ane Util. Factor	0.97	1.8	1.00	1.00	0.95		1.00	0.91	1.00	1.00	0.91	1.00
	8	9	0.85	1.00	0.88		100	1.00	0.85	1.00	1.00	0.85
It Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	9.1	1.00
Sald. Flow (prot)	3400	1845	1568	1752 .	3079		1752	5036	1568	1752	5036	1568
-It Permitted	0.95	1.00	9.	0.73	1.00		90.0	1.00	1.00	0.19	1.00	18
Satd, Flow (perm)	3400	1845	1568	1345	3079		3112	.2036	1568	343	5036	1568
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.87	0.87	0.87	0.92	0.92	0.92
(d). Flow (vph)	792	. 43	125	117	15	25	32	1168	, 152	- 88	2462	83
RTOR Reduction (vph)	0	0	46	0	55	0	0	0	69	0	0	23
ane Group Flow (vph)	264	43	62	117	24	0	32	1168	. 83	88	2462	52
um Type	Prot		ло+ша	pm+pt			pm+pt	-	Репл	pm+pt		VO+MQ
Protected Phases	1	1	IO.	က	0	TO SERVICE	Ś	. 2		-	9	1
Permitted Phases			4	8			2		2	9	The first of the second second	9
Actualed Green, G (s)	. 1138	19.4	24.4	. 25.0	16.3		70.9	65.9	62.9	72.9	6.99	78.7
Effective Green, g (s)	11.8	19.4	24.4	25.0	16.3		70.9	62.9	62.9	72.9	6.99	78.7
Actuated g/C Ratio	0,10	0.16	0.20	0.21	0.14		0.59	0.55	0.55	0.61	0.56	0.68
Searance Time (s)	2.0	2.0	2.0	2.0	5.0		2.0	2.0	2.0	2.0	5.0	5.0
(ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	0084450W	3.0	3.0	3.0	3.0	3.0	3.0
ane Grp Cap (vph)	334	298	384	310	418		135	2766	961	279	2808	1094
ks Ratio Prot	80:00	0.02	c0.01	0.03	0.01		0.01	0.23		c0.05	c0.49	0.0
/s Ratio Perm			0.04	c0.05			0.13		0.05	0.18		0.03
/c Ratio	0.79	0.14	0.21	0,38	90.0		0.24	0.42	0.10	0.32	0.88	0.05
Iniform Delay, d1	52.9	43.2	39.7	40.3	45.2		20.4	15.9	12.9	10.6	23.0	7.3
rogression Factor	0.59	0.61	0.83	1.00	1.00		0.63	1.05	3.23	0.92	0.60	0.01
ncremental Delay, d2	11.3	0.2	0.5	9.0	0.3		0.9	0.5	0.2	0.4	2.8	0.0
elay (s)	42.4	56.6	33.3	41.1	45.4		13.7	17.2	41.8	10.1	16.5	0.1
evel of Service	٥	ပ	ပ	٥	۵		8	8	۵	80	œ	•
(pproach Delay (s)		38.2	2000		42.8			19.9			15.8	
Approach LOS		٥			٥			ω			<b>60</b>	
ntensection Summary		STORY IN		Series and		SINTER						
ICM Average Control Delay			20.2	王	HCM Level of Service	of Servic	Ф		ပ			100
+CM Volume to Capacity ratio	QQ.		92.0									
Actuated Cycle Length (s)			120.0	Ñ	Sum of lost time (s)	time (s)			20.0			
ntersection Capacity Utilization	flon	HINE IN	72.7%	2	ICU Level of Service	Service			O			
The Paris of the last			45									

2013 AM Peak NOBUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\2013A\X.syn

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

10.0 17.0 17.0 17.0 1.0 1.0 0.0 5.0 1.0 1.0 Min 83.7 0.07 0.07 1.3 1.3 - 92 vo+mq SBT SBR C-Min 66.9 0.56 0.88 27.6 C 5.0 11.0 11.0 4.0 1.0 1.0 5.0 5.0 Min 72.9 0.61 11.3 0.0 8 C-Min 65.9 0.55 0.16 5.0 0.0 Eg 5.0 NRT 65.9 0.55 0.42 14.5 0.0 14.5 5.0 0.0 5.0 Min 70.9 0.59 0.36 0.0 25.2 25.2 10.0 10.0 3% 21.0 21.0 21.0 17.5% 4.0 1.0 0.0 5.0 5.0 Max 16.3 0.14 16.2 0.0 16.2 C Min 0.25 0.38 0.38 0.0 0.0 0.0 1.7% 1.7% 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 **VO+MQ** 5.0 10.0 10.0 4.0 1.0 1.0 5.0 5.0 1.0 1.0 EBT EBR 149 Min 19.4 0.16 0.14 45.1 0.0 45.1 D 24.0 24.0 20.0% 1 10.0 17.0 17.0 14.2% 4.0 1.0 0.0 5.0 Lead Min 11.8 00.79 70.3 E.07 Pag 15 Lead/Lag Lead-Lag Optimize? Recall Mode Act Effct Green (s) Actuated g/C Ratio Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s) Switch Phase Minimum Inttal (s) Minimum Spit (s) Total Spit (s) Total Spit (%) Lane Configurations Protected Phases Permitted Phases Detector Phase Approach Delay Approach LOS Control Delay Volume (vph) Queue Delay Total Delay LOS Tum Type

ntersection Summary Cycle Length: 120

Artuated Cycle Length: 120 Offset 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Vatural Cycle: 90

Control Type: Actuated-Coordinated Aaximum v/c Ratio: 0.88

intersection Signal Delay: 25.5 intersection Capacity Utilization 72.7% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service C

2: St Joeseph's Dr & Coors Blwd Splits and Phases:

2013 AM Peak BUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments/Synchrol2013ABX.syn

HCM Signalized Intersection Capacity Analysis 2: St Joeseph's Dr & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	\	t	>	-	,	/	•	_	•	۶	<b>→</b>	*
Novement	EBC	BH	EBR	WB	WBT	WBR	NBL	NBT	NBR	38	SBT	EBS.
ane Configurations	K.	+	1	15	44		35	444	R	15	444	2
/olume (vph)	198	33	149	88	-	48	43	1016	132	94	2265	76
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1990
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	2.0	20	5.0
ane Util. Factor	0.97	1.00	1.00	1.00	0.95		1.00	0.91	1.00	1.00	0.91	1.8
	100	100	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
-It Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prof)	3400	1845	1568	1752	3079		1752	5036	1568	1752	5036	1568
-It Permitted	0.95	1.00	1.00	0.73	1.00		90.0	1.00	1.00	0.19	1.00	1.00
Satd. Flow (perm)	3400	- 1845	1568	1345.	3079	,	112	5036	1568	343	5036	1568
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	797	43	199	117	. 15	. 66	. 49	1168	152	88	2462	83
REDIT (Vph)	0	0	46	0	22	0	0	0	69	0	0	29
ane Group Flow (vph)	. 764	43.	153	117	-24	0	. 49	1168	83	88	2462	54
Tum Type	Prot		VO+mq	pm+pt			pm+pt		Perm	pm+pt		ло+ша
Protected Phases	7	*	2	m	60		10				9	7
permitted Phases			4	80			2		2	9		9
Actuated Green, G (s)	11.8]	19.4	24/4	÷ 25.0	16.3		70.9	.629	629	72.9	6.99	78.7
Effective Green, g (s)	11.8	19.4	24.4	25.0	16.3		70.9	62.9	62.9	72.9	6.99	78.7
Actuated g/C Ratio	0.10	0.16	020	0.21	. 0.14	5	0.20	0.55	0.55	0.61	0.56	0.66
Slearance Time (s)	2.0	2.0	2.0	2.0	5.0		2.0	2.0	2.0	5.0	2.0	5.0
/ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		. 3.0	3.0	3.0	3.0	3.0	3.0
-ane Grp Cap (vph)	334	238	384	310	418		135	2766	861	279	2808	1094
ils Ratio Prot	60.08	0.02	c0.02	0.03	0.01		0.02	0.23		0.02	c0.49	0.00
//s Ratio Perm			0.08	0.05			0.20		0.05	0.18		0.03
//c Ratio	0.79	0,14	0.40	0,38	90.0		0.36	0.42	0.10	0.32	0.68	0.05
Uniform Delay, d1	52.9	43.2	41.4	40.3	45.2		21.0	15.9	12.9	10.6	23.0	7.3
Progression Factor	1.00	1.00	8	8	1.00		2.09	0.88	0.80	1.00	100	1.00
ncremental Delay, d2	12.0	0.2	0.7	0.8	0.3		1.6	0.5	0.2	0.7	4.2	0.0
Jelay (s)	64.9	43.4	42.1	41.1	45.4		45.5	14.4	10.5	11.3	27.2	7.4
Level of Service	ш	۵	٥	٥	۵		۵	8	œ	æ	ပ	×
Approach Delay (s)		54.1			42.8			15.1			26.1	
Approach LOS		۵			٥			<b>m</b>			ပ	
marsection Summary	STATE OF THE PERSON NAMED IN	SEC. NA		September 1		超過		調整を		To the last		酸碳酸
HCM Average Control Delay			26.6	Ξ	HCM Level of Service	of Servic	60		ပ			
HCM Volume to Capacity ratio	q <sub>0</sub>		0.72		TO THE PARTY							
Actuated Cycle Length (s)			120.0	Ś	Sum of lost time (s)	time (s)			10.0			
Intersection Capacity Utilization	tion		72.7%		ICU Level of Service	Service Service			ပ			

2013 AM Peak BUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchrol2013ABX.syn

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

5.0 10.0 10.0% 4.0 1.0 5.0 5.0 Lead Min 80.0 0.67 0.24 5.5 5.5 PITH-OV 88 THE 4 68.0 0.57 0.60 22.9 22.9 10.0 10.0 8.3% 1.0 1.0 5.0 5.0 73.0 0.56 0.56 0.0 0.0 0.0 0.0 21.0 -77.0 64.2% 2 2 8 2 **8** 0.50 21.0 77.0 64.2% 0.000 2 21.9 0.98 21.9 0.0 0.0 5.0 10.0 16.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 34.8 0.61 0.61 0.00 0.00 0.00 5.0 21.0 21.0⊡ 17.5% 2583 Mex 16.0 0.13 0.21 17.9 0.0 17.9 B B C C 0.32 0.34 0.34 0.00 0.00 0.00 10.0 16.0 13.3% 0 0 0 pg 31.0 0.26 0.15 0.0 14.6 8 EE 21.0 22.0 18.3% Min 17.0 0.14 0.07 29.1 29.1 C 0.0 0.0 Bal 1 E 5.0 10.0 10.0% 4.0 1.0 0.0 5.0 Lead Min 7.0 0.06 0.96 0.96 0.9 0.0 0.0 89.7 图 左京 是 Yellow Time (s)
Alt-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Recall Mode ribraection Summary Lane Configurations Volume (vph) Switch Phase Minimum Initial (s) Actuated g/C Ratio Tum Type Protected Phases Act Effct Green (s) Permitted Phases Minimum Split (s) Detector Phase Approach Delay Total Split (s) Total Split (%) Control Delay Queue Delay Total Delay LOS Approach LOS v/c Ratio

Cycle Length: 120
Actualed Cycle Length: 120
Actualed Cycle Length: 120
Offset 72 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycles: 110
Control Type: Actuated-Coordinated
Maximum Wr Ratio: 0.38
Intersection Signal Delay: 24.1
Intersection Capacity Utilization 80.4%
Analysis Period (min) 15

Intersection LOS: C ICU Level of Service D **↑** 

2013 PM Peak NOBUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments\Synchro\z013PNX.syn

HCM Signalized Intersection Capacity Analysis 2: St Joeseph's Dr & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

ations 177 EBR 188 A 178 EBR 189 A 178 A 1	44 44 1900 50 0.95 0.98 1.00 3068 0.88 1.00 3068 0.88 1.00 3068 0.88 1.00 3068 0.88 1.00 3068 0.88 1.00 3.00 3.00 3.00 3.00 3.00 3.00 3.00	MBR NBL 69 124 120 150 1.00 150 1.00 1.50 1.50 0.08 1.53 0.93 1.53 0.83 1.54 0.83 1.55 0.08 1.55 0.0	A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1	27 77 72 72 1900 1.00 1.00 1.00 1.05 1.05 1.05 0.95 7.6 0.95 7.6 0.95 7.6 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		260 1900 100 100 1568 1568 1568 171 171 171 171 173 175 175 175 175 175 175 175
179   179   179   179   179   179   179   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   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2013 PM Peak NOBUILD Conditions

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Terry O. Brown, P.E. 6/28/2012 - Synchro 7

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Phases 7 4 5 3 8 5 2 1 6 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Tum Type	Prot		pm+ov	pm+pt		pm+pt		Perm	pm+pt		vo+mq	
Phases 7 4 8 5 2 2 5 6 6 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Protected Phases	7	4	2	3	80	S	2			9	7	i de la constante de la consta
Ansee         7         4         5         3         8         5         2         2         1         6           asses         3         8         5         2         2         2         1         6           asses         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0 <th< td=""><td>Permitted Phases</td><td></td><td></td><td>4</td><td>80</td><td></td><td>2</td><td></td><td>2</td><td>9</td><td></td><td>9</td><td></td></th<>	Permitted Phases			4	80		2		2	9		9	
ase billions (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Detector Phase	1	4	LC)	e	80	ın	2	2		9	7	
Spir(s)   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0	Switch Phase			1				1					
Split (s)         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         10.0         21.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0 <td>Minimum Initial (s)</td> <td>5.0</td> <td>5.0</td> <td></td> <td>5.0</td> <td>5.0</td> <td>5.0</td> <td></td> <td>5.0</td> <td>5.0</td> <td>5.0</td> <td>5.0</td> <td></td>	Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	
(\$) 13.0 22.0 23.0 9.0 18.0 23.0 79.0 10.0 66.0 (\$) (\$) (\$) (\$) (\$) (\$) (\$) (\$) (\$) (\$)	Minimum Split (s)	10.0	21.0		10.0	21.0	10.0		21.0	10.0	21.0	10.0	
(%) 10.8% 18.3% 19.2% 7.5% 15.0% 19.2% 65.8% 65.8% 8.3% 55.0% 11.0 (%) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	Total Split (s)	13.0	22.0		9.0	18.0	23.0		79.0	10.0	0.99	13.0	
New Part	Total Split (%)	10.8%	18.3%	7	7.5%	15.0%	19.2%		65.8%	8.3%	55.0%	10.8%	
Adjust(s)   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0	Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	100
Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	0.1	1.0	0.1	
Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	7
Continuery   Con	Total Lost Time (s)	2.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Optimize?  Min Min Min Min Miax Min C-Min	Lead/Lag	Lead	Lag		Lead	Je J	Lead		F	Lead	Lag	Lead	
Hin Min Min Min Min Max Min C-Min 1, Min 1,	Lead-Lag Optimize?												
8.0 17.0 35.2 17.0 13.0 83.5 74.0 74.0 70.8 65.8 0.07 0.14 0.29 0.74 0.14 0.77 0.62 0.62 0.65 0.55 0.65 0.65 0.65 0.05 0.07 0.14 0.29 0.44 0.14 0.70 0.62 0.62 0.65 0.65 0.65 0.05 0.00 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Recall Mode	Min	Min	Min	Min	Max	Min	CMI	CMI	* s: Min	CMI	Min	
0.07 0.14 0.29 0.14 0.11 0.70 0.62 0.62 0.59 0.55 0.63 0.65 0.64 0.07 0.20 0.45 0.25 0.72 0.95 0.07 0.56 0.62 0.00 0.00 0.0 0.00 0.0 0.0 0.0 0.0 0.0	Act Effct Green (s)	8.0	17.0	35.2	17.0	13.0	83.5	74.0	74.0	70.8	65.8	78.8	
0.84 0.07 0.20 0.45 0.25 0.72 0.95 0.07 0.56 0.62 6.65 31.6 20.0 49.7 19.4 44.1 18.5 0.1 35.0 32.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	Actuated g/C Ratio	0.07	0.14	0.29	0.14	0.11	0.70	0.62	0.62	0.59	0.55	99.0	1000
66.5 31.6 20.0 49.7 19.4 44.1 18.5 1 0.1 36.0 32.5 · 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	v/c Ratio	0.84	0.07	0.20	0.45	0.25	0.72	0.95	0.07	0.56	0.62	0.24	
0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Control Delay	66.5	31.6	20.0	49.7	19.4	44.1	18.5	1:0	36.0	32.6	. 9.2	
66.5 31.6 20.0 49.7 19.4 44.1 18.5 0.1 36.0 32.6 E C B D B A D C C 49.5 34.0 19.7 29.6 C B C C	Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
E C B D B D B A D C 49.5 34.0 19.7 29.6 D C B C	Total Delay	66.5	31.6	20.0	49.7	19.4	44.1	18.5	0,1	36.0	32.6	9.2	
49.5 34.0 19.7 D C B	SOT	ш	ပ	8	۵	<b>æ</b>	۵	80	V	۵	ပ	×	
B 0	Approach Delay		49.5			34.0		19.7			29.6		
	Approach LOS		۵			ပ		80			ပ		

Intersection LOS: C ICU Level of Service D Intersection Summary
Cycle Length: 120
Actualed Cycle Length: 120
Offisel: 78 (65%), Referenced to phase Z.NBT, and 6:SBT, Start of Green Intersection Signal Delay: 25.3 Intersection Capacity Ltilization 80.4% Analysis Period (min) 15 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.95 Natural Cycle: 110

2: St Joeseph's Dr & Coors Blvd Splits and Phases:

2013 PM Peak BUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\2013\PBX.syn

HCM Signalized Intersection Capacity Analysis 2: St Joeseph's Dr & Coors Blvd

Terry O. Brown, P.E. 6/28/2012 - Synchro 7

Movement   Feb.   Febr   Web   Web		1	†	~	1	ļ	1	1	<b>—</b>	4	٨	<b>→</b>	*
173   17   17   14   18   18   18   17   19   19   19   19   19   19   19	Novement	183	曲	田田	MB	MBT	WARR	189	NBT	MAN	TRS:	188	SBR
179   179   17   52   77   14   69   181   2650   60   72   1615     1900   1900   1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900     1900   1900   1900   1900   1900   1900   1900	Lane Configurations	No.	+	*	-	414		F	+++	×	15	+++	12
1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	Volume (vph)	179	4	95	11	14	69	181	2690	9	72	1615	260
100   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0   5.0	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
0.97   1.00   1.00   0.95   1.00   0.91   1.00   0.91   1.00   0.91   1.00   0.92   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95	Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
100   100   0.85   1.00   0.86   1.00   1.00   0.85   1.00   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   1.00   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.85   0.	Lane Util. Factor	76.0	1.00	1.00	1.00	0.95		00.1	0.91	1.00	1.00	0.91	1.00
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	100	1.00	0.85	100	0.88		1.00	1.00	0.85	1.00	1.00	0.85
3400   1845   1588   1752   3088   1752   5036   1568   1752   5036   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
0.95         1.00         1.00         0.75         1.00         0.08         1.00         1.00         0.06         1.00           3400         1948         1948         1948         1948         1948         1948         1949         1958         1959         1958         1959         1958         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         1959         19	Satd. Flow (prof)	3400	1845	1568	1752	3068		1752	9609	1568	1752	5036	1568
3400   1945   1568   1376   3068   144   5036   1568   112   5036   194   0.94   0.94   0.94   0.94   0.94   0.94   0.94   0.94   0.94   0.94   0.94   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.9	Fit Permitted	0.95	1.00	1.00	0.75	1.00		0.08	1.00	1.00	90.0	1.00	1.00
0.94 0.94 0.94 0.93 0.83 0.83 0.91 0.91 0.91 0.95 0.95 0.96 0.90 0.90 0.90 0.90 0.90 0.90 0.90	Satd. Flow (perm)	3400	1845	1568	1376	3068	STATE OF	144	9209	1568	112	5036	1568
190   18   98   93   17   83   199   2956   66   76   1700     190   10   26   0   64   0   0   0   25   0   0     190   18   72   93   36   0   199   2956   41   76   1700     190   18   72   93   36   0   199   2956   41   76   1700     190   18   74   5   3   36   0   199   2956   41   76   1700     190   17   30   17   13   13   8   2   2   2   6   6   6   6     8.0   17.0   30   17   13   13   84   74   74   74   74   74     8.0   17.0   30   17   13   13   84   74   74   74   76   65   8     8.0   17   30   2   17   13   13   84   74   74   74   76   65   8     8.0   17   30   2   17   13   13   84   74   74   74   76   65   8     8.0   17   30   2   17   13   13   84   74   74   74   76   76   65   8     8.0   17   30   2   17   13   13   16   13   16   13     8.0   17   30   2   17   13   14   13   16   14     8.0   17   30   2   17   13   14   13   16   14     8.0   17   30   30   30   30   30   30   30     9.0   10   10   10   10   10   10   10	Peak-hour factor, PHF	0.94	0.94	0.94	0.83	0.83	0.83	0.91	0.91	0.91	0.95	0.95	0.95
190   0   25   0   64   0   0   0   0   0   0   0   0   0	Adj. Flow (vph)	190	18	88	93	17	83	199	2956	99	9/	1700	274
Up Flow (vyh)         190         18         72         93         36         0         199         2956         41         76         1700           Phote         Prot         4         5         3         8         2         2         6         6         170         170         170         199         256         4         7         1         6         1         6         1         6         1         6         1         6         170         10         1         6         8         2         2         6         6         8         2         2         6         6         8         2         2         2         6         6         8         1         6         6         8         2         2         2         6         6         8         7         7         6         6         8         8         8         1         7         1         7         7         1         6         6         8         8         8         8         1         7         1         7         7         6         5         8         8         8         8         8         8         8 <td< td=""><td>RTOR Reduction (vph)</td><td>0</td><td>0</td><td>93</td><td>0</td><td>64</td><td>0</td><td>0</td><td>0</td><td>52</td><td>0</td><td>0</td><td>105</td></td<>	RTOR Reduction (vph)	0	0	93	0	64	0	0	0	52	0	0	105
Prot	Lane Group Flow (vph)	190	18	72	93	38	0	199	2956	41	76	1700	169
Phisses   7 4 5 3 8 5 2 2 1 6 5 5 1 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Tum Type	Prot		ло+ша	pm+pt			pm+pt		Репп	pm+pt		pm+ov
Phases	Protected Phases	7	7	2	9	80		iO.	2			9	7
Green, G (s)         8.0         17.0         30.2         17.0         13.0         84.0         74.0         74.0         70.8         65.8           Green, G (s)         8.0         17.0         30.2         17.0         13.0         84.0         74.0         74.0         70.8         65.8           Green, g (s)         8.0         17.0         30.2         17.0         13.0         84.0         74.0         74.0         74.0         70.8         65.8           Green, Q, 20,         0.07         0.14         0.25         0.14         0.25         0.14         0.25         0.50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50	Permitted Phases			4	00			2		2	9		9
Green, g(s)         8 0 17,0 30,2 17,0 13,0         84,0 74,0 74,0 70,8 55,8           gCRabio         0,07 014         0,15 014         0,11 014         0,11 070         0,65 0,50         0,50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50         50	Actuated Green, G (s)	8.0	17.0	30.2	17.0	13.0		84.0	74.0	74.0	70.8	65.8	73.8
gC Ratio 0.07 0.14 0.25 0.14 0.11 0.70 0.62 0.62 0.59 0.55 or 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Effective Green, g (s)	8.0	17.0	30.2	17.0	13.0		84.0	74.0	74.0	70.8	65.8	73.8
Attenties(s)         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0 <t< td=""><td>Actuated g/C Ratio</td><td>20.0</td><td>0.14</td><td>0.25</td><td>0.14</td><td>0,11</td><td></td><td>0.70</td><td>0.62</td><td>0.62</td><td>0.59</td><td>0.55</td><td>0.61</td></t<>	Actuated g/C Ratio	20.0	0.14	0.25	0.14	0,11		0.70	0.62	0.62	0.59	0.55	0.61
Xiension (s)         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0 <t< td=""><td>Clearance Time (s)</td><td>2.0</td><td>2.0</td><td>2.0</td><td>5.0</td><td>2.0</td><td></td><td>2.0</td><td>2.0</td><td>5.0</td><td>5.0</td><td>2.0</td><td>5.0</td></t<>	Clearance Time (s)	2.0	2.0	2.0	5.0	2.0		2.0	2.0	5.0	5.0	2.0	5.0
Cap (vph)         227         261         460         207         332         278         3106         967         134         2761           Prof.         6.06         6.01         6.01         0.01         0.01         0.01         0.02         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03         0.03	Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Prot         cD.06         0.01         cD.01         0.01         0.01         cD.08         cD.09         cD.39         0.02         0.34           Perm         0.03         0.03         0.01         0.01         0.01         0.01         0.04         0.02         0.33         0.31           Perm         0.08         0.05         0.15         0.45         0.11         0.72         0.95         0.04         0.57         0.65         0.04         0.57         0.65         0.04         0.57         0.65         0.04         0.57         0.65         0.04         0.57         0.65         0.04         0.57         0.65         0.04         0.57         0.65         0.04         0.57         0.65         0.04         0.57         18.5         0.65         0.01         1.33         1.66         0.01         4.0         0.7         5.6         0.01         4.0         1.85         0.65         0.01         4.0         0.8         0.0         0.0         0.0         0.0         1.0         0.0         1.0         0.0         1.0         0.0         1.0         0.0         1.0         0.0         1.0         0.0         1.0         0.0         1.0         0.0	Lane Grp Cap (vph)	227	261	460	202	332		278	3106	296	134	2761	1030
Perm         0.03         6.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.05         0.01         1.33         1.65         0.05         0.01         1.33         1.65         0.05         0.01         1.33         1.65         0.05         0.01         1.34         0.08         1.65         0.05         0.01         1.34         0.08         0.08         0.01         1.44         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08         0.08 <th< td=""><td>v/s Ratio Prot</td><td>90.00</td><td>0.01</td><td>c0.02</td><td>0.01</td><td>0.01</td><td></td><td>80 OS</td><td>69.00</td><td></td><td>0.02</td><td>0.34</td><td>0.01</td></th<>	v/s Ratio Prot	90.00	0.01	c0.02	0.01	0.01		80 OS	69.00		0.02	0.34	0.01
1984   0.07   0.16   0.45   0.11   0.72   0.95   0.04   0.57   0.62     1984   0.07   0.16   0.45   0.11   0.72   0.95   0.04   0.57   0.62     1984   0.15   0.24   0.16   0.37   0.16   0.17   0.16     1985   0.16   0.17   0.17   0.17   0.17   0.17   0.17     1986   0.17   0.17   0.17   0.17   0.17   0.17   0.17     1987   0.17   0.17   0.17   0.17   0.17   0.17   0.17     1988   0.17   0.17   0.17   0.17   0.17   0.17   0.17     1988   0.17   0.17   0.17   0.17   0.17   0.17     1989   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17     1980   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0.17   0	v/s Ratio Perm			0.03	c0.05			0.42		0.03	0.31		0.10
bilay, d1         55.4         44.6         35.0         46.8         48.3         24.9         21.3         91         25.2         18.5           on Feator         0.68         0.97         1.00         1.00         1.66         0.66         0.01         4.4         0.8           tal Deley, d2         22.2         0.1         0.2         1.6         0.0         1.56         0.56         0.01         4.4         0.8           senkce         E         C         D         D         D         B         A         D         C           senkce         E         C         C         D         D         B         A         D         C           senkce         E         C         D         D         B         A         D         C           closely (e)         D         D         B         A         D         C         D         D         B         D         C         D         D         D         D         C         D         D         C         D         D         D         D         C         D         D         D         D         C         D         D         C	wc Ratio	0.84	20'0	0.16	0,45	0.11		0.72	0.95	0.04	0.57	0.62	0.16
Section   1.65   0.56   0.01   1.33   1.65	Uniform Delay, d1	55.4	44.6	35.0	46.8	48.3		24.9	21.3	9.1	25.2	18.5	9.9
Lal Delay, d2         22.2         0.1         0.2         1.6         0.7         5.8         6.0         0.1         4.4         0.8           Service         E         C         C         D         D         D         D         37.9         31.4         7.9         37.9         31.4         7.9         37.9         31.4         7.9         37.9         31.4         7.9         0.1         37.9         31.4         7.9         0.1         37.9         0.1         7.0         0.1         7.9         0.1         37.9         0.1         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0	Progression Factor	99.0	0.69	0.97	9	- 8		1.66	0.56	0.01	1.33	1.65	7.82
58.5         30.9         34.0         48.3         48.9         47.2         17.9         0.1         37.9         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.4         7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7         31.7	Incremental Delay, d2	22.2	0.1	0.2	1.6	0.7		5.8	0'9	0.1	4.4	0.8	0.1
C C D D D B B A D   B A D   B A D   B A D   B A D   B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D B A D	Delay (s)	58.5	30.9	34.0	48.3	48.9		47.2	17.9	0.1	37.9	31.4	77.4
49.0 48.6 19.3 D D B E B 28.4 HCM Level of Service C 0.92 Sum of fost time (s) 25.0 120.0 Sum of Level of Service D 15	Level of Service	ш	ပ	ပ	۵	۵		٥	æ	V	٥	ပ	ш
D D B  28.4 HCM Level of Service C 0.92 Sum of lost time (s) 25.0 80.4% ICU Level of Service D 15	Approach Delay (s)		49.0			48.6			19.3			37.8	
28.4 HCM Level of Service 0.92 120.0 Sum of fost time (s) 80.4% ICU Level of Service 15	Approach LOS		٥			۵			89			0	
28.4 HCM Level of Service 0.92 Sum of lost time (s) 120.0 Sum of lost time (s) 80.4% ICU Level of Service 15	Intersection Summary		Common Services	STATE OF STATE OF			STATE OF				S. Calling		The Case
0.92 120.0 Sum of lost time (s) 80.4% ICU Level of Service 15	HCM Average Control Dela	AF.		28.4	Ť	CM Level	of Servic			ပ			
120 0 Sum of lost time (s) 80.4% ICU Level of Service 15	HCM Volume to Capacity n	atio		0.92						The same			
80.4% iCU Level of Service 15	Actuated Cycle Length (s)			120.0	Ś	am of lost	time (s)			25.0			
15	Intersection Capacity Utiliza	ation		80.4%	DISTRICT	U Level o	F Service			٥			S S S S S S S S S S S S S S S S S S S
	Analysis Period (min)			12									

2013 PM Peak BUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchrol2013PBX.syn

Analysis Period (min) c Critical Lane Group

3: Western Trail & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	1	<b>†</b>	-	ļ	1	1	-	•	ø	<b>→</b>	*	
Lane Group	EBL	EBT	MAR	WBT	WER	NB.	NBT	NBR	198	188	SER	STEEL STEEL
Lane Configurations	1	42	*	+	×.	F	##	R	F	#	R	
Volume (vph)	168	80	88	1	22	63	1236	15	6	1995	36	
Turn Type	Prot		pm+pt		Perm	pm+pt		Реп	pm+pt		VO+mq	
Protected Phases	1	4	60	80		LO.	2		-	9	7	
Permitted Phases			80		80	2		2	9		9	
Detector Phase	1	4	e	60	80	10	2	2		9	7	No.
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	5.0	
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	
Total Split (s)	17.0	30.0	10.0	23.0	23.0	10.0	70.0	70.0	10.0	70.0	17.0	
Total Split (%)	14.2%	25.0%	8.3%	19.2%	19.2%	8.3%	58.3%	58.3%	8.3%	58.3%	14.2%	
Yellow Time (s)	40	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	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	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	5.0	5.0	5.0	2.0	
Lead/Leg	Lead	Lag	Lesd	Lag	Lag	Lead	ber]	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	Min	None	Min	Min	None	C-Min	CAMIN	None	CMI	None	
Act Effct Green (s)	11.3	20.7	17.7	12.5	12.5	80.3	79.3	79.3	76.7	72.2	88.5	
Actuated g/C Ratio	0.09	0.17	0.15	0.10	0.10	0.67	99'0	99.0	0.64	0.60	0.74	
v/c Ratio	99.0	0.84	0.57	0.05	0.15	0.47	0.43	0.02	0.04	92.0	0.04	
Control Delay	62.7	52.2	53.4	45.4	17.1	36.7	11.6	5.4	5.0	15.5	1.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	62.7	522	53.4	45.4	17.1	38.7	11.6	5.4	5.0	15.5	1.0	
SOT	ш	۵	٥	٥	60.	٥	8	×	V	80	V	
Approach Delay		56.5		43.6			127			15.2		
Approach LOS		ш		٥			80			8		

Offset: 118 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Intersection Signal Delay: 19.7 Intersection Capacity Utilization 78.1% Analysis Period (min) 15 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.84 Actualed Cycle Length: 120 Natural Cycle: 90

Intersection LOS: B ICU Level of Service D

3: Western Trail & Coors Blvd Splits and Phases: HE

1

2013 AM Peak NOBUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\2013ANX.syn

**HCM Signalized Intersection Capacity Analysis** 3: Western Trail & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

0.87 70.3 70.3 0.59 3.0 2950 60.46 0.78 1.73 1.7 15.4 15.1 15.1 5.0 5.0 5.0 1.00 1.00 1.00 1.00 1.00 5036 0.87 71.3 0.59 5.0 1.0 1.0 0.00 0.03 0.08 0.08 0.14 5.0 1.00 752 0.15 281 5.0 1.00 1.00 1.00 1.00 1.00 1.00 0.87 74.3 74.3 0.62 5.0 3.0 97.1 0.01 8.8 1.12 0.0 A 74.3 0.62 5.0 3.0 3118 12.1 1.03 0.4 12.9 14.3 B 1236 1236 1236 1236 1236 1236 1236 1.00 0.87 1421 1900 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1 0.87 13.4 0.11 + 5.0 3.0 175 0.00 0.00 0.00 0.00 0.00 0.00 1900 1.00 1.00 1.00 1.00 1.00 0.75 13.4 3.0 3.0 0.04 1.00 50 1.00 1.00 1.00 1.752 1.752 1.752 EBR 0.80 229 20.7 0.47 3.0 3.0 272 c0.14 0.79 1.00 13.9 61.5 3.00 320 210 Prot 7. 0.66 52.5 1.00 4.8 57.3 Peak-hour factor, PHF Adj. Flow (vph) RTOR Reduction (vph) Lane Group Flow (vph) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) mensaction Summary Actuated Green, G (s) Effective Green, g (s) Incremental Delay, d2 Lane Grp Cap (vph)
v/s Ratio Prot
v/s Ratio Perm Turn Type Protected Phases Permitted Phases ane Configurations Approach Delay (s) Ideal Flow (vphpl) Total Lost time (s) Progression Factor Uniform Delay, d1 Satd. Flow (perm) Satd. Flow (prof) .ane Util. Factor Level of Service Approach LOS Frt Fit Protected Delay (s) v/c Ratio

25.0 D HCM Level of Service Sum of lost time (s) ICU Level of Service 20.9 0.82 120.0 78.1% Actuated Cycle Length (s) intersection Capacity Lillization Analysis Period (min) c Critical Lane Group HCM Average Control Delay HCM Volume to Capacity ratio

2013 AM Peak NOBUILD Conditions

Existing Geometry D:IATOBEVPROJECTS\_2012/Oxbow\_Apartments\Synchro\text{2013ANX.syn}

3: Western Trail & Coors Blvd

Terry O. Brown, P.E. 6/28/2012 - Synchro 7

5.0 10.0 15.8% 4.0 1.0 0.0 5.0 Lead Vone 89.4 0.74 0.05 1.2 1.2 2 Dm+Ov SBT SBR 71.3 0.59 0.77 15.5 0.0 15.5 15.5 8 5.0 21.0 70.0 58.3% 1995 5.0 0.0 E 75.5 0.63 0.04 8.2 5.0 21.0 70.0 58.3% C-Min 78.0 0.65 0.02 7.9 7.9 7.9 50 0 1.0 Pg 78.0 0.85 0.43 MAT 21.0 70.0 58.3% 5 6 5 6 0.0 79.0 0.68 0.49 32.0 0.0 5.0 10.0 1.0 1.0 5.0 5.0 5.0 Min 11.9 0.16 0.16 17.7 0.0 17.7 21.0 21.0 21.0 7.5% 4.0 50 0.0 Fag 5.0 21.0 21.0 21.0 7.5% 4.0 1.0 0.0 5.0 5.0 11.9 0.10 0.05 46.7 46.7 D 5.0 8.3% 4.0 1.0 0.0 5.0 5.0 fone 17.1 0.14 0.55 51.2 0.0 0.0 M EBT 21.0 30.0 25.0% 0.00 cm Ť 10.0 10.0 15.8% Mone 13.1 0.70 0.70 62.2 62.2 62.2 0.0 0.0 5.0 ad 8 E SE Lost Time Adjust (s) Total Lost Time (s) Recall Mode Act Effct Green (s) Actuated g/C Ratio Switch Phase Minimum Initial (s) Lead/Lag Lead-Lag Optimize? ane Configurations Minimum Split (s)
Total Split (%)
Total Split (%)
Yellow Time (s)
All-Red Time (s) Protected Phases Permitted Phases Detector Phase Total Delay LOS Approach Delay Approach LOS Control Delay Volume (vph) Queue Delay furn Type v/c Ratio

ntersection Summan Cycle Length: 120

Actuated Cycle Length: 120 Offset 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Vatural Cycle: 90

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.80

ntersection Capacity Utilization 78.1% ntersection Signal Delay: 20.8

Intersection LOS: C ICU Level of Service D

Analysis Period (min) 15

1 3: Western Trail & Coors Blvd Splits and Phases:

2013 AM Peak BUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments\Synchro\2013ABX.syn

HCM Signalized Intersection Capacity Analysis 3: Western Trail & Coors Blvd

Terry O. Brown, P.E. 6/28/2012 - Synchro 7

	1	1	~	-	ļ	4	•	<b>←</b>	•	٤	<b>→</b>	>
Movement	ER	HBL	EBR	WBE	MBT	WBR	NBI	NBT	NBH	SBL	287	SBR
.ane Configurations	N. S.	42		F	+	PL.	15	+++	1	15	***	1
/olume (vph)	208	80	229	88	1	22	63	1236	15	6	1995	20
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Folal Lost time (s)	9.0	5.0		5,0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
ane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
7.	100	98.0		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
-It Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	1577		1752	1845	1568	1752	5036	1568	1752	5036	1568
-It Permitted	0.95	1.00		0.35	1.00	1.00	0.05	1.00	1.00	0.15	1.00	1.00
Satd. Flow (perm)	3400	1577	E STATE	636	1845	1568	101	2036	1568	276	5036	1568
Peak-hour factor, PHF	0.80	0.80	0.80	0.75	0.75	0.75	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	280	4	288	11	6	23	72	:1421	17	10	2293	57
RTOR Reduction (vph)	0	81	0	0	0	56	0	0	7	0	0	18
.ane Group Flow (vph)	260	215	0	11	6	3	7.2	1421	10	10	2293	33
Tum Type	Prot			pm+pt		Реп	pm+pt		Perm	pm+pt		VO+INQ
Protected Phases	7	4		က	<b>&amp;</b>		ĽΩ	2			9	2
Permitted Phases				80		8	2	-	2	9		9
Actuated Green, G (s)	13.1	22.0		16.9	12.9	12.9	11.7	73.0	73.0	70.3	69.3	82.4
Effective Green, g (s)	13.1	22.0		16.9	12.9	12.9	77.7	73.0	73.0	70.3	69.3	82.4
Actuated g/C Ratio	0.11	0.18		0.14	0,11	0.11	0.65	0.61	0.61	0.59	0.58	0.69
Clearance Time (s)	5.0	2.0		2.0	5.0	5.0	2.0	2.0	5.0	2.0	2.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	371	289		127	198	169	130	3064	954	174	2908	1142
r/s Ratio Prot	60.08	c0.14		0.02	0.00		60.02	0.28		0.00	c0.46	0.00
//s Ratio Perm				0.07		0.00	0.34		0.01	0.03		0.02
//c Ratio	0.70	0.74		0.61	0.05	0.02	0.55	0.46	0.01	90.0	0.79	0.03
Uniform Delay, d1	51.6	46.3		47.2	48.0	47.9	18.7	12.8	9.3	10.8	19.7	6.0
Progression Factor	1.00	1.00		100	100	1.00	1.63	1.27	1.61	0.95	0.70	0.77
Incremental Delay, d2	5.9	10.0		7.9	0.1	0.0	4.5	0.5	0.0	0.1	1.8	0.0
Delay (s)	57.4	56.3		55.2	48.1	47.9	34.9	16.8	14,9	10.3	15.6	4.6
Level of Service	ш	ш		ш	۵	۵	ပ	8	8	8	В	×
		7 40			4							

25.0 HCM Level of Service Sum of lost time (s) ICU Level of Sarvice 22.1 0.82 120.0 78.1% Actuated Cycle Length (s) Intersection Capacity Utilization HCM Average Control Delay HCM Volume to Capacity ratio Analysis Period (min) c Critical Lane Group ntensection Summary

0.79 19.7 1.8 15.6 15.8 15.3

0.46 12.8 12.8 0.5 16.8 17.6 8

0.05 48.0 0.1 0.1 0.1 52.8

56.8

Approach Delay (s) Approach LOS

2013 AM Peak BUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\z013\ABX.syn

Timings 3: Western Trail & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	1	1	1	ţ	1	1	<b>←</b>	4	×	<b>→</b>	*	
Lane Group	EBL	H	WEL	WBT	WER	NBI	NBT	NBR	SBC	SBT	SBH	STATES OF
Lane Configurations	No.	2	*	+	R.	15	#	W_	15	##	*	
Volume (vph)		2	21	ď	20	241	2499	93	92	1742	166	
Tum Type	Prot		pm+pt		Perm	ртнр		Perm	pm+pt		VO+mq	
Protected Phases	7	4	63	80		2	2			9	7	
Permitted Phases			80		80	2		2	9		9	
Detector Phase	7	7	3	60	8	2	2	2	i	9	7	
Switch Phase												
Minimum Initial (s)	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	
Total Split (s)	12.0	23.0	10.0	21.0	21.0	26.0	0.77	0.77	10.0	61.0	12.0	2000
Total Split (%)	10.0%	19.2%	8.3%	17.5%	17.5%	21.7%	64.2%	64.2%	8.3%	50.8%	10.0%	
Yellow Time (s)	4.0	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	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	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	9	Lead	
Lead-Lag Optimize?												
Recall Mode	None	Min	None	Min	Min	None	C-Min	SAM S	None	CMI		
Act Effet Green (s)	7.2	12.8	11.7	9.9	9.9	91.2	84.5	84.5	74.2	68.3		
Actualed g/C Ratio	90.0	0.11	0.10	90.0	90.0	0.78	0.70	0.70	0.62	0.57		
v/c Ratio	0.71	0.38	0.17	0.11	0.22	0.79	0.77	0.04	0.18	0.63		
Control Delay	74.9	15.8	45.9	55.3	24.1	45.1	5.6	9.0	10.2	16.9	1.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	74.9	15,8	45.9	55.3	24.1	45.1	5.6	9.0	10.2	16.9		
108	ш	8	٥	ш	O	۵	<	V	æ	æ		
Approach Delay		51.1		38.9			9.0			15.5		
Approach LOS		٥		٥			V			82		

Intersection LOS: B ICU Level of Service D Cycle Length: 120
Actualed Cycle Length: 120
Actualed Cycle Length: 120
Actualed Cycle Length: 120
Actualed Cycle Length: 120
Control Type: Actualed-Coordinated
Control Type: Actualed-Coordinated Maximum vic Radio: 0.79 Intersection Signal Delay: 13.7 Intersection Capacity Utilization 74.8% Analysis Period (min) 15 Splits and Phases: 3: Western Trail & Coors Blwd

2013 PM Peak NOBUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\2013PNX.syn

HCM Signalized Intersection Capacity Analysis 3: Western Trail & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

					200000000000000000000000000000000000000	0.50.50.50.50		100000000000000000000000000000000000000	120000000000000000000000000000000000000			STATE STATE
Aovement	<b>(1)</b>	抽	EBR	WB	WBI	WBK	MBL	MBT	NBA	SBL	SBT	SBR
ane Configurations	K.	42		*	+	K.	*	+++	R	<i>y-</i>	444	<b>N</b>
/ohume (viph)	H	2	72	21	on.	20	241	2499	93	92	1742	166
deal Flow (vphpi)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
otal Lost time (s)	5.0	2.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
ane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
	1,00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
-It Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prof)	3400	1577		1752	1845	1568	1752	5036	1568	1752	5036	1568
-It Permitted	0.95	1.00		69.0	1.00	1.00	90.0	1.00	1.00	90.0	1.00	1.00
Satd. Flow (perm)	3400	1221	STANCE.	1281	1845	1568	- 119	5036	-1568	111	5036	1568
Peak-hour factor, PHF	0.77	0.77	0.77	0.83	0.83	0.83	0.91	0.91	0.91	96.0	96'0	0.96
Adl. Flow (voh)	144	. 3		,25	1	24	. 265	2746	*43	27	1815	173
RTOR Reduction (vph)	0	84	0	0	0	22	0	0	Ξ	0	0	67
ane Group Flow (vph)	144	. 13	0	25	- 41	2.	, 265	2746	32	12	1815	189
um Type	Prot			pm+pt		Perm	pm+pt		Репп	pm+pt		VO+mq
Protected Phases	1	4	STORY	3	. 8			. 2			9	1
Permitted Phases				8		8	2		2	9		9
Actuated Green, G (s)	7.2	12.8		. 11.6	9.8	9.8	89.21	7. 80.5	80.5	669.9	66.2	73.4
Effective Green, g (s)	7.2	12.8		11.6	8.6	8.6	89.2	80.5	80.5	669	66.2	73.4
Actuefed g/C Ratio	90'0	0.11		0,10	20.0	.0.07	0.74	0.67	0.67	0.58	0,55	0.61
Clearance Time (s)	5.0	5.0		2.0	2.0	5.0	5.0	2.0	5.0	2.0	5.0	5.0
/ehicle Extension (s)	3.0	3.0	STORY.	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
.ane Grp Cap (vph)	204	168		136	132	112	333	3378	1052	115	2778	1024
rls Ratio Prot	c0.04	c0.01		0.00	0.01	100000	c0.12	90.55		0.01	0.36	0.0
/s Ratio Perm				c0.01		0.00	0.47		0.02	0.13		90.0
/c Ratio	0.71	0 08		0.18	0.08	0.02	0.80	0.81	0.03	0.23	0.65	0.10
Jniform Delay, d1	55.4	48.3		49.7	52.0	51.8	33.5	14.3	9.9	12.1	18.9	9.7
Progression Factor	1.00	1.00	100000000000000000000000000000000000000	1.00	100	8	1.40	0.39	0.18	1.07	0.86	0.86
ncremental Delay, d2	10.6	0.2		0.7	0.3	0.1	4.1	0.7	0.0	0.9	1.0	0.0
Delay (s)	62.9	48.5		50.3	52.3	51.8	51.1	6.4	1.2	17.1	17.2	8.3
evel of Service	ш	٥		٥	٥	۵	٥	V	V	80	æ	A
Approach Delay (s)		28.9			513			10.2			16.4	100
Approach LOS		ш			٥			8			В .	-
intersection Summary		Name of		NAME OF TAXABLE PARTY.	CHESTABLE			No.	HINGE BOY			Trend in
-ICM Average Control Delay		to the same	15.2	I I	HCM Level of Service	of Servi	8	SANCTON SANCTON	9	NAME OF TAXABLE PARTY.	the contract	THE STATE OF
HCM Volume to Capacity ratio	90		0.00	Section 1	CONTRACT OF THE PERSON NAMED IN			Part less	0.10	100		
Actuated Cycle Length (s)	The same of the sa		120.0	S S	Sum of lost time (s)	time (s)	- Contraction	The state of the s	25.0	CACCOSCO.	100000	-
intersection Capacity Utilization	tion		48%		ICU Level of Service	N Service	m		0			

2013 PM Peak NOBUILD Conditions

Existing Geometry D:\ATOBEVPROJECTS\_2012\Oxbow\_Apartments\Synchro\2013P\NX.syn

Timings 3: Western Trail & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

80.1 0.67 0.19 10.0 10.0 10.8% 1.0 5.0 1.0ad PIT-TOV 0.0 288 \* 5.0 62.0 62.0 62.0 4.0 1.0 5.0 5.0 66.9 0.56 0.65 10.0 10.0 10.0 3% 72.9 0.61 50 0.0 50 0.0 0.0 5.0 21.0 76.0 63.3% 500 - 0 83.7 0.04 5.0 21.0 76.0 63.3% 83.7 0.70 0.78 29 5.00 0.0 5.0 5.0 21.0 10.0 21.0 24.0 17.5% 20.0% 4.0 4.0 1.0 1.0 5.0 5.0 5.0 5.0 Lag Löäd 48.8 90.5 0.75 0.78 0.0 6.4 0.05 0.23 24.6 0.0 C.C.C. 21.0 21.0 21.0 17.5% 4.0 1.0 0.0 5.0 5.0 Min 6.4 0.05 55.9 55.9 45.5 0.0 45.5 10.0 10.0 10.0 1.0 1.0 1.0 5.0 5.0 11.5 0.10 21.0 24.0 20.0% 20.0% 4.0 1.0 0.0 5.0 Lag Min 13.5 0.11 0.0 15.3 8 Ť EBT 10.0 13.0 10.0 4.0 1.0 0.0 1.0 1.0 1.0 134 Prot 8.1 0.07 0.75.7 7.5.7 Minimum Spit (s)
Total Spit (s)
Total Spit (%)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
LeadLag
LeadLag Optimize?
Recalf Mode memerilor Summary Act Effct Green (s) Actuated g/C Retio Lane Configurations Tum Type Protected Phases Minimum Initial (s) Permitted Phases Approach Delay Defector Phase Approach LOS Queue Delay Total Delay LOS Control Delay /olume (vph) Switch Phase v/c Ratio

Cycle Length: 120

Actuated Cycle Length: 120 Offset: 8 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100 Control Type: Actuated-Coordinated Mayman yet Delec 0.78

Maximum vic Ratio: 0.78 Interesting Space 1.2.6 Interesting Space 1.2.6 Interesting Capacity Ullization 75.4% Analysis Period (min) 15

Intersection LOS: B ICU Level of Service D

Splits and Phases: 3: Western Trall & Coors Blvd

2013 PM Peak BUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/0xbow\_Apartments/Synchrol/2013/PBX.syn

HCM Signalized Intersection Capacity Analysis 3: Western Trail & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

Feb.   Fight   Fight   Wildle   Wille   Wildle   Wille   Wildle   Wille   Wille   Wille   Wille   Wille   Wildle   Wille   Wille   Wille   Wille   Wille	WBI. WBT W 21 9 1900 1900 11 5.0 5.0 1.00 1.00	TRIN NRI			
134   2   77   2   1   2   1   2   1   2   1   2   1   2   1   2   1   2   2	21 9 1900 1900 11 5.0 5.0 1.00 1.00		NBR SBL	SBT	SBR
134   2   72   21   9   20   241     150   150   150   150   150   150     50   150   150   150   150   150     50   150   150   150   150   150     50   150   150   100   100   100     50   150   100   100   100   100     50   150   150   100   100   100     50   150   150   100   100   100     50   157   172   1645   1568   115     50   172   173   1745   1568   115     50   174   174   174   175   175   175     50   174   174   175   175   175     50   175   175   175   175   175     50   175   175   175   175     50   175   175   175   175     50   175   175   175   175     50   175   175   175   175     50   175   175   175   175     50   175   175   175   175     50   175   175   175   175     50   175   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175   175     50   175   175     50   175   175   175     50   175   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50   175   175     50	21 9 1900 1900 11 5.0 5.0 1.00 1.00		R.	444	*
1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	1900 1900 1 5.0 5.0 1.00 1.00 1	241 2499	39 26	1742	208
5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	1.00		1900 1	1900	1900
(vph) 23 100 100 100 100 100 100 100 100 100 10	1.00		5.0	5.0	5.0
100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1.00	0.91	1.00
(vp) 10.95 1.00 0.95 1.00 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 1.00 0.06 0.06 1.00 1.00 0.06 0.06	1.00		0.85	1.00	0.85
3400 -1577	1.00		1.00	1.00	.08
100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	1845		1568	5036	1568
3400 1577	1.00		1.00	1.00	1.00
0.77 0.77 0.83 0.83 0.83 0.91 174 3 94 25 11 24 265 11 24 265 11 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1845			5036	1568
174   3   94   25   11   24   265   17   24   265   17   24   265   17   24   265   17   24   265   17   24   265   17   24   265   17   24   265   17   24   265   17   24   265   17   24   265   25   25   25   25   25   25   2	0.83 0.83		0.91 0	96.0	0.96
174   14	÷	265*. 2746	43 27	1815	217
174   14* 0   25*   11   2   265	0	0 0	11 0	0	86
Prot         pm+pt         Perm         pm+pt           8.1         13.5         11.4         8.4         88.5           8.1         13.5         11.4         8.4         88.5           8.1         13.5         11.4         8.4         88.5           8.1         13.5         11.4         8.4         88.5           8.1         13.5         11.4         8.4         88.5           8.0         5.0         5.0         5.0         5.0           5.0         5.0         5.0         5.0         5.0           3.0         3.0         3.0         3.0         3.0           2.20         17.7         13.3         12.9         110         337           6.0.5         0.01         0.00         0.01         0.00         0.45           0.75         0.77         49.9         5.2         51.9         0.79           55.0         47.7         49.9         52.2         51.9         33.9           1.00         1.00         1.00         1.00         1.49           1.02         0.2         0.7         0.7         0.7           80.2         0.7         0.3		265 2746	.32 27	1815	132
7         4         3         18         5           8.1         13.5         14         8.4         84         8           8.1         13.5         11.4         8.4         84.7         88.5           8.1         13.5         11.4         8.4         8.4         88.5           5.0         5.0         5.0         5.0         5.0         5.0           5.0         5.0         5.0         5.0         5.0         5.0         5.0           2.20         177         133         12.9         110         337         5.0         5.0         5.0         5.0         5.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2.0         2		pm+pt	Perm pm+pt		VO+MQ
8.1 (13.5 . 11.4 8.4 8.4 8.5 8.5 8.5 8.1 (13.5 . 11.4 8.4 8.4 8.4 8.5 8.5 8.1 (13.5 . 11.4 8.4 8.4 8.4 8.5 8.5 8.5 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.		5. 2		9	R
8.1 (3.5	8	2	2 6		
81 135 114 84 84 885  50 50 50 50 50 50 50 50 50 50 50  30 30 30 30 30 30 30 30  230 177 133 129 110 337  50.05 0.01 0.00 0.01 0.00 0.04  60.0 0.08 0.09 0.09 0.02 0.04  55.0 47.7 49.9 52.2 51.9 33.9  1.00 1.00 1.00 1.00 1.00 1.49  2 13.2 0.2 0.7 0.3 0.1 38  60.2 47.9 50.5 52.5 52.0 54.5  E D D D  50.5 52.5 52.0 54.5  60.9 51.5	8.4		19.8	65.0	73.1
0.07 0.11 0.10 0.07 0.07 0.74 0.74 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75	8.4	88.5 79.8	79.8	65.0	73.1
(vph) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 fon (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	0.07			0.54	10.61
horics 3.0 3.0 3.0 3.0 3.0 3.0 3.0 (vph) 2.30 177 133 129 110 3.37 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	5.0		5.0	5.0	5.0
vph)         230         177         133         129         110         337           c.0.05         0.01         0.00         0.01         c.0.12	3.0	3.0 3.0	0	3.0%	3.0
Color   Colo	129		1043	2728	1021
60 0.00 0.00 0.00 0.46 0.00 0.46 0.00 0.46 0.00 0.46 0.00 0.46 0.00 0.40 0.4	0.01	c0.12 c0.55		0.36	0.0
d1 55.0 47.7 49.9 52.2 51.9 33.9 cdr 1.00 1.00 1.00 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49			0.02		0.0
d1 55.0 47.7 49.9 52.2 51.9 33.9 cdr 1.00 1.00 1.00 1.00 1.49 1.49 1.49 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40	0.09			.0.67	0.13
ctor 1.00 1.00 1.00 1.00 1.00 1.49  lay, d2 13.2 0.2 0.7 0.3 0.1 3.8  68.2 47.9 50.5 52.5 52.0 54.5  B E D D D D  y (s) 60.9 51.5	52.2		6.9	19.7	9.6
lay, d2 13.2 0.2 0.7 0.3 0.1 3.8 69.2 47.9 50.5 62.5 52.0 54.5 e E D D D D D D V(s) (s) 60.9	8	ĕ	0.04	0.79	0.71
88.2 47.9 50.5 52.5 52.0 e E D D D D D y(s) 60.9 51.5	0.3			=	ö
9 E D D D D V (s) (s) 60.9 51.5	52.5	54.5 3.4	0.3 15.7	16,7	7.
y (s)		D A	A B	8	4
	51.5	7.8		15.7	1818
Approach LOS E D	Q	A		60	
Intersection Summary				ALC: N	SHEE
HCM Average Control Delay 13.9 HCM Level of Service		83	8		
Jo 0.78					
120.0			20.0		
Intersection Capacity Utilization 75.4% ICU Level of Service		8	0		
Analysis Period (min) 15					

2013 PM Peak BUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\2013\PBX.syn

4: Sevilla Ave & Coors Blvd Timings

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	1	†	-	ţ	1	<b></b> -	4	۶	<b>→</b>	•	
Lane Group	EBC	EBT	WBL	WBT	NBI	NBT	NBR	BS	LES	188	SCHOOL STATE
Lane Configurations	<b>J</b>	42	-	42	1	444	¥2.	5	+++	R.	
Volume (vph)	21		80		9	1509	9	6	2002	vo.	
Tum Type	Реп		Рет		pm+pt		Реп	pm+pt		Perm	
Protected Phases		4		80	2	2		-	9	STATES INCOME.	Man Man
Permitted Phases	4		80		2		2	9		9	
Detector Phase	4	4	8	60	10	2	2	SECT 1	9	9	
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	STORY ST
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	
Total Split (s)	22.0	22.0	22.0	22.0	10.0	88.0	88.0	10.0	88.0	88.0	
Total Split (%)	18.3%	18.3%	18.3%	18.3%	8.3%	73.3%	73.3%	8.3%	73.3%	73.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	SHEET STATES
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	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	9.0	5.0	5.0	9.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag			STATE OF		Lead	be ]	Lag	Lead	Lag	Lags	
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	. Win	Min	CMin	-	Min	EMI C	CMI	1000000
Act Effet Green (s)	8.1	8.1	8.1	8.1	6.96	91.3		97.0	91.4	91.4	
Actuated g/C Ratio	0.07	0.07	0.07	0.07	. 0.81	0.76	500	. 0.81	0.76	92.0	
v/c Ratio	0.31	0.24	0.10	0.28	0.05	0.43	0.01	0.04	0.61	0.01	
Control Delay	61.3	22.0	53.4	21.2	1.0	3.0	2	2.1	. 7.5	2.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	61.3	22.0	53.4	21.2	1.0	3.0		2.1	7.5	2.4	
SOT	ш	ပ	۵	ပ	<b>«</b>	¥		¥	A	V	
Approach Delay		40.3		27.1		3.0			7.4		
Approach LOS		٥		ပ		V			×		

Offset: 91 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Actuated Cycle Length: 120

Natural Cycle: 70 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.61

Intersection LOS: A ICU Level of Service B

Intersection Signal Delay: 6.4 Intersection Capacity Utilization 56.6% Analysis Period (min) 15

4: Sevilla Ave & Coors Blvd Splits and Phases:

ह | | | |

2013 AM Peak NOBUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synctro\t2013ANX.syn

HCM Signalized Intersection Capacity Analysis 4: Sevilla Ave & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	4	<b>†</b>	-	-	ļ	1	•	<b>←</b>	•	۶	<b>-</b>	7
Movement	EBC	<b>EBT</b>	EBR	WB	WBT	WBR	NBC	LEN.	NBA	SBL	SBT	SBR
ane Configurations	*	42		15	42		*	444	R	15	+++	*
/olume (vph)	21	対別が対	23	80	1000	36	9	1509	9	6	2082	5
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
rotal Lost time (s)	2.0	5.0	200	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
.ane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
F	1.00	0.85		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
-It Protected	0.95	8.		0.95	1.00		0.95	1.00	8.	0.95	9:1	1.00
Sald. Flow (prot)	1752	1577	1	. 1752	1575		1752	.5036	1568	1752	5036	1568
-It Permitted	0.73	1.00		0.74	1.00		0.05	1.00	1.00	0.13	9.1	1.00
Satd, Flow (perm)	1348	1577		1358	1575		. 91	5036	1568	231	5036	1568
Peak-hour factor, PHF	0.75	0.75	0.75	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	28		62	6		39	1 .	1640	. 7	10	2351	9
RTOR Reduction (vph)	0	53	0	0	38	0	0	0	2	0	0	-
.ane Group Flow (vph)	- 28	65	0	6	4	0	1	1640	40	10	2351	5

91.3 91.3 5.0 3.0 1193

91.3 91.3 91.3 5.0 5.0 3.0 3832 c0.47

91.3 91.3 97.6 5.0 3.0 1193

91.3 0.76 5.0 3.0 3832 \*0.33

8.1 0.00 106 0.00 0.00

8.1 8.1 3.0 5.0 1.06 1.06

5

Lane Grp Cap (vph)
v/s Ratio Prot
v/s Ratio Perm

v/c Ratio

30 00

Tum Type
Protected Phases
Permitted Phases
Actuated Green, G (s)
Effective Green, g (s)
Actuated glC Ratio
Clearance Time (s)
Vehicle Extension (s)

91.3

8.1 8.1 8.1 8.1 5.0 5.0 92 92 92 92 1.00 1.00 1.00 0.5 52.5 1.00 0.5

Perm

0.00 0.00 1.00 0.0 A

0.00 0.29 0.00 A

52.3 52.3 0.1 0.1 52.4 52.5 D

52.3 52.4 52.4 53.7 0

60.02 0.31 1.00 1.9 55.2

Uniform Delay, d1 Progression Factor Incremental Delay, d2

Approach Delay (s) Approach LOS

evel of Service Delay (s)

0.43 5.1 0.3 2.9

0.61 6.4 1.00 0.7 7.2 A A A A A A A A A A

:M Average Control Delay	6.7	HCM Level of Service	×	
M Volume to Capacity ratio	0.56			
tuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0	
ersection Capacity Utilization	.26.6%	ICU Level of Service	80	
alysis Period (min)	15			

2013 AM Peak NOBUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments\Synchrol2013ANX.syn

Timings 4: Sevilla Ave & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	1	†	-	ļ		—	L	*	<b>-</b>	*	
Lane Group	æ	H	WBC	WBT	NBI	NBT	NBR	388	TBS	SBR	September 1
Lane Configurations	35	42	*	23,	*	444	R.	15	**	R.	
Volume (vph)	21		60	-	60	1549	9	61	2103	ເກ	
Tum Type	Perm		Реш		pm+pt		Perm	pm+pt		Репп	
Protected Phases		7		80	5	2		Same of	9		
Permitted Phases	4		60		2		2	9		ထ	
Detector Phase	-	4	80	80	2	2	2	Sept.	9	9	EXILES SALES
Switch Phase											
Minimum Initial (s)	2.0	5.0	2.0	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	21.0	21.0	10.0	21.0	21.0	
Total Split (s)	22.0	22.0	22.0	22.0	10.0	88.0	88.0	10.0	88.0	88.0	Section Section
Total Split (%)	18.3%	18.3%	18.3%	18.3%	8.3%	73.3%	73.3%	8.3%	73.3%	73.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	Charles of the same
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)	2.0	5.0	5.0	5.0	2.0	5.0	5.0	5.0	2.0	2.0	
Lead/Lag					Lead	Lag	130	Lead	Lag	Fag	100000
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	C-Min	CMin	Min	C-Min	CMin	THE NAME OF
Act Effet Green (s)	8.1	8.1	8.1	8.1	86.9	91.3	91.3	97.0	91.4	91.4	
Actualed g/C Ratio	0.07	0.07	0.07	0.07	0.81	0.78	0.76	0.81	92.0	92.0	
v/c Ratio	0.31	0.24	0.10	0.28	0.05	0.44	0.01	0.04	0.62	0.01	
Control Delay	61.3	22.0	53.4	21.2	2.5	5.7	2,3	2.1	7.5	2.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	61.3	22.0	53.4	21.2	2.5	5.7	2.3	2.1	7.5	2.4	
FOS	ш	ပ	۵	ပ	¥	V	×	A	V	A	
Approach Delay		40.3		27.1	Halling	5.7			7.5		No. of Persons in
Approach LOS		٥		ပ		V			⋖		

Cycle Length: 120

Actuated Cycle Length: 120 Offset 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Ontrail Cycle<sup>11</sup>. On the Cycle Control of Control Type: Actuated-Coordinated Control Type: Actuated-Coordinated Maximum vic Radio: 0.62

Intersection Signal Detay: 7.5 Intersection Capacity Utilization 56.8% Analysis Period (min) 15

Intersection LOS: A ICU Lavel of Service B

Spilts and Phases: 4: Sevilla Ave & Coors Blvd

2013 AM Peak BUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchrol2013\ABX.syn

Terry O. Brown, P.E.	6/27/2012 - Synchro 7	•
HCM Signalized Intersection Capacity Analysis	4: Sevilla Ave & Coors Blvd	

Main Projected Period (vphp)   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900		١.		•	<b>&gt;</b>		,	_	-			•	
10	Aovement	EBI	EBT	EBR	West	WBT	WBR	NBC	NBT	NBN	SBL	SBT	SBR
1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	ane Configurations	*	24		F	42		F	444	*	*	***	*
1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	/olume (vph)	73		23	8	100	88	9	1549	9	6	2103	TC.
5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0 <td>deal Flow (vphpl)</td> <td>1900</td> <td>190</td>	deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
1.00 1.00 1.00 1.00 1.00 0.91 1.00 0.91 1.00 0.91 1.00 0.95 1.00 0.95 1.00 0.95 1.00 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1	Total Lost time (s)	5.0	5.0		5,0	5.0		5.0	2.0	9.0	5.0	5.0	5.0
1,00 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0,	ane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
1752   1700   0.95   1.00   0.95   1.00   1.00   0.95   1.00   1.00   0.95   1.00   0.75   1.077   1.752   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1.075   1	T.	1.00	0.85		100	0.85		1.00	1.00	0.85	1.00	1.00	0.85
1752 1577 1752 1576 1752 5036 1568 1752 5036 1772 1772 1772 1772 1772 1772 1772 177	It Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
1346   1577   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536   1536	Satd. Flow (prof)	1752	1277		1752 .	1575		1752	5036	1568	1752	5036	1568
1344   1577   1358   1575   90   5036   1588   219   5036     28	It Permitted	0.73	1.00		0.74	1.00		0.05	1.00	1.00	0.12	1.00	1.8
1, 28	atd. Flow (perm)	1348	1227		1358	1575		. 30	. 5036	1568	219	5036	1568
28 - 1 31 9 1 38 7 1684 7 10 2363  10 28 3 - 6 0 36 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	eak-hour factor, PHF	0.75	0.75	0.75	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89
1	(dj. Flow (vph)	787		31	6		.33	1	1684	7	10	2363	9
Perm	TOR Reduction (vph)	0	53	0	0	38	0	0	0	2	0	0	-
Perm         Perm <th< td=""><td>ane Group Flow (vph)</td><td>28</td><td>. 6</td><td>. 0 o</td><td>6 ;</td><td>4</td><td>0</td><td>1</td><td>1684</td><td>5</td><td>10</td><td>2363</td><td>K</td></th<>	ane Group Flow (vph)	28	. 6	. 0 o	6 ;	4	0	1	1684	5	10	2363	K
4 4 6 7 7 7 1 1 6 1 6 1 6 1 6 1 6 1 6 1 6 1	um Type	Репп			Perm			pm+pt		Perm	pm+pt		Рет
8.1	rotected Phases		4	1		60	Ė	3	2		The state of	9	
8.1   8.1   8.1   8.1   9.1   9.5   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1   9.1	Permitted Phases	4			80			2		2	9		9
81 81 81 81 81 81 81 81 81 81 81 81 81 8	ctuated Green, G (s)	8.1	8.1	THE STATE	8.1	8.1	1	6'96	913	91.3	6'96	91,3	91.3
0.07 0.07 0.07 0.07 0.081 0.76 0.76 0.76 0.81 0.76 0.76 0.70 0.07 0.07 0.081 0.76 0.76 0.76 0.81 0.76 0.76 0.70 0.07 0.07 0.07 0.07 0.07	ffective Green, g (s)	8.1	8.1		8.1	8.1		6.96	91.3	91.3	6.96	91.3	91.3
5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0         6.0 <td>ctuated g/C Ratio</td> <td>0.07</td> <td>0.07</td> <td></td> <td>20.0</td> <td>70.0</td> <td></td> <td>0.81</td> <td>92:0 :</td> <td>97.0</td> <td>0.81</td> <td>0.76</td> <td>0.76</td>	ctuated g/C Ratio	0.07	0.07		20.0	70.0		0.81	92:0 :	97.0	0.81	0.76	0.76
3.0         3.0         3.0         -7.3         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0 <td>learance Time (s)</td> <td>2.0</td> <td>5.0</td> <td></td> <td>5.0</td> <td>2.0</td> <td></td> <td>5.0</td> <td>2.0</td> <td>5.0</td> <td>5.0</td> <td>5.0</td> <td>5.0</td>	learance Time (s)	2.0	5.0		5.0	2.0		5.0	2.0	5.0	5.0	5.0	5.0
106   92   106   150   3832   193   248   3832   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240   240	/ehicle Extension (s)	3.0	3.0		3.0	3.0	-	.=3.0	- 3.0	3.0	3.0	3.0	3.0
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CD 02 0.01 0.03 0.04 0.00 0.03 0.00 0.03 0.00 0.03 0.00 0.03 0.00 0.03 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	is Ratio Prot		0.00			000		c0.00	0.33		0.00	c0.47	STATE OF
0.31 0.03 0.10 0.03 0.05 0.44 0.00 0.04 0.62 0 5.3.3 5.2.3 5.2.3 4.3 5.2 3.4 2.7 6.5 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	/s Ratio Perm	c0.05			0.01			0.04		0.00	0.03		0.0
53.3 52.3 52.5 52.3 4 3 5.2 3.4 2.7 6.5	/c Ratio	0.31	0.03		0.10	0.03		0.02	0.44	00.0	0.04	0.62	0.00
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	Iniform Delay, d1	53.3	52.3		52.5	52.3		4.3	5.2	3.4	2.7	6.5	3.4
1.9	Progression Factor	9.	1.00		1.00	18		1.00	100	1.00	1.00	1.00	1.00
55.2 52.4 53.0 52.4 44 5.5 3.5 2.7 7.2     E	ncremental Delay, d2	1.9	0.1		0.5	0.1		0.1	0.4	0.0	0.1	0.8	0.0
E D D D A A A A A A A A A A A A A A A A	Jelay (s)	55.2	52.4		53.0	52.4	0.539	4.4	5.5	80 70	2.7	7.2	3.4
52.5 5.5  D D A  No. 2017  A Delay  T.7 HCM Level of Service  A (120.0 Sum of lost time (s) (5.0  Utilization 56.8% ICU Level of Service B	evel of Service	ш	۵		٥	۵		V	V	V	×	V	×
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Delay 7.7 HCM Level of Service clifty ratio 0.55 Sum of fost time (s) 120.0 Sum of fost time (s) Utilization 56.8% ICU Level of Sarvice 15	Approach LOS		۵			٥			V			∢	
Delay 7.7 HCM Level of Service   0.56   120.0   Sum of lost time (s)   Utilization 5.89%   ICU Level of Service   15   15   15   15   15   15   15   1	nlersecton Summary			SECTION.		THE STREET	Marie Marie						
h (s) 120.0 Sum of fost time (s) Utilization 56.8% (CU Level of Service	+CM Average Control Delay +CM Volume to Capacity retio	Sept.	STATE OF STA	7.7	Ĭ	CM Level	of Servic		SCHOOL	Y		100	1
Utilization 56.8% ICU Level of Service 15	Actuated Cycle Length (s)			120.0	Ñ	ım of lost	lime (s)			15.0			
Analysis Pariod (min) 15	ntersection Capacity Utilization	E.		56.8%	2	U Level o	Sarvice			60		2000	DINO.
	Analysis Period (min)			15									

2013 AM Peak BUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments\Synchro\2013ABX.syn

4: Sevilla Ave & Coors Blvd Timings

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

5.0 88.0 88.0 73.3% 4.0 1.0 0.0 5.0 5.0 C-Min 89.0 0.74 0.05 0.0 1.4 양 21.0 21.0 88.0 73.3% 0.74 0.74 0.56 7.9 7.9 7.6 5 0 0 0 g SBT 5.0 10.0 10.0 1.0 1.0 1.0 5.0 5.0 Min 0.20 0.20 0.00 5.5 5.5 5.5 5.0 21.0 89.0 74.2% C-Min 89.5 0.75 Репл 5.0 0.0 g 0.0 0.0 A NBT 5.0 21.0 89.0 74.2% **↑** 50000 89.5 0.75 0.77 27 00 27 2.9 A NA. 2 5.0 10.0 11.0 4.0 1.0 0.0 5.0 1.0 1.0 Min 95.9 0.80 0.33 10.1 21.0 21.0 21.0 21.0 4.0 1.0 1.0 5.0 Min 9.6 0.0 23.4 23.4 0.0 0.0 0.0 0.0 25.0 0.0 0.0 Min 9.6 0.02 0.02 0.0 0.0 0.0 21.0 21.0 21.0 17.5% 5.0 - 0.0 5.0 21.0 21.0 17.5% 4.0 1.0 0.0 5.0 EBT Min 9.6 0.08 0.25 19.1 19.1 19.1 0.0 0.0 1 21.0 21.0 17.5% 4.0 1.0 5.0 Min 9.6 0.04 64.0 64.0 E Total Split (s)
Total Split (%)
Yellow Time (s)
All-Red Time (s)
Total Lost Time (dylexi (s)
Lead/Lag
Lead/Lag
Lead-Lag Optimize?
Recall Mode
Act Effet Green (s)
Actualed g/C Retio Switch Phase Minimum Initial (s) Minimum Split (s) Lane Configurations Permitted Phases Protected Phases Detector Phase Total Delay LOS Approach Delay Approach LOS Control Delay Volume (vph) Queue Delay Turn Type //c Ratio

Intersection Summary

Offset: 13 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Actualed Cycle Length: 120 Vatural Cycle: 90

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.77

Intersection Capacity Utilization 86.1% Analysis Period (min) 15 Intersection Signal Delay: 5.7

Intersection LOS: A ICU Level of Service C

4: Sevilla Ave & Coors Blvd Splits and Phases:

₹ **†** 12

2013 PM Peak NOBUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments\Synchrol2013PNX.syn

HCM Signalized Intersection Capacity Analysis 4: Sevilla Ave & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

Movement   EBL	MBC WET  1	Mary Wess 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 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ons 36 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			5.0 1900 1.00 1.00 1.00 1.00 1.00 1.00 1.	2544 1900 5.0 5.0 1.00 1.00 5036 1.00 5036 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.8	1568 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	28 29 1900 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1974 1971 1900 5.0 0.91 1.00 1.00 5036 1.00 5036 2075 0.95	59 1900 1.00 1.00 1.00 1.00 1.00 1.00 1.0
36 1 1900 1900 19 1900 1900 1900 1900 190			550 500 1.00 1.00 1.00 1.00 1.25 0.07 0.08 0.08 0.08 0.08 0.08 0.08 0.08	2544 1900 5.0 1.00 1.00 5036 1.00 5036 0.88 0.88 0.88 0.89 2891	1900 1.00 1.00 1.00 1.00 1.00 1.00 1.00	28 20 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1	1971 1900 5.0 0.91 1.00 1.00 5036 1.00 5036 0.95 2075	59 1900 1.00 1.00 1.00 1.00 1.00 1.00 1.0
(vph) 1900 1900 19 100 100 100 085 100 085 100 085 100 1862 100 1162 1575 100 1162 1575 100 1162 1575 100 1162 1675 100 1162 1675 100 1163 1675 100 1164 100 1164 100 1165 100			5.0 1.00 1.00 1.00 1.00 1.752 0.07 0.08 0.08 0.08 0.08 0.08	5.0 5.0 1.00 1.00 1.00 5.036 1.00 5.036 0 0 2.891 2.891	1900 5.0 1.00 1.00 1568 1568 0.88 0.88	1900 5.0 1.00 1.00 1.00 1.752 0.04 29 29 29 20 20 20 20 20 20 20 20 20 20 20 20 20	5.0 0.91 1.00 1.00 5.036 1.00 5.036 0.95 2075 0	1900 1.00 1.00 1.00 1.00 1.00 1.00 1.00
(vph) 5.0 5.0 10.0 1.00 1.00 1.00 1.00 1.00 1		000	5.0 1.00 1.00 1.752 1.752 0.07 0.08 0.08 0.08 0.08 0.08 0.08 0.08	5.0 0.91 1.00 1.00 5.036 1.00 5.036 0.88 0 0 2.891 2.891	5.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1	5.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1	5.0 0.91 1.00 1.00 5036 1.00 5036 0.95 2075	5.0 1.00 1.00 1.00 1.00 1.00 1.00 6.2 6.2
100 100 100 100 100 100 100 100 100 100		0.9	1.00 1.00 1.752 1.752 0.07 0.08 0 0 0 0 62 pm+pt	0.91 1.00 1.00 1.00 5036 1.00 0.88 0.88 0.88 2.891	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.91 1.00 1.00 5036 1.00 5036 0.95 2075 0	1.00 1.00 1.00 1.00 1.00 1.00 1.00 6.2 6.2
(vph) 085 (vph) 087 (vph) Perm		0.9	100 0.95 1752 0.07 0.88 0.88 0 0 62 62 62 0	1.00 1.00 5036 1.00 5036 0.88 0.88 2891 2891	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1,752 1,752 0.04 0.95 0.95 0.95	1.00 1.00 5036 1.00 5036 0.95 2075 0 2075	0.85 1.00 1.00 1.00 1.568 0.95 62 1.64
(vpl) 0.95 1.00 1752 1575 1.00 1.362 1575 1.00 1.362 1575 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		0.9	0.05 1752 0.07 0.08 0.08 0 0 0 0	1.00 5036 1.00 5036 0.88 0 2891	1.00 1.568 1.00 1.568 0.88 0.88	25.0 0.04 0.05 0.95 0.95	1.00 5036 1.00 5036 0.95 2075 0	1.00 1.00 1.00 1.00 0.95 62 62 1.00
(vph) 48 48 48 48 48 48 48 48 48 48 48 48 48		0.9	1752 0.07 0.08 0.88 0 0 0 62 0 62	5036 1.00 5036 5036 0.88 0 2891	1568 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1752 0.04 0.95 0 0 23	5036 1.00 5036 0.95 2075 2075	1568 1.00 1568 0.95 62 16
0.74 1.00 1382 1575 0.75 0.75 0. 48 4 Perm		0.0	0.07 0.88 0.88 0 0 0 62 62	2891 2891 2891 2891	1.00 1.568 0.88 1.2 1.2 9	29.0 83.0 83.0 83.0 83.0 83.0 83.0 83.0 83	1.00 5036 0.95 2075 0 2075	1.00 1568 0.95 62 16
1362 1575 0.75 0.75 0.75 0.75 0.76 0.37 0.77 0.77 0.77 0.77 0.77 0.77 0.77		12	0.88 0.088 0.00 0.00 0.00 0.00 0.00 0.0	2891 2891 2891	0.88	E 85 0 81	5036 0.95 2075 0 2075	0.95 0.95 62 16
0.75 0.75 0.48 -1 0 37 48 -1 48 -1 Perm		0.0	0.88 62 	0.88 0 2891 . 2891.	0.88	25 0 25 25 0 25	0.95 2075 0 2075	0.95 62 16
48 -1 0 37 48 4 4			62 0 mm+pt	. 2891 	<u>⇔</u> e. e	20 C	2075 0 2075	62
0 37 48 4 Perm			0 5 pm + pt m +	2891.	ოძ	- 8	2075	16
(vph) 48 4 Perm			Pm +01 62	2891.	G	52	2075	
A SPERIOR SPER		ė	pm+pt	. 2	,			46
The state of the s		i de g	M	. 2	Perm	pm+pt		Perm
IBCIEC PINESES		ď	2				9	
4		· ·	2		2	9		9
9.6		. 0	95.8	89.5	89.5	95.0	89.1	89.1
9.6 (s		9.	95.8	89.5	89.5	95.0	89.1	89.1
0.08	0.09 0.0	0.08	-0.80	0.75	0.75	0.79	0.74	0.74
		0.	5.0	5.0	2.0	5.0	2.0	5.0
		. 0	3.0	3.0	3.0	3.0	3.0	3.0
ane Grp Cap (vph) 109 126	108 128	88	188	3756	1169	148	3739	1164
	00'0	00	c0.05	c0.57	ř	0.01	0.41	
Perm c0.04			0.25		0.01	0.15		0.03
0.44		35	0.33	77,0	0.01	0.20	0.55	0.04
	50.9 51.0	0.	4.7	9.1	3.9	10.2	6.8	4.1
1.00		00	3.00	0.17	0.20	1.00	1.00	1.00
ncremental Delay, d2 2.8 0.1		.2	2.0	1.0	0.0	0.7	9.0	0.1
55.5	50.9 51.1	1	14.8	2.6	8.0	10.9	7.4	4.2
ш		0	<b>c</b> o	V	V	60	∢	A
Approach Delay (s) 53.4	51.1			2.8			7.3	
Approach LOS D		0		⋖			Y	
ntersection Summary			STATE OF		TE ALE	を見む	SACTOR OF	1000
	HCM Le	HCM Level of Service			4			
ICM Volume to Capacity ratio 0.68							Special Control	
	Sum of	Sum of lost time (s)			10.0			
ntersection Capacity Utilization 66.1%	ICULE	ICU Level of Service	1000		O	SEPTIME	F1905K9	
Analysis Period (min) 15								

2013 PM Peak NOBUILD Conditions

Existing Geometry D:\ATOBEVPROJECTS\_2012\0xbow\_Apartments\Synchro\2013P\0xxsyn

Timings 4: Sevilla Ave & Coors Blvd

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

C-Min 89.0 0.74 0.05 1.5 1.5 Pell 55 21.0 88.0 73.3% 4.0 1.0 0.0 5.0 LES 5.0 21.0 88.0 73.3% 5 5 6 5 89.0 0.74 0.57 8.0 0.0 8.0 Min 94.8 0.20 0.20 0.0 5.6 5.6 Perm 5.0 21.0 89.0 89.0 4.0 5000 등 89.5 0.75 197 NBT 4++ 2567 5.0 21.0 89.0 89.0 4.0 1.0 0.0 5.0 5.0 C-Min 89.5 0.75 22 5.0 10.0 11.0 9.2% 4.0 1.0 0.0 5.0 5.0 2 Min 9.6 0.08 0.09 23.4 0.0 0.0 25.0 0.0 0.0 0.0 21.0 21.0 21.0 17.5% 4.0 1.0 5.0 Min 9.6 0.08 0.02 48.5 48.5 0.0 21.0 21.0 21.0 17.5% 4.0 1.0 0.0 5.0 21.0 21.0 21.0 17.5% 4.0 1.0 0.0 5.0 9.6 0.08 0.25 19.1 19.1 19.1 0.0 0 H t 21.0 21.0 21.0 17.5% 4.0 1.0 0.0 5.0 Min 9.6 0.08 0.44 64.0 0.0 Minimum Spit (s)
Total Spit (s)
Total Spit (%)
Yeltow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s) Actuated g/C Ratio Lead/Lag Lead-Lag Optimize? Recall Mode Act Effct Green (s) Lane Configurations Tum Type Protected Phases Minimum Initial (s) Permitted Phases Approach Delay Detector Phase Control Delay Queue Delay Approach LOS Volume (vph) Switch Phase Total Delay LOS

intersection Summary Cycle Length: 120

Actuated Cycle Length: 120 Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90 Control Type: Actuated-Coordinated Maximum v/c Ratlo: 0.78

Intersection Signal Delay: 6.4 Intersection Capacity Utilization 66.6% Analysis Period (min) 15

Intersection LOS: A ICU Level of Service C

Splits and Phases: 4: Sevilla Ave & Coors Blvd

2013 PM Peak BUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\z013PB\X.syn

HCM Signalized Intersection Capacity Analysis 4: Sevilla Ave & Coors Blvd

on Capacity Analysis Terry O. Brown, P.E. d

Novement ane Configurations /olume (vph)	183	*	- Contraction	-	The second second				THE PERSON	AND THE	- National	-
ane Configurations (olume (vph) deal Flow (vohol)		101	EBR	WB	MBT	WBR	MBL	NBY	NBR	TBS	SBJ	SBR
(olume (vph)	-	42		15-	2		F	+++	R	15	+++	1
deal Flow (volto!)	38	1000	8	2	4	23	83	2567	10 P. C. L. S. C. L.	28	2013	59
1441	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
otal Lost time (s)	5.0	5.0		5.0	5.0	100000000000000000000000000000000000000	5.0	5.0	5.0	5.0	5.0	5.0
ane Util. Factor	1.00	1.00		1.00	1,00		1.00	0.91	1.00	1.00	0.91	1.00
	100	0.85	Chest Property	100	0.87		1.00	1.00	0.85	1.00	1.00	0.85
It Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prof)	1752	1575		1752	1606		1752	5036	1568	1752	5036	1568
It Permitted	0.74	1.00		0.73	1.00		0.07	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)	1362	1575		1347	1606	,	. 121	. 5036	1568	83	5036	1568
Peak-hour factor, PHF	0.75	0.75	0.75	0.91	0.91	0.91	0.88	0.88	0.88	0.95	0.95	0.95
.dj. Flow (vph)	-48		. 40	2	4	23	. 62	2917	12	29	2119	62
TOR Reduction (vph)	0	37	0	0	23	0	0	0	9	0	0	16
ane Group Flow (vph)	48	4.	0	2	9 , ,	0	62	2917	6	29	2119	46
um Type	Реп	0.00		Реп			pm+pt		Perm	pm+pt		Perm
Protected Phases				1000	<b>6</b> 0	,	'n	2			9	
ermitted Phases	4			80			2		2	9		9
Actuated Green, G (s)	9.6	. 9.6		9.8	9.6	183	95.9	. 89.5	89.5	94.9	89.0	89.0
Effective Green, g (s)	9.6	9.6		9.6	9.6		95.9	89.5	89.5	94.9	89.0	89.0
Actuated g/C Ratio	0.08	. 90.0	4	90.0	. 0.08		0.80	4~ 0.75	0.75	0.79	0.74	0.74
Searance Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	20	5.0
/ehicle Extension (s)	3.0	3.0	STATE OF THE STATE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
ane Grp Cap (vph)	100	126		108	128		184	3756	1169	148	3735	1163
/s Ratio Prot		0.00			0.00		60.02	60.58		0.01	0.42	
/s Ratio Perm	60.04			0.00			0.25		0.01	0.15		0.03
/c Ratio	0.44	0.03	STATE OF	0.02	0.05		0.34	0.78	0.01	0.20	0.57	0.04
Iniform Delay, d1	52.6	50.9		50.9	51.0		2.0	9.2	3.9	10.6	6.9	4.1
Progression Factor	97	1.80		9.	9.		3.27	0.30	0.51	1.00	100	8
ncremental Delay, d2	2.8	0.1		0.1	0.2		0.7	1.0	0.0	0.7	9.0	0.1
Jetay (s)	55.5	51.0		50.9	51.1		17.1	3.8	2.0	11.2	7.5	4.2
evel of Service	ш	۵		٥	۵		<b>60</b>	<b>V</b>	V	80	∢	V
Approach Delay (s)		53.4			51.1		10 Sept 20	4.0			7.5	
Approach LOS		۵			۵			¥			V	
nlenskotton Summany		THE REAL PROPERTY.	200	ALC: N	5010		THE PERSON	THE PARTY OF	No. of Lots		NEW YORK	THE REAL PROPERTY.
<b>ICM Average Control Delay</b>		N. S.	9.9	Ĭ	HCM Level of Service	of Servic	9		⋖			
tCM Volume to Capacity ratio	0		69'0	100	15.55	Carried States				100000		
Actuated Cycle Length (s)			120.0	Š	Sum of lost time (s)	time (s)			10.0			
ntersection Capacity Utilization	uo		%9 99	2	ICU Level of Service	of Service			O			
Analysis Period (min)			15									

2013 PM Peak BUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\2013\PBX.syn

5: St Joeseph's Dr & Atrisco Dr

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

21.0 58.3% 4.0 1.0 5.0 0.68 0.40 10.4 10.4 C-Min C-Min 10.2 B R 21.0 99.0 0.07 21.0 21.0 28.3% 58.3% 1.0 1.0 5.0 82.0 6.0 6.3 A 21.0 21.0 70.0 58.3% 82.0 0.68 0.03 0.0 8.3 50.0 50.0 50.0 4.0 1.0 5.0 5.0 28.0 0.23 0.19 30.9 30.9 21.0 21.0 50.0 4.0 1.0 1.0 5.0 . 0.23 . 0.23 0.51 0.51 0.51 0.51 58.9 5.0 21.0 50.0 4.0 4.0 1.0 5.0 Min 28.0 0.23 0.15 0.0 12.8 5.0 21.0 50.0 4.0 4.0 1.0 5.0 Min 28.0 28.0 0.78 0.78 0.0 0.0 55.7 Ť 画 5.0 21.0 50.0 4.0 4.0 1.0 0.0 5.0 Min 28.0 0.23 0.14 34.7 34.7 34.7 Minimum Split (s)
Total Split (s)
Total Split (%)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s) Intersection Summary Lead/Lag Lead-Lag Optimize? Recall Mode Act Effct Green (s) Actuated g/C Ratio Minimum Initial (s) Protected Phases Permitted Phases Detector Phase Approach Delay Control Delay Queue Delay Approach LOS Volume (vph) Switch Phase Total Delay LOS Tum Type v/c Ratio

Intersection LOS: C ICU Lavel of Service A Intersection Signal Delay: 26.3 Intersection Capacity Utilization 54.9% Analysis Period (min) 15 Natural Cycle: 45 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.78

Actuated Cycle Length: 120 Offset: 5 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Cycle Length: 120

Splits and Phases: 5: St Joeseph's Dr & Atrisco Dr

1

2013 AM Peak NOBUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synchro\2013ANX.syn

HCM Signalized Intersection Capacity Analysis 5: St Joeseph's Dr & Atrisco Dr

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	`	t	•	•			_	-	,	1	•	7
Movement	EBF	EBT	EBR	WB	WBT	WBK	NBC	TBN	NBR	388	SBT	SBR
Lane Configurations	15	+	R_	*	<b>₩</b>		-	24		1	24	
Volume (vph)	35	307	28	39	8	52	13	72	ह	47	393	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1,00	1.00	1.00	0,95		1.00	1.00		1.00	1.00	
H	100	00	0.85	1.00	16'0		1.00	0.95		1.00	0.99	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	9.	
Satd. Flow (prof)	1752	1845.	1568	*17521	3391		1752	1755 -		1752	1829	
Flt Permitted	0.65	1.00	1.00	0.24	1.00		0.42	00.1		0.68	1.00	
Satd. Flow (perm)	1208	1845	1568	434	, 3391		77.4	1755		1253	1829	SERVE
Peak-hour factor, PHF	0.91	0.91	0.91	0.75	0.75	0.75		0.88	0.88	0.82	0.82	0.82
Adj. Flow (vph)	38	.337	82	52	. 120	33	10	82	33	25	479	28
RTOR Reduction (vph)	0	0	88	0	52	0		10	0	0	-	0
Lane Group Flow (vph)	38	337	24	52	128	0	. 15	111	0	22	206	0
Tum Type	Реш		Репп	Perm			Рет			Рел		
Protected Phases		4	1		8			2			9	
Permitted Phases	4		4	80			2			9		
Actuated Green, G (s)	,28.0	28.0	28:0	. 28.0	28.0		820	82.0		82.0	82.0	100
Effective Green, g (s)	28.0	28.0	28.0	28.0	28.0		82.0	82.0		82.0	82.0	
Actuated g/C Ratio	0.23	0.233	0:23	0.23	. 0.23		0.68	0.68		0.68	0.68	
Clearance Time (s)	2.0	2.0	2.0	2.0	5.0		2.0	2.0		5.0	2.0	
Vehicle Extension (s)	*3.0 c	3.0	3.0	3.0	30		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	282	431	366	101	791		529	1199		856	1250	100
v/s Ratio Prot		c0.18			. 0.04		*	90.0		Paragonal Parago	c0.28	22.24
v/s Ratio Perm	0.03		0.05	0.12			0.05			0.05		
v/c Ratio	0.13	0.78	0.07	0.51	0.16		0.03	0.09	S. Salah	0.07	0.40	
Uniform Delay, d1	36.4	43.1	35.8	40.1	36.6		6.1	6.4		6.3	8.3	
Progression Factor	1.00	1.00	1.00	1.09	1.12		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	8.9	0.1	4.4	0.1		0.1	0.2		0.1	1.0	
Delay (s)	36.6	52.1	35.9	47.9	41.1		6.2	9.9		6.5	6.3	
Level of Service	۵	٥	۵	۵	٥		Y	V		V	<b>«</b>	
Approach Delay (s)		48.4	7		42.8			6.5			9.0	
Annmarh I OS		c			_			V			~	

Sum of lost time (s) ICU Level of Service HCM Level of Service 26.8 0.50 120.0 54.9% intersection Summary
HCM Average Control Delay
HCM Volume to Capacity ratio
Actuated Cycle Length (s)
Intersection Capacity Utilization
Analysis Period (min) c Critical Lane Group

10.0

2013 AM Peak NOBUILD Conditions

Existing Geometry D:\ATOBEVPROJECTS\_2012/Oxbow\_Apartments\Synchrol2013ANX.syn

Timings 5: St Joeseph's Dr & Atrisco Dr

Terry O. Brown, P.E. 627/2012 - Synchra 7

URLIEULE - OSINGHO I	<b>→</b>	NBT SBL SBT	42 42
	1	NBI	,
	ţ	WBT	44
	-	WBC	*
	~	EBR	R_
5	1	EBT	+
D COSTILLY A	1	183	15

	1	1	1	-	ļ	1	<b>←</b>	٨	<b>-</b>
ane Group	163	H	H	WBC	WBT	JBN	YBY	288	TRS
Lane Configurations	*	+	*	15	44	15	42	15	42
Volume (vph)	32	308	95	40	92	13	72	47	393
Tum Type	Реш		Perm	Perm		Реш		Perm	
Protected Phases		*			8		2		9
Permitted Phases	4		4	80		7		9	
Defector Phase	4	*	+	80	8	2	2	9	9
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Splft (s)	51.0	51.0	51.0	51.0	51.0	69.0	69.0	0.69	69.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	42.5%	57.5%	57.5%	57.5%	57.5%
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	10	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	2.0	2.0	2.0	5.0	5.0	5.0	5.0	2.0
Lead/Lag									STATE OF THE
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	C-Min	SMI		5
Act Effct Green (s)	28.1	28.1	28.1	28.1	28.1	81.9	81.9	81.9	81.9
Actuated g/C Retio	0.23	0.23	0.23	0.23	0.23	0.68	0.68	0.68	0.68
v/c Ratio	0.13	0.78	0.15	0.52	0.19	0.03	0.10	0.07	0.41
Control Delay	34.5	55.4	12.4	57.6	28.2	8.4	6.1	8.1	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	55.4	124	57.6	28.2	8.4	6.1	69	10.5
FOS	ပ	ш	60	ш	ပ	¥	¥	V	œ
Approach Delay		47.5			35.7		6.3		10.2
Approach LOS		۵			۵		∢		8
Internacion Summer	PARTITION	MILESCO	Newson.	N. S. P. S. S.	NUMBER	New Species	Section .	TO SALES	STATE STATE STATE

Intersection LOS: C ICU Level of Service A Actuated Cycle Langth: 120
Offset D (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum vic Radio: 0.78
Intersection Signal Delay: 25.9
Intersection Capacity Utilization 55.0%
Analysis Period (min) 15 Cycle Length: 120

¥ ↑ 5 Splits and Phases: 5: St Joeseph's Dr & Atrisco Dr

2013 AM Peak BUILD Conditions

Existing Geometry D:ATOBEPROJECTS\_2012/Oxbow\_Apartments\Synchro\2013ABX.syn

HCM Signalized Intersection Capacity Analysis 5: St Joeseph's Dr & Atrisco Dr

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	,	t	~	-		/	•	_	L	•	+	•
Movement	183	TEE	ER	WB	WBT	WBR	NBI	LEN	HEN	SBE	<b>58T</b>	SBR
Lane Configurations	*	+	¥.	Jac-	44		JF.	23		15	24	
Volume (vph)	35	308	98	40	92	22	13	72	8	47	393	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1990
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	9.	9.	90.	0.95		1.00	1.00		1.00	1.00	
	9	90	0.85	100	0.97		1.00	0.95		1.00	0.99	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1845	1588	1752	3394		1752	1755		1752	1829	
Fit Permitted	0.65	1.00	9.1	0.24	1.00		0.45	1.00		0.68	1.00	
Satd. Flow (perm)	1205	1845	1568	434	3394		77.3	1755		1253	1829	
Peak-hour factor, PHF	0.91	0.91	0.91	0.75	0.75	0.75	0.88	0.88	0.88	0.82	0.82	0.82
Adj. Flow (vph)	88	338	. 62	. 53	123	. 33	15	.82	33	22	479	28
RTOR Reduction (vph)	0	0	38	0	25	0	0	9	0	0	-	٦
Lane Group Flow (vph)	. 38	338	-24	53.	131	0	. 15	111	0	25	909	0
Turn Type	Perm		Регл	Реш			Perm			Реш		
Protected Phases		4						2			(O	
Permitted Phases	4		4	8			2			9		
Actualed Green, G (s)	28.1	28.1	28.1	. 28.1	28.1		81.9	. 819		81.9	81,9	
Effective Green, g (s)	28.1	28.1	28.1	28.1	28.1		81.9	81.9		81.9	81.9	
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23		.89.0	0.68	ن	0.68	0.68	
Clearance Time (s)	5.0	5.0	5.0	2.0	2.0		9.0	5.0		5.0	2.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	STATUTE S	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	282	432	367	102	795		528	1198		855	1248	
vrs Ratio Prot		60:18	,		0.04			0.06			60.28	
v/s Ratio Perm	0.03		0.02	0.12			0.05			0.05		
wic Ratio	0.13	0.78	90'0	0.52	0.16	,	0.03	0.09		0.07	0.41	
Uniform Delay, d1	36.3	43.1	35.7	40.1	36.6		6.2	6.5		6.3	8.4	
Progression Factor	8	1.00	90.	1.02	1.02		1.00	1.00		1.00	90,	
Incremental Delay, d2	0.2	0.6	0.1	4.4	0.1		0.1	0.2		0.2	1.0	
Delay (s)	36.6	52.0	35.8	45.3	37.4		6.3	9.9		6,5	9,3	
Level of Service	٥	٥	٥	٥	٥		٧	4		V	V	
Approach Delay (s)		48.4	ļ	N. T. STATE	39.4		S.	9.9			9.1	
Approach LOS		۵			٥			V			×	
Intersection Summary					SECTION SECTION		Section .		調の		STATE OF THE PARTY	SISSE
HCM Average Control Delay	Ŋ		26.3	¥	CM Level	HCM Level of Service	6		ပ			
HCM Volume to Capacity ratio	ago		0.50									
Actuated Cycle Length (s)			120.0	જ	Sum of lost time (s)	(s) emp (			10.0			
Intersection Capacity Utilization	ation		55.0%	5	U Level o	ICU Level of Service			V			
Analysis Danny (min)			4									

2013 AM Peak BUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments/Synchrol2013ABX.syn

Timings 5: St Joeseph's Dr & Atrisco Dr

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

	1	†	<i>&gt;</i>	-	ļ	1	<del></del>	٠	<b>-</b>
Lane Group	183	EBT	EBR	WB	WBY	NBI	1BN	SB	SBT
Lane Configurations	1	+	R	F	414	*	24	15	23,
Volume (vph)	44	173	46	34	303	62	327	22	162
Tum Type	Реп		Реп	Регт		Регл		Perm	
Protected Phases		4		1000	B		2		9
Permitted Phases	4		4	00		2		9	
Detector Phase	4	+	4	80	8	2	2	9	9
Switch Phase						l :			
Minimum Initial (s)	2.0	5.0	5.0	5.0	5.0	Real Property	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	43.0	43.0	43.0	43.0	43.0	133	77.0	77.0	0.77
Total Split (%)	35.8%	35.8%	35.8%	35.8%	35.8%	17	64.2%	64.2%	64.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	B52	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	2.0	5.0	2.0	5.0	5.0		5.0	2.0	2.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	CAMIN	CAlin	C-Min	등
Act Effct Green (s)	20.1	20.1	20.1	20.1	20.1	89.9	89.9	89.9	89.9
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.75	0.75	0.75	0.75
v/c Ratio	0.61	0.65	0.17	0.32	0.72	0.08	0.33	0.04	0.15
Control Delay	75.5	56.2	11.7	32.0	35.4	5.0	6.1	5.0	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	56.2	11.7	32.0	35.4	5.0	6.1	5.0	4.7
SOT	ш	ш	80	ပ	٥	4	¥	A	¥
Approach Delay		51.7			35.1		6.0		4.7
Approach LOS		۵			۵		×		٧

Intransection Summay

Actual Length: 120

Officer 74 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 23.9 Intersection Capacity Utilization 56.0% Analysis Period (min) 15

Intersaction LOS: C ICU Level of Service B

Splits and Phases: 5: St Joeseph's Dr & Atrisco Dr

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2013 PM Peak NOBUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments\Synchro\2013PNX.syn

HCM Signalized Intersection Capacity Analysis 5: St Joeseph's Dr & Atrisco Dr

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

## EBI EBR WEL WELT WERR NEL NET NER SEL SBT 44 17 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		1	<b>†</b>	~	1	Ļ	1	•	<b>—</b>	4	٨	<b>→</b>	•
1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	Novement	EBC	EBT	EBR	WB	TBM	WBR	NBI	TBN	NBR	SBI	SBT	BBR
1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	Lane Configurations	<i>y</i> -	+	*	*	414		F	2		5	2,	
1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	Volume (vph)	4	173	46	34	303	20	62	327	52	22	162	82
1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00   1,00	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
1,00	Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
100   100   0.85   100   0.97   1.00   0.98   1.00   0.99   1.00   0.99   1.00   0.99   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.97   1.00   0.95   1.00   0.95   1.00   0.95   1.00   0.47   1.00   0.85   0.86   0.86   0.86   0.87   0.87   0.84   0.84   0.84   0.84   0.87   0.85   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.95   0.9	Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
1055 1.00 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.05 0.05 0.05 0.05 0.05 0.05 0.0	E	100	100	0.85	1.00	0.97		1.00	96.0		1.00	0.98	
1752   1845   1568   1752   3407   1752   1807   1752   1802     1927   1.00   1.00   0.39   1.00   0.63   1.00   0.63   1.00   0.64   1.00     1986   0.86   0.87   0.84   0.84   0.84   0.85   0.95     1987   1.00   1.00   0.44   0   20   0   0   3   0   0   0   4     151   201   1.53   39   348   80   74   389   0.62   23   171     100   0   44   0   20   0   0   3   0   0   4     151   201   1.53   39   348   80   74   389   0.62   23   171     101   201   1.53   39   348   80   74   389   0.62   23   171     102   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201   201	Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
0.27         1.00         1.00         0.39         1.00         0.63         1.00         0.47         1.00           0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.86         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.96         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.96         0.95         0.96         0.95         0.95         0.95         0.95         0.95         0.96         0.95         0.96         0.95         0.96         0.95         0.96         0.96         0.96         0.96         0.96         0.	Satd. Flow (prot)	1752	1845	1568	1752	3407		1752	1807		1752	1802	Digital A
499         1845- 1568         727 : 3407         1164   1807         874   1802           0.86         0.86         0.87         0.87         0.87         0.84         0.84         0.84         0.95         0.95           51         201         53         39         408         74         389         6.23         171           0         0         4         0         0         0         3         0         0         188         0         0         0         3         0         0         0         0         0         3         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td< td=""><td>FIt Permitted</td><td>0.27</td><td>1.00</td><td>1.00</td><td>0.39</td><td>1.00</td><td></td><td>0.63</td><td>1.00</td><td></td><td>0.47</td><td>1.00</td><td></td></td<>	FIt Permitted	0.27	1.00	1.00	0.39	1.00		0.63	1.00		0.47	1.00	
0.86         0.86         0.86         0.87         0.87         0.84         0.84         0.85         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.95         0.93         100         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Satd. Flow (perm)	499	1845	1568	727	3407		1164	1807	,	874	1802	
51         201         53         39         348         80         74         389         62         23         171           0         0         44         0         20         0         0         0         0         4           51         201         20         3         408         74         448         0         0         0         4           4         4         4         4         4         8         74         448         0         0         0         0         4           20.1         20.1         20.1         20.1         20.1         20.1         20.1         0         20         0         0         4         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Peak-hour factor, PHF	0.86	98.0	98.0	0.87	0.87	0.87	0.84	0.84	0.84	0.95	0.95	0.95
Signature   Section   Se	Adj. Flow (vph)	51	501	. 53	33	348	88	74	389	. 62	23	171	31
Sem	RTOR Reduction (vph)	0	0	44	0	20	0	0	es	0	0	4	0
Perm         Perm <th< td=""><td>Lane Group Flow (vph)</td><td>51</td><td>201</td><td>6</td><td>36</td><td>408</td><td>0</td><td>74</td><td>448</td><td>0</td><td>23</td><td>198</td><td>0</td></th<>	Lane Group Flow (vph)	51	201	6	36	408	0	74	448	0	23	198	0
20.1 20.1 - 20.1 20.1 89.9 89.9 89.9 89.9 89.9 89.9 89.9 89	Tum Type	Perm		Perm	Perm			Репп			Perm		
20.1 - 20.1 - 20.1 - 20.1 - 20.1 - 89.9	Protected Phases		, 4						2			9	TO SERVICE
20.1 20.1 - 20.1 20.1 - 20.1 89.9 89.9 89.9 89.9 89.9 89.9 89.9 89	Permitted Phases	4		4	8		2	2			9		
201 20.1 20.1 20.1 20.1 89.9 89.9 89.9 89.9 89.9 89.9 89.9 89	Actualed Green, G (s)	20.1	20:1	. 20.1	20.1	1.0		89.9	668		89.9	89.9	Distant
0.17   0.17   0.17   0.17   0.17   0.15   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75   0.75	Effective Green, g (s)	20.1	20.1	20.1	20.1	20.1		89.9	89.9		89.9	89.9	
5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0 <td>Actuated g/C Ratio</td> <td>. 0.17</td> <td>0.17</td> <td>. 0.17</td> <td>. 40.17</td> <td>0.17</td> <td></td> <td>0:75</td> <td>0.75</td> <td></td> <td>0.75</td> <td>0.75</td> <td></td>	Actuated g/C Ratio	. 0.17	0.17	. 0.17	. 40.17	0.17		0:75	0.75		0.75	0.75	
3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	Clearance Time (s)	2.0	5.0	2.0	5.0	2.0		2.0	5.0		9.0	2.0	
0.11	Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	STATE OF THE PARTY.	3.0	3.0	No.	3.0	3.0	A Principal
0.10 0.11 cb.12 cd.25 0.03 0.03 0.03 0.03 0.04 0.01 0.05 0.01 0.03 0.02 0.04 0.03 0.05 0.004 0.03 0.04 0.03 0.04 0.03 0.04 0.03 0.04 0.03 0.04 0.03 0.04 0.03 0.04 0.03 0.04 0.00 0.05 0.04 0.00 0.09 0.03 0.04 0.00 0.00 0.00 0.00 0.00 0.00	Lane Grp Cap (vph)	84	303	263	122	571		872	1354		655	1350	
0.10 0.01 0.05 0.06 0.06 0.003 0.014 0.05 0.03 0.03 0.03 0.03 0.03 0.03 0.04 0.03 0.03	v/s Ratio Prot		0.11			c0.12			c0.25			0.11	100
0.61   0.65   0.03   0.32   0.71   0.08   0.33   0.04     1.03   40.07   41.8   43.9   47.2   4.0   5.0     1.04   4.8   0.1   1.5   4.1   0.2   0.7     1.18   4.8   0.1   1.5   4.1   0.2   0.7     1.18   4.8   0.1   1.5   4.1   0.2   0.7     1.19   58.1   51.5   41.9   27.5   34.2   4.2   5.7   4.0     1.00   1.00   0.59   0.0   0.0     1.00   0.00   0.00   0.0     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00     1.00   0.00   0.00   0.00     1.00   0.00   0.00   0.00     1.	v/s Ratio Perm	0.10		0.01	0.05			90.0			0.03		
46.3 46.7 41.8 43.9 47.2 4.0 5.0 3.9 1100 100 100 0.59 0.64 1.00 100 1.00 2 11.8 4.8 0.1 12.5 34.2 5.7 4.0 2 88.1 51.5 41.9 27.5 34.2 4.2 5.7 4.0 2 80.9 C C A A A A A A A A A A A A A A A A A	vrc Ratio	0.61	0.65	0.03	0,32	0.71		0.08	0.33		0.04	0.15	
1.00 1.00 1.00 0.59 0.64 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Jniform Delay, d1	46.3	46.7	41.8	43.9	47.2		4.0	5.0		3.9	4.2	
118   48   0.1   1.5   4.1   0.2   0.7   0.1     58.1   51.5   41.9   27.5   34.2   4.2   5.7   4.0     E	Progression Factor	00.1	8	1.00	0.59	0.64		1.00	100		1.00	1.00	Total Control
58.1 51.5 41.9 27.5 34.2 4.2 5.7 4.0  E D C C A A A A A A A A A A A A A A A A A	ncremental Delay, d2	11.8	4.8	0.1	1.5	4.1		0.2	0.7		0.1	0.2	
E D D C C A A A A A A A A A A A A A A A A	Delay (s)	58.1	51.5	41.9	27.5	34.2		4.2	5.7		4.0	4.5	47.77
55 33.6 5.5  D C A A C A A C A A C A A C A A A C A A A A C A A A A A A A A A A A A A A A A A A A A	Level of Service	ш	٥	۵	ပ	ပ		V	¥		4	<	
C A  Cleary 23.1 HCM Level of Service actly ratio 0.40  Utilization 56.0% (CU Level of Service 15)  15	Approach Delay (s)		50.9			33.6			5.5			4.4	
A Delay 23.1 HCM Level of Service acidy cate 0.40 Sum of lost time (s) 120.0 Sum of lost time (s) 150.0 Sum of lost time (s) 150.0 Sum of lost time (s) 15 Service 15	Approach LOS		۵			ပ			×			∢	
# Delay 23.1 HCM Level of Service acily ratio 0.40 0.40 Sum of lost time (s) 120.0 Sum of lost time (s) Utilization 56.9% ICU Level of Service 15	Intersection Surfimary						Contains	STATES OF		時に対	大き		SALES
Active Council (120,0 Sum of lost time (s) 120,0 Utilization 56.0% (CU Level of Service 15	HCM Average Control Dela	ly offo		23.1	Ī	CM Level	of Servic		- Carlotte	O		September 2	Total Control
I 15.00 Sum of took wheels   150.00 Sum of took miles   150.00 Sum/ce   15   15   15   15   15   15   15   1	Activity Could be appealing to	000	-	130.40	ć	MANAGED IN	Marie Art			40.0			Section 1
Contration 15 s.c. Level of celevial	Actuated Cycle Length (S)	affor	2553555	120.0	ב מ	TILL Series of	ume (s)	Targette Control	STEERING	0.00	TTTC NOTES	THE COLUMN	darger of
mental land frame	Analysis Period (min)	and a		15	2	רפופו ה	S S S S S S S S S S S S S S S S S S S			2		TOTAL STREET	NAME OF TAXABLE PARTY.
	Coffical ana Grain			STATE OF THE PERSON.	2000	200000	100000000000000000000000000000000000000		SACIETY OF		Control of the	10000	

2013 PM Peak NOBUILD Conditions

Existing Geometry D:ATOBEVPROJECTS\_2012/Oxbow\_Apartments/Synchrot2013PNX.syn

Timings 5: St Joeseph's Dr & Atrisco Dr

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

21.0 77.0 64.2% 4.0 1.0 5.0 C-Min 89.8 0.75 0.15 0.0 188 . 22 Perm 89.8 0.04 5.0 5.0 5.0 5.0 21.0 77.0 64.2% 5.0 8 NAT 6.2 6.2 6.2 6.2 21.0 21.0 4.0 4.0 5.0 5.0 6.00 6.00 6.00 6.00 6.00 6.00 6.00 - 2 5.0 77.0 77.0 64.2% 4.0 1.0 0.0 5.0 21.0 21.0 43.0 35.8% 4.0 1.0 0.0 5.0 충 21.0 43.0 43.0 4.0 1.0 0.0 5.0 Min 20.2 0.17 0.33 29.5 0.0 0.0 33 EBR WB 5.0 21.0 43.0 35.8% Min 20.2 0.17 0.17 11.7 0.0 8 5.0 21.0 43.0 35.8% EBI Min 20.2 0.17 0.65 56.3 0.0 56.3 Ť 21.0 43.0 43.0 4.0 1.0 5.0 B Min 20.2 0.17 0.61 74.5 0.0 E Switch Phase
Minimum Initial (s)
Minimum Spit (s)
Total Spit (s)
Total Spit (s)
Yellow Time (s)
All-Red Time (s)
Lost Lost Time (s)
Lead-Lag
Lead-Lag Optimize?
Recall Mode
Act Efft Green (s)
Act Efft Green (s) ane Configurations Protected Phases Permitted Phases Total Delay LOS Approach Delay Detector Phase Confrol Delay Queue Delay Approach LOS Volume (vph) rum Type v/c Ratio

ntarsaction Summan

Artuated Cycle Length: 120 Offset 71 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Vatural Cycle: 45

Control Type: Actuated-Coordinated Aeximum v/c Ratio: 0.72

Intersection Signal Delay: 23.1 Intersection Capacity Utilization 56.1% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service B

5: St Joeseph's Dr & Atrisco Dr

Splits and Phases:

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2013 PM Peak BUILD Conditions

Existing Geometry D:\ATOBE\PROJECTS\_2012\Oxbow\_Apartments\Synctro\t2013\PBX.syn

HCM Signalized Intersection Capacity Analysis 5: St Joeseph's Dr & Atrisco Dr

Terry O. Brown, P.E. 6/27/2012 - Synchro 7

		1	•	<b>&gt;</b>		,	_	_		k.	•	,
Movement	EBC	EBT	ERR	WB	WBT	WBR	NBI	NBT	NBH	JES	SBT	SBR
Lane Configurations	,-	+	<b>%</b> _	*	47		5	(2		15	24	
Volume (vph)	44	175	46	32	304	70	62	327	53	22	162	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	2.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00		00.1	1.00	
1000000000000000000000000000000000000	1.00	1.00	0.85	100	26.0		1.00	96.0		1.00	0.98	1
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	and the second	0.95	1.00	
Satd. Flow (prof)	1752	1845	1568	1752	3407	6.23	1752	1806	STATE OF	1752	1802	
Fit Permitted	0.27	1.00	1.00	0.39	1.00		0.63	1.00		0.47	1.00	
Satd. Flow (perm)	499	1845:	1568	. 720	3407		11641	1806	TOWNS TO	873	1802	
Peak-hour factor, PHF	0.86	98.0	0.86	0.87	0.87	0.87	0.84	0.84	0.84	0.95	0.95	0.95
Adj. Flow (vph)	-51	203	53	40	. 349	. 08	74	388	63	23	171	31
RTOR Reduction (vph)	0	0	44	0	23	0	0	က	0	0	4	0
ane Group Flow (vph)	51	203,	. 6	40	409	0,	74	. 449	0	23	198	0
Tum Type	Реп		Реп	Perm			Репт			Perm		
Protected Phases		-	177	, 1	80			2			9	
Permitted Phases	4		4	ш			2			9		
Actuated Green, G (s)	20.2	20.2	. 202	. 20.2	20.2		89.8	86.8		83.8	86.8	
Effective Green, g (s)	20.2	20.2	20.2	20.2	20.2		89.8	89.8		83.8	83.8	
Actuated g/C Ratio	0,17	0.17	0.17	0,17	0.17		0,75	0.75		0.75	0.75	
Clearance Time (s)	5.0	2.0	5.0	5.0	2.0		2.0	2.0		2.0	2.0	
Vehicle Extension (s)	3.0	× 3.0	3.0	3.0	3.0		.3.0	3.0	1000	3.0	3.0	1000
.ane Grp Cap (vph)	84	311	264	121	574		871	1351		653	1348	
//s Ratio Prot		0.11			c0.12			50.25			0.11	
//s Ratio Perm	0.10		0.01	90.0			90.0			0.03		
v/c Ratio	0,61	0.65	0.03	0.33	0.71		90.0	0.33		0.04	0.15	
Uniform Delay, d1	46.2	46.6	41.7	43.9	47.2		4.1	5.1		3.9	4.3	
Progression Factor	8.	1.00	1.00	0.53	0.58		1.00	1.00		1.00	1.00	
incremental Delay, d2	11.8	4.9	0.1	1.5	4.0		0.2	0.7		0.1	0.2	
Delay (s)	58.0	51.5	41.8	24.8	31.3	Section 1	4.2	5.7		4.0	4.5	
Level of Service	ш	۵	٥	ပ	ပ		∢	V		∢	V	
Approach Delay (s)		50.9			30.7			55			4.5	
Approach LOS		۵			ပ			∢			∢	
ntersection Summary	A SPECI	TO LEGIS	RNSTEE:	100	CHAIL S		1	Section 1		1	IN THE STATE OF	DESCRIPTION OF THE PERSON OF T
HCM Average Control Delay			22.2	至	HCM Level of Service	of Service			O			
HCM Volume to Capacity ratio	ço		0.40								Mary Service	
Actuated Cycle Length (s)			120.0	σ.	Sum of lost time (s)	<b>(в)</b> ещі			10.0			
Intersection Capacity Utilization	pon		56.1%	2	ICU Level of Service	Service			80			
Anshein Darind (min)			44									

2013 PM Peak BUILD Conditions

Existing Geometry D:\ATOBEVPROJECTS\_2012\Oxbow\_Apartments\Synchro\z013PBX.syn

	۶	-	7	1	-	*	4	<b>†</b>	1	1	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		<b>†</b>		ሻ	<del>ሳ</del> ጐ			43			4	
Volume (veh/h)	1	365	3	5	104	5	2	2	20	22	4	4
Sign Control		Free			Free		PROPERTY COUNTY TO SEE TO A SECTION ASSESSMENT	Stop		*	Stop	
Grade		0%			0%			0%		4.	0%	THE REAL PROPERTY.
Peak Hour Factor	0.90	0.90	0.90	0.78	0.78	0.78	0.86	0.86	0.86	0.75	0.75	0.75
Hourly flow rate (vph)	i Andi	406	3	6	133	6	2	2	23	29	5	5
Pedestrians	Movement and the Assessment and Assessment	a ryddiaeth y 1980 ad y nywddia 1654 y 1 aib ryddiaeth				a antonomination	B-Print - in universal			recent offi attitue file on his on seems	are analytic marries , and all appears appear	
Lane Width (ft)								7 - 1 · 1			X III	
Walking Speed (ft/s)	our ada ell easue Perel ed surres in men	ndje gang-jar kandalaginan tah Sangan salm	n ng mph (gip diPhan) di nd Phan, amar nd	All darling agent fully a research on	eh and the state of the state o	and the second s	to deliver and on Process . The control	:	with the same state of the sam		(The Property of the Landson of	hashlanir A se Paulittika elilih um.
Percent Blockage												
Right turn flare (veh)			and as Equipped which compares to strenger services	Martin (Martin 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 -	annappi- of manappi i apaphymasymay a		b) not obsoliwates lan	nasa introlleran revenue certa in	and the second s	· · · · · · · · · · · · · · · · · · ·		
Median type		TWLTL			None		- SA SA S		Tagada,			
Median storage veh)	CONTRACTOR OF STREET STREET STREET STREET	2	TO THE PERSON NAMED IN CONTRACTOR OF THE					Ann an ar haine and Arres in Annayora		***************************************	TO DESCRIPTION OF THE PROPERTY AND ASSESSED.	all annum piere name, infige project
Upstream signal (ft)	1. 4.				629							
pX, platoon unblocked			under of a build-out-allifore it to formula					***************************************				
vC, conflicting volume	140			409			497	562	204	379	560	70
vC1, stage 1 conf vol							409	409		149	149	
vC2, stage 2 conf vol			a -v				87	153		229	411	
vCu, unblocked vol	140			409			497	562	204	379	560	70
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6	5 55	6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	97	96	99	99
cM capacity (veh/h)	1434	m mimi an-		1139	ramitte omi tronin sanskron	a in the section of the section of	563	556	799	666	551	975
Direction, Lane,#	EB1	EB 2	WB1	WB 2	WB3	NB1	SB 1					
Volume Total	204	206	6	89	51	28	40					
Volume Left	1	0	6	0	0	2	29					
Volume Right	-0	3	0 -	. 0	6	23	5					
cSH	1434	1700	1139	1700	1700	746	675					
Volume to Capacity	0.00	0.12	0.01	0.05	0.03	0.04	0.06					
Queue Length 95th (ft)	0	0	0	0	0	3	5					
Control Delay (s)	0.0	0.0	8.2	0.0	0.0	10.0	10.7					
Lane LOS	Α		Α			В	В		,			
Approach Delay (s)	0.0		0.4			10.0	10.7					
Approach LOS						В	В					
ntersection Summary												
Average Delay			1.2								emilitari ma	
Intersection Capacity Utilization	1 2	7	25.9%	lC	U Level c	f Service			Α			
Analysis Period (min)			15								1	

	۶	<b>→</b>	*	1	<b>←</b>	*	4	<b>†</b>	1	1	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		朴玲		ሻ	ተኈ			4			4	
Volume (veh/h)		365	3	16	104	5	3	2	60	22	4	4
Sign Control	e de estableira es es-	Free		ty nyyou. Mid acquery any trapic Third a resi	Free	have the management of the common		Stop		, <del>100 Transition</del>	Stop	
Grade		0%		200 march	0%			0%		A A	0%	:
Peak Hour Factor	0.90	0.90	0.90	0.78	0.78	0.78	0.86	0.86	0.86	0.75	0.75	0.75
Hourly flow rate (vph)	1	406	3	21	133	6	3	2	70	29	5	5
Pedestrians	phys. ng., pgy aerila a dina eris, a dij erettieritene	Management of the Self-services					e and a second trans	artii ta chilaani tahiiriattiinee a vat 190 f		0.000,000,000,000,000,000	*	
Lane Width (ft)		29		-				4				
Walking Speed (ft/s)	21 Face 61 - 0 20 Fem man man - 100		- LALIN - WHITE HAVE					adolis disease r. J., aarviides, ressars i. Jel	indreams and a modificacy decision of the sign of the	NAME OF THE PARTY	A 100 10 10 10 10 10 10 10 10 10 10 10 10	
Percent Blockage	13 B											4 14 19
Right turn flare (veh)			LOS - ET CHIEF PROPRIO LABORE TO SEE STOLE SPEC					- Parket Promotificate August	and the second of the second o	THE STREET, STATE OF		- 1/ - (01/10/10/10/10/10/10/10/10/10/10/10/10/1
Median type	multiplim burn	TWLTL			None		4					554211
Median storage veh)		2	Control of the Contro	WATER TO ANTICIONATION OF THE PARTY OF THE P			······································			historical Philippines specific biometrical sides	and the state of t	# 7488 # p 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Upstream signal (ft)		- 1			629							
pX, platoon unblocked		To a strong of the same the second		wa wamanina				- Annan	The state of Labor Atlanta of Trans.			orters transvente of the
vC, conflicting volume	140			409	DEFENSE		525	590	204	453	589	70
vC1, stage 1 conf vol	hair the state of	read to Physical Lember, surrein		Arramation (m)	mammadam-1		409	409		178	178	- nominamimus.
vC2 stage 2 conf vol		3					116	181	MARY IN	276	411	
vCu, unblocked vol	140		en reversitare and the real territories	409	a destina especial de el Provincia della con El de Print		525	590	204	453	589	70
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)		TO \$4 and 4 Summit VCVV P*********************************	Prince Communication Communication				6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98	e transplantario company i rat i y tobal trap ne trapet i ra		99	100	91	95	99	99
cM capacity (veh/h)	1434	eraniere — minisannis—		1139		a f	557	547	799	578	534	975
Direction, Lane #	EB1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	204	206	21	89	51	76	40					1
Volume Left	1	0	21	0	0	3	29					
Volume Right	0	3	0	0	6	70	5		2			
cSH	1434	1700	1139	1700	1700	773	604					
Volume to Capacity	0.00	0.12	0.02	0.05	0.03	0.10	0.07					
Queue Length 95th (ft)	0	0	1	0	0	8	5					
Control Delay (s)	0.0	0.0	8.2	0.0	0.0	10.2	11.4			2700	a-m	
Lane LOS	Α		Α			В	В					
Approach Delay (s)	0.0		1.1			10.2	11.4				4.	
Approach LOS		-				В	В					
Intersection Summary						ila Fori					1.01.19	
Average Delay			2.0			Daywarder or and the state of t				0.00011.0000000000000000000000000000000	57.58AAA	in or Mr. I constitution (prime)
Intersection Capacity Utilization	n		28.3%	10	CU Level o	of Service			Α			
Analysis Period (min)			15			,						

0.87 2	EBT 172 Free 0% 0.87 198	0.87 1	WBL 13 0.90 14	WBT  \$\frac{1}{1}\$ 349  Free 0% 0.90 388	WBR 17 0.90 19	10 0.75 13	NBT 2 Stop 0% 0.75 3	10 0.75 13	SBL 11 0.75 15	SBT 2 Stop 0% 0.75	0.75
0.87	172 Free 0% 0.87 198	0.87	0.90	349 Free 0% 0.90	0.90	0.75	2 Stop 0% 0.75	0.75	0.75	2 Stop 0% 0.75	0.75 1
0.87	172 Free 0% 0.87 198	0.87	0.90	349 Free 0% 0.90	0.90	0.75	2 Stop 0% 0.75	0.75	0.75	2 Stop 0% 0.75	0.75
2	0% 0.87 198	Canal sand sandana ar service as a law		0.90			0% 0.75			0% 0.75	
2	0.87 198	Canal sand sandana ar service as a law		0.90			0.75			0.75	and the same party days arrived in \$1.500.
2	198 TWLTL	Canal sand sandana ar service as a law									
5.	TWLTL	1	14	388	19	13	3	13,	15	3	1
	and the same of the same of the same										And the second second
	and the same of the same of the same		Spire simple same is			4					
	and the same of the same of the same		Strine richter er sons is	12.55		3.34.			7,770-0311-0417-	T. L. Parley and Control	
	and the same of the same of the same										
	and the same of the same of the same						•				
3 00	2	1		None			11		* 7		
4											
				629					the Market State of the State o	And the second	
407			199	17	Trees - cure among a mon	The second secon		99	maring throat after april 5 and throat is	THE PERSON N	203
		y-4.x1/2.b					AND DESCRIPTION OF THE PROPERTY OF THE PROPERT	117 - 100-100 0-14-100-14-14-14-14-14-14-14-14-14-14-14-14-14-			IN RESERVEDANT LINES, SOLIKA
W. T. S.			**			the functions	construction of the Party of th		and the state of the state of the state of		
	a ngaga ga sa kaga san agagana apakiran marina mi	water per fact and an appearance of the second		nng i Balliponna anng ayayannanga ayay tar	oon Januaristaan oo ayaasaaqaa ti qagaa taasaa					SECRETARY DESCRIPTION OF TAXABLE PARTY.	203
4.2			4.2					7.0	in the second section is the second	erroreter reside	7.0
and a line was the bagger and the	DOMESTIC THE RESIDENCE THE STATE OF STREET, THE	in advisory in the deligner of the eq.	makhkambulaan kapropanipaga yajidapakka	title distributed on one by	hade gar along 64th \$466 \$460					Committee before the	
programme in the second					16	anie a practica de la composição de la c		THE PARTY OF THE P			3.3
	nimitations in formational one of that P	Anna and a second superstance of		ad dis campia ni fi si fidina differenzioni parti adiredi							100
1141	21	s,	1364			654	527	934	540	531	800
EB1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
101	100	article and the second second	259	148							
2	0	and an income the same of	0	0							
n.h	of interest Park	and the same of th	Water Street, St. Land Street,				de administra				
2.0040		0.01	0.15								
		1_	0								destablishment of
	0.0		0.0	0.0		NAME OF TAXABLE PARTY.		minute in the second			
0.1		0.3	de la		ALC: A STORY MANAGEMENT OF	they are -	***************************************	hann ma ma anti-t.			10,000
					В	В					
	A NE					350					
rangers in months ( published to the	mangar agrang ng manganang naganang na	1.0			***************************************	gamenter proceeds the gament of a	· · · · · · · · · · · · · · · · · · ·				y-
			IC	U Level c	of Service		a department of the second of the	A			
		15							m. Patrices details in chapte pro-	from distance de allera may man	property and
	407 4,2 2,2 100 1141 EB 1	407 4,2 2.2 100 1141 EB 1 EB 2 101 100 2 0 0 1 1141 1700 0.00 0.06 0 0 0.2 0.0 A	407 4,2 2.2 100 1141 EB 1 EB 2 WB 1 101 100 14 2 0 14 0 1 0 1141 1700 1364 0.00 0.06 0.01 0 0 1 0.2 0.0 7.7 A A 0.1 0.3	407 199 4,2 4.2  2.2 2.2 100 99 1141 1364  EB 1 EB 2 WB 1 WB 2  101 100 14 259 2 0 14 0 0 1 0 0 1141 1700 1364 1700 0.00 0.06 0.01 0.15 0 0 1 0 0.2 0.0 7.7 0.0 A A A 0.1 0.3	407 199  407 199  4.2 4.2  2.2 2.2 100 99 1141 1364  EB 1 EB 2 WB 1 WB 2 WB 3  101 100 14 259 148 2 0 14 0 0 0 1 0 0 19 1141 1700 1364 1700 1700 0.00 0.06 0.01 0.15 0.09 0 0 1 0 0 0 0.2 0.0 7.7 0.0 0.0 A A 0.1 0.3  1.0 20.8%   ICU Level of	407 199  407 199  4,2 4,2  2.2 2.2 100 99 1141 1364  EB 1 EB 2 WB 1 WB 2 WB 3 NB 1  101 100 14 259 148 29 2 0 14 0 0 13 0 1 0 0 19 13 1141 1700 1364 1700 1700 739 0.00 0.06 0.01 0.15 0.09 0.04 0 0 1 0 0 3 0.2 0.0 7.7 0.0 0.0 10.1 A A A B 0.1 0.3 ICU Level of Service	407 199 428 203 225 407 199 428 4,2 4,2 7.6 6,6 2,2 2,2 3,5 100 99 98 1141 1364 654  EB 1 EB 2 WB 1 WB 2 WB 3 NB 1 SB 1 101 100 14 259 148 29 19 2 0 14 0 0 13 15 0 1 0 0 19 13 1 1141 1700 1364 1700 1700 739 552 0,00 0,06 0,01 0,15 0,09 0,04 0,03 0 0 1 0 0 0 3 3 0,2 0,0 7,7 0,0 0,0 10,1 11,8 A A A B B 0,1 0,3 1,01 11,8 B B	407 199 428 638 203 203 407 199 428 638 4,2 4,2 7,6 6,6 2,2 2,2 3,5 4,0 100 99 98 99 1141 1364 654 527  EB 1 EB 2 WB 1 WB 2 WB 3 NB 1 SB 1 101 100 14 259 148 29 19 2 0 14 0 0 13 15 0 1 0 0 19 13 1 1141 1700 1364 1700 1700 739 552 0,00 0,06 0,01 0,15 0,09 0,04 0,03 0 0 1 0 0 0 3 3 0,2 0,0 7,7 0,0 0,0 10,1 11,8 A A A B B 0,1 0,3 10,1 11,8 B B	407 199 428 638 99  203 203  407 199 428 638 99  4.2 199 428 638 99  4.2 7.6 6.6 7.0  6.6 5.6  2.2 2.2 2.2 3.5 4.0 3.3  100 99 98 99 99  1141 1364 654 527 934  EB1 EB2 WB1 WB2 WB3 NB1 SB1  101 100 14 259 148 29 19  2 0 14 0 0 13 15  0 1 0 0 19 13 1  1141 1700 1364 1700 1700 739 552  0.00 0.06 0.01 0.15 0.09 0.04 0.03  0 0 1 0 0 3 3 3  0.2 0.0 7.7 0.0 0.0 10.1 11.8  A A A B B B  0.1 0.3 10.1 11.8  B B	407 199 428 638 99 544 203 203 426 225 436 118 407 199 428 638 99 544 4.2 7.6 6.6 7.0 7.6 6.6 5.6 6.6 2.2 2.2 3.5 4.0 3.3 3.5 100 99 98 99 99 97 1141 1364 654 527 934 540  EB 1 EB 2 WB 1 WB 2 WB 3 NB 1 SB 1  101 100 14 259 148 29 19 2 0 14 0 0 13 15 0 1 0 0 19 13 1 1141 1700 1364 1700 1700 739 552 0.00 0.06 0.01 0.15 0.09 0.04 0.03 0 0 0 1 0 0 0 3 3 3 0.2 0.0 7.7 0.0 0.0 10.1 11.8 A A A B B B 0.1 1.0	407

	۶	-	7	1	<b>←</b>	*	4	<b>†</b>	1	-	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>†</b>		75	朴			44>			44	500
Volume (veh/h)	2	172	1	55	349	17	10	2	- 33	11	2	1
Sign Control		Free			Free			Stop		*	Stop	
Grade	- La La Carrella Car	0%			0%			0%			0%	i i
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	2	198	1	61	388	19	13	3	44	15	3	1
Pedestrians	TIT BORNES BATTA											
Lane Width (ft)		1	19.5	150								
Walking Speed (ft/s)	14	Marine Annie -				amine jiman					to the section of the	er e-hreen
Percent Blockage												
Right turn flare (veh)			m1f10000-001-001-001-001-001-001-001-001-			*****	must selled be a low to selle			Annual and State of S		(American abrita) in Time (American
Median type		TWLTL	76		None			8000				
Median storage veh)		2			72-100,011-10-41-11-11-11-11-11-11-11-11-11-11-11-11-							
Upstream signal (ft)					629				il ye ey			
pX, platoon unblocked	Car had freedom amusdr i domas recenti in a											
vC, conflicting volume	407			199			522	732	99	668	723	203
vC1, stage 1 conf vol		observement an administration to have \$10.000000					203	203		519	519	
vC2, stage 2 conf vol							319	529		149	203	SZEZ.
vCu, unblocked vol	407			199			522	732	99	668	723	203
tC, single (s)	4.2		1	4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			98	99	95	97	99	100
cM capacity (veh/h)	1141			1364			576	467	934	454	468	800
Direction, Lane#	EB1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	101	100	61	259	148	60	19					
Volume Left	2	0	61	0	0	13	15					
Volume Right	0	1	0	0	19	44	1					
cSH	1141	1700	1364	1700	1700	790	470					
Volume to Capacity	0.00	0.06	0.04	0.15	0.09	0.08	0.04					
Queue Length 95th (ft)	0	0	4	0	0	6	3					
Control Delay (s)	0.2	0.0	7.8	0.0	0.0	9.9	13.0					
Lane LOS	Α		Α			Α	В					
Approach Delay (s)	0.1		1.0			9.9	13.0					
Approach LOS						Α	В					
Intersection Summary		<b>阿特拉</b>		4								1000
Average Delay			1.8									
Intersection Capacity Utilization	n		28.4%	IC	CU Level c	of Service			Α			
Analysis Period (min)	The second second		15									

	<i>&gt;</i>	-	4	*	-	4				
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		र्भ	<b>↑</b> ↑		W		_			
Volume (veh/h)	1	325	116	15	55	3				• • • • •
Sign Control	and the same of th	Free	Free	The second second second second	Stop	CONTRACTOR DE CONTRACTOR	range and the second		,	E-man provide
Grade		0%	. 0%	132	0%					
Peak Hour Factor	0.75	0.75	0.75	0.75	0.85	0.85	anne semina a rassarante deterrati i sesse titud dal de trademar	ptilate (a. j. com bet rappe og flamte eksek enn		pm 1070023011111111111111111111111111111111
Hourly flow rate (vph)	1	433	155	20	65	4	- Management of the control of the c			
Pedestrians		a - a service de la companya de la c	galf lighten, a palling disable in these seatons	nana au mondel della more	neer research or new formation of the con-		mahasigamid to american an to		the consections to restrict that the extendence of	and ou obth
Lane Width (ft)			A Carried Marie Control	1 20	7.2.		A			1
Walking Speed (ft/s)		es en en fir fre enfreuenret en i tror	eyyayya digay ga qabil yili ga dibiy		2017-01-11-12-1-2-1-1-1-1-1-1-1-1-1-1-1-1-1-			Ball to be see		
Percent Blockage			di							27
Right turn flare (veh)	ne representation de la financia		una ducumunt altre deur transmission - de - en mêmbe	. post. magin an ethical mental and harb	199 Ezza 19919ti de 1994taun Albadó (b. 264	As an other parameters are not the distributed and an		ggi ilivoo ii alkasiil alka. san ilivoora	The form of the state of the st	P. F-1777
Median type		None	None			- 2	4			-73
Median storage veh)	- 600 PRINT		and the second	and the same harmone	marrielli morri litt demorali	de ante mate e una été a C. Che. In écultural al Paris de Albert d	are about the second	num leim reneral innaen artie	p A file Mandana Radio assessing	1- 0- <del>1- 00 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 </del>
Upstream signal (ft)	-435 11	762	480							7.7.
X, platoon unblocked	minmm.	1 per remote an arrange	and the same in the same is a second		0.83	and a common and a				indicate made , a population
VC, conflicting volume	175	- 1	The Local D		601	87	3			nd showed and
vC1, stage 1 conf vol	entration of con-				a contract of the second	man when to make the control of the property of the second	p page of major named mission		_majo_ratio etitorium vivorium talentini talentini talentini talentini talentini talentini talentini talentini	MM(-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-
vC2, stage 2 conf vol	3.33				2 4					
Cu, unblocked vol	175	con Telephones Int.		and an analysis discharge to account	415	87	nicentification transfer and the second		<sub>фици</sub> (при учений офизи» и обит об ЛВ кой Монцо». Ибто цена	
C, single (s)	4.2	1.4		y 4	6.9	7.0				
C, 2 stage (s)	ngengaga. Sa. of Albelo elastore e	W-10				nys indictional promonants and the second between	THE SACROSSIVE AND ASSESSED OF EACH PARTY OF THE PARTY OF	Committee of the second		
F (s)	2.2				3.5	3.3	194 145-14			
00 queue free %	100			-	86	100				
M capacity (veh/h)	1392				466	951				A committee
Direction, Lane #	EB1	WB1	WB 2	SB 1						The state of
Volume Total	435	103	. 72	68						
Volume Left	1	0	0	65						
Volume Right	0	0.	20	4		10				
SH	1392	1700	1700	479						
Volume to Capacity	0.00	0.06	0.04	0.14						
Queue Length 95th (ft)	0	0	0	12						
Control Delay (s)	0.0	0.0	0.0	13.8			goling manus instanta			
ane LOS	Α	7,777		В			AM.			
Approach Delay (s)	0.0	0.0		13.8						-
Approach LOS				В						
ntersection Summary					2.00					
Average Delay	naccamidakin radi (MA) M		1.4	mint aminimum historia		E - 1-12-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-		marine distribution dinam		
ntersection Capacity Utilization			27.9%	IC	U Level o	f Service	The Section of Section 1	A	1	
Analysis Period (min)			15	para Magazina o pp. maanipro e a make gaar me			- Control of Control o	nggina k tahiringan		

	<b>→</b>	<b>→</b>	<b>←</b>	*	<b>\</b>	4
Movement	EBL	EBIT	WBT	WBR	SBL	SBR
Lane Configurations		र्न	<b>†</b>		'Ny#	
Volume (veh/h)	3	257	398	57	31	2
Sign Control	<del></del>	Free	Free		Stop	
Grade		0%	0%		0%	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.85	0.85
Hourly flow rate (vph)	3	273	423	61	36	2
Pedestrians	anne er et e e e e e e e e e e e e e e e e	iii		The same of the sa	haddi aga ree daya gardhardii et ey arra	Tolamoria de la pro-
Lane Width (ft)						
Walking Speed (ft/s)	APPLE STATE			rena faran de a se de essencience.		Very es
Percent Blockage		158 6.				
Right turn flare (veh)		Arr. Sage	of a spin state of the spin st	100	n. Hinner on the control of the cont	and come an account of the street of the street of the
Median type		None	None			
Median storage veh)		Name and the Association				and all the second seco
Upstream signal (ft)		762	480			
pX, platoon unblocked	And the second of the second second		and the second second		0.91	
vC, conflicting volume	484				734	242
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	Mary 18					Ros Heren
vCu, unblocked vol	484	1000000	the frequent of the second sec	A COMMON TOURS PROPERTY OF A COMMON PARTY OF A C	658	242
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)				AS TRANSPORTED AND DESCRIPTION OF THE PROPERTY OF		
tF (s)	2.2				3.5	3.3
p0 queue free %	100			POSSESSION STATEMENTS SPECIAL CONTRACTOR SPECIAL CO	90	100
cM capacity (veh/h)	1068			and the second	358	756
Direction, Lane #	EB1	WB 1	WB 2	SB 1		
Volume Total	277	282	202	39	1000	
Volume Left	3	0	0	36		
Volume Right	0	0	61	2		
cSH	1068	1700	1700	370		
Volume to Capacity	0.00	0.17	0.12	0.10		
Queue Length 95th (ft)	0	0	0	9		CONTRACTOR PROVIDE
Control Delay (s)	0.1	0.0	0.0	15.9	A SECTION	
Lane LOS	Α			С		
Approach Delay (s)	0.1	0.0	THE RES	15.9		
Approach LOS				С		
Intersection Summary						
Average Delay			0.8			
ntersection Capacity Utiliza	ation		25.9%	IC	U Level o	f Service
Analysis Period (min)			15			
	**************************************	The Mark				

) MPH	MPH	
30	45	6/21/12
Speed Limit (Sequoia Rd)=	Speed Limit (Coors Blvd)=	Date of Count:
E-W Street Sequoia Rd	N-S Street: Coors Blvd	
2012		
Year Counts Taken:		

8 4 6 6 1.0% 0.6%	Begin	End	Eastb	Eastbound (Sequoi	oia Rd)	Westbo	Westbound (Sequoia Rd)	ioia Rd)	Northb	Northbound (Coors Blvd)	rs Blvd)	Southb	Southbound (Coors Blvd	rs Blvd)
7:15 AM         3         9         34         27         4         5         14         166         12         5         6         12         240         5         6         6         12         240         5         6         6         6         12         240         5         6         6         6         7         240         5         6         7         240         8         4         3         7         280         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         4         8         9         8         8         9         8         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9	Time	Time	_	<b>—</b>	~	7	₽	82		ı	~	_	_	R
7:30 AM         21         7         36         24         8         6         12         240         5         6           8:00 AM         16         4         3         7         280         8         4           8:00 AM         12         12         43         14         6         2         15         311         11         4           8:30 AM         49         8         9         8         24         242         14         8           8:45 AM         47         8         37         24         9         6         24         241         9         9           9:00 AM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	7:00 AM	7:15 AM	ප	6	33	27	4	Ð	44	166	42	Ф	458	7
R:00 AM         16         6         42         16         4         3         7         280         8         4           8:00 AM         12         12         43         14         6         2         15         311         11         4           8:00 AM         10         24         19         10         5         17         283         14         9           8:30 AM         49         40         8         9         6         24         242         14         8           8:45 AM         47         8         37         24         9         6         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9	7:15 AM	7:30 AM	21	7	36	24	œ	9	12	240	2	9	554	9
8:15 AM         8         12         43         14         6         2         15         311         11         4           8:15 AM         8         10         24         19         10         5         17         283         14         9           8:30 AM         49         8         24         242         44         8           8:45 AM         47         8         37         24         9         6         24         241         9         9           9:00 AM         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9	7:30 AM	7:45 AM	16	9	42	16	4	က	7	280	œ	4	589	8
8:15 AM         8         10         24         19         10         5         17         283         14         9           8:30 AM         49         8         9         8         24         242         44         8           9:00 AM         47         8         37         24         9         6         24         241         9         9           9:00 AM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td>7:45 AM</td> <td>8:00 AM</td> <td>12</td> <td>12</td> <td>43</td> <td>14</td> <td>9</td> <td>2</td> <td>15</td> <td>311</td> <td>=</td> <td>4</td> <td>592</td> <td>20</td>	7:45 AM	8:00 AM	12	12	43	14	9	2	15	311	=	4	592	20
8:30 AM         49         40         8         9         8         24         242         44         8           1         8:45 AM         47         8         37         24         9         6         24         244         9         9           1         9:00 AM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <t< td=""><td>8:00 AM</td><td>8:15 AM</td><td>œ</td><td>10</td><td>24</td><td>19</td><td>10</td><td>22</td><td>17</td><td>283</td><td>14</td><td>6</td><td>498</td><td>8</td></t<>	8:00 AM	8:15 AM	œ	10	24	19	10	22	17	283	14	6	498	8
8:45 AM         47         8         37         24         9         6         24         241         9         9         9           9:00 AM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	8:15 AM	8:30 AM	49	43	40	ф	6	Ф	24	242	44	Ф	495	13
9:00 AM         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9         9 </td <td>8:30 AM</td> <td>8:45 AM</td> <td>11</td> <td>8</td> <td>25</td> <td>54</td> <td>-G</td> <td>9</td> <td>24</td> <td>244</td> <td>6</td> <td>6</td> <td>520</td> <td>46</td>	8:30 AM	8:45 AM	11	8	25	54	-G	9	24	244	6	6	520	46
our Volumes         57         35         145         73         28         16         51         1114         38         23           fig         1.5%         0.9%         3.8%         1.9%         0.7%         0.4%         1.3%         28.9%         1.0%         0.6%           6.1%         3.0%         30.%         31.2%         0.89	8:45 AM	9:00 AM	θ	0	θ	0	θ	в	0	θ	0	0	0	0
iiç 1.5% 0.9% 3.8% 1.9% 0.7% 0.4% 1.3% 28.9% 1.0% 0.6% 8.1% 3.0% 3.1.2% 1.2% 1.8% 1.8% 0.77 0.89	M Peak Hou	r Volumes	22	35	145	73	28	16	51	1114	38	23	2233	46
6.1% 3.0% 31.2% r Factor 0.88 0.77 0.89	6 of Total Traffic		1.5%	%6'0	3.8%	1.9%	0.7%	0.4%	1.3%	28.9%	1.0%	%9.0	27.9%	1.2%
0.88 0.89	6 Directional			6.1%			3.0%			31.2%			29.7%	
	M Peak Hour I	-actor		0.88			0.77			0.89			0.93	

Begin	End	Eastb	Eastbound (Sequoia	ioia Rd)	Westb	Westbound (Sequoia Rd)	uoia Rd)	Northb	Northbound (Coors Blvd)	's Blvd)	Southt	Southbound (Coors Blvd)	rs Blvd)
Time	Time	7	<b>⊢</b>	œ		<u> -</u>	œ		1-	~		  -	2
4:00 PM	4:15 PM	- 28	32	44	34	56	49	38	456	+13	18	343	9
4:15 PM	4:30 PM	23	97	53	32	46	44	42	548	14	50	364	89
4:30 PM	4:45 PM	37	6	44	41	27	∞	37	573	15	11	346	æ
4:45 PM	5:00 PM	34	32	31	22	22	10	44	605	12	15	404	6
5:00 PM	5:15 PM	27	35	39	36	23	18	39	618	12	13	351	7
5:15 PM	5:30 PM	21	22	26	40	28	4	26	663	19	16	370	œ
5:30 PM	5:45 PM	0	0	0	θ	0	θ	θ	0	0	0	33	+
5:45 PM	6:00 PM	0	0	0	0	θ	θ	θ	0	0	0	0	0
PM Peak Hour Volumes	. Volumes	119	86	140	139	100	46	146	2459	28	55	1471	32
% of Total Traffic		2.4%	2.0%	2.9%	2.9%	2.1%	%6.0	3.0%	%9'05	1.2%	1.1%	30.2%	0.7%
% Directional			7.3%			5.9%			54.8%			32.0%	
PM Peak Hour Factor	actor		0.88			0.91			0.94			0.91	

MPH	MPH	
25	25	6/7/12
Speed Limit (St. Joseph's Dr)=	Speed Limit (Coors Blvd)=	Date of Count:
E-W Street St. Joseph's Dr	N-S Street: Coors Blvd	
2012		
Year Counts Taken:		

Begin	End	Eastbou	Eastbound (St. Jose	eph's Dr)	Westbou	nd (St. Jo	Westbound (St. Joseph's Dr)	Northb	Northbound (Coors Blvd)	rs Blvd)	Southb	Southbound (Coors Blvd)	rs Blvd)
Time	Time	7	<b>—</b>	ፚ	1	F	8	7	⊥	æ	7	Τ	A.
7:00 AM	7:15 AM	48	7	45	75	t	ጥ	8	458	6	C#	492	8
7:15 AM	7:30 AM	39	-	18	14	0	9	2	247	11	8	699	42
7:30 AM	7:45 AM	09	15	27	16	7	11	10	281	19	16	595	14
7:45 AM	8:00 AM	61	13	35	37	9	18	4	254	80	46	589	22
8:00 AM	8:15 AM	37	က	14	21	က	13	6	229	21	11	501	23
8:15 AM	8:30 AM	42	t	77	4	9	6	t	225	+3	40	525	55
8:30 AM	8:45 AM	48	က	46	43	+	9	8	528	43	74	483	<del>17</del>
8:45 AM	9:00 AM	54	4	44	43	7	6	<i>0†</i>	274	43	<del>16</del>	475	<i>tt</i>
AM Peak Hour Volumes	Volumes	197	32	94	88	1	48	28	1011	131	81	2254	92
% of Total Traffic		4.9%	0.8%	2.3%	2.2%	0.3%	1.2%	0.7%	25.0%	3.2%	2.0%	25.6%	1.9%
% Directional			8.0%			3.6%			28.9%			29.5%	
AM Peak Hour Factor	ctor		0.74			09.0			0.87			0.92	

Begin	End	Eastbou	Eastbound (St. Joseph's Dr)	eph's Dr)	Westbou	Westbound (St. Joseph's Dr)	seph's Dr)	Northb	Northbound (Coors Blvd)	s Blvd)	Southb	Southbound (Coors Blvd)	rs Blvd)
Time	Time	ب	F	æ	_1	F	<u>ح</u>		<b>-</b>	22	7	⊥	22
4:00 PM	4:15 PM	37	+	54	40	ന	43	34	468	6	t	399	09
4:15 PM	4:30 PM	37	က	49	40	ጥ	40	££	8/9	8	#	405	99
4:30 PM	4:45 PM	94	സ	#	97	4	43	34	624	13	<b>7</b> †	343	09
4:45 PM	5:00 PM	45	ဖ	17	18	က	16	17	616	18	24	391	69
5:00 PM	5:15 PM	39	7	16	29	9	10	38	632	18	17	406	54
5:15 PM	5:30 PM	45	က	11	21	2	22	37	989	11	17	392	28
5:30 PM	5:45 PM	49	-	17	တ	0	21	31	743	13	14	418	78
5:45 PM	6:00 PM	97	77	49	#	ch	40	24	623	8	9	243	54
PM Peak Hour Volumes	Volumes	178	17	61	77	14	69	123	2677	09	72	1607	259
% of Total Traffic		3.4%	0.3%	1.2%	1.5%	0.3%	1.3%	2.4%	51.3%	1.2%	1.4%	30.8%	2.0%
% Directional			4.9%			3.1%			54.9%			37.2%	
PM Peak Hour Factor	actor		0.94			0.83			0.91			0.95	

Year Counts Taken:	2012	N-S S	W Street S Street:	Street Western Trail Street: Coors Blvd	Trail			Speed L Speed	Speed Limit (Western Trail)= Speed Limit (Coors Blvd)= Date of Count:	(Western Trail)= ( Coors Blvd)= Date of Count:	35 45 6/18/12	MPH MPH
Begin End	Eastbou	Eastbound (Western T	Trail)	Westbou	Westbound (Western Trail)	rn Trail)	Northb	Northbound (Coors Blvd)	rs Blvd)	South	Southbound (Coors Blvd)	ors Blvd)
Time Time	7	<u> </u>	22	7	F	œ		-	œ	_	  -	2
7:00 AM 7:15 AM	47	-	53	6	-	က	13	280	9	2	463	80
7:15 AM 7:30 AM	M 52	0	65	10	2	9	15	295	-	_	503	7
7:30 AM 7:45 AM	M 29	4	45	22	-	4	18	352	9	က	571	12
7:45 AM 8:00 AM	M 27	7	48	17	က	6	17	303	7	က	448	12
8:00 AM 8:15 AM	M 34	. 0	54	13	4	9	43	274	4	CD	436	13
8:15 AM 8:30 AM	M 27	<i>t</i>	36	45	θ	G	40	569	m	P	469	43
8:30 AM 8:45 AM	7£ N	C).	39	49	ch	G.	#	305	æ	ල	395	#
8:45 AM 9:00 AM	M 27	7.	34	49	+	CH	#	306	#	Ct	384	44
AM Peak Hour Volumes	155	7	211	58	7	22	63	1230	15	စ	1985	39
% of Total Traffic	4.1%	0.2%	2.6%	1.5%	0.5%	%9.0	1.7%	32.4%	0.4%	0.5%	52.2%	1.0%
% Directional		9.8%			2.3%			34.4%			53.5%	
AM Peak Hour Factor		0.80			0.75			0.87			0.87	
	Frankling	T	11111	101. 11	10 T T T T T T T T T T T T T T T T T T T			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				

Begin	End	Eastbou	Eastbound (Western T	rn Trail)	Westbo	Westbound (Western Trail)	rn Trail)	Northb	Northbound (Coors Blvd)	rs Blvd)	Southb	Southbound (Coors Blvd	rs Blvd)
Time	Time		⊢	œ	1	<b>-</b>	œ		_	ፚ		<b>I</b> —	~
4:00 PM	4:15 PM	28	ന	<b>2</b> †	ф	t	t	£5	485	4	4	418	58
4:15 PM	4:30 PM	55	<b>t</b>	<i>tt</i>	9	+	4	69	527	Ф	4	426	46
4:30 PM	4:45 PM	34	<b>t</b>	55	40	t	4	69	999	#	CH	433	32
4:45 PM	5:00 PM	16	0	15	9	2	4	62	551	6	4	442	32
5:00 PM	5:15 PM	25	-	10	9	0	7	55	647	7	2	415	40
5:15 PM	5:30 PM	37	-	47	4	-	4	59	607	∞	11	442	49
5:30 PM	5:45 PM	24	0	24	5	က	2	64	682	15	9	434	44
5:45 PM	6:00 PM	33	4	52	4	+	CH	99	£33 <sub>7</sub>	42	45	392	37
PM Peak Hour Volumes	Volumes	102	7	99	21	တ	20	240	2487	39	26	1733	165
% of Total Traffic		2.1%	%0:0	1.3%	0.4%	0.5%	0.4%	4.9%	20.7%	0.8%	0.5%	35.3%	3.4%
% Directional			3.5%			1.0%			26.3%			39.2%	
PM Peak Hour Factor	actor		0.77			0.83			0.91			0.96	

MPH	MPH	
30	45 MPH	6/19/12
Speed Limit (Sevilla Rd)=	Speed Limit (Coors Blvd)=	Date of Count:
E-W Street Sevilla Rd	N-S Street: Coors Blvd	
2012		
Year Counts Taken:		

Begin	End	Eastb	Eastbound (Sevilla	lla Rd)	Westb	Westbound (Sevilla Rd)	illa Rd)	Northb	Northbound (Coors Blvd)	's Blvd)	Southb	Southbound (Coors Blvd)	rs Blvd)
Time	Time		_	~		<b> -</b>	<u>ہ</u>	7	⊢	Я	7		æ
7:00 AM	7:15 AM	9	θ	40	θ	θ	+75	t	324	0	+	427	CH
7:15 AM	7:30 AM	9	0	7	0	0	11	1	379	0	2	544	-
7:30 AM	7:45 AM	8	0	7	2	0	10	7	407	2	0	585	7
7:45 AM	8:00 AM	က	0	4	2	0	10	7	379	1	9	475	1
8:00 AM	8:15 AM	4	-	2	4	0	2	3	336	0	1	471	2
8:15 AM	8:30 AM	4	θ	9	Ch	0	6	4	346	- 5	3	485	5
8:30 AM	8:45 AM	4	0	9	0	θ	<i>t</i>	4	698	. 7	4	437	4
8:45 AM	9:00 AM	4	θ	9	7	0	ф	9	356	θ	- 5	427	5
AM Peak Hour Volumes	Volumes	21	-	23	œ	0	36	9	1501	9	ဇ	2075	S
% of Total Traffic		%9.0	%0.0	%9:0	0.2%	%0:0	1.0%	0.2%	40.7%	0.5%	0.2%	56.2%	0.1%
% Directional			1.2%			1.2%			41.0%			26.6%	
AM Peak Hour Factor	actor		0.75			0.92			0.92			0.89	

Begin	End	Eastb	Eastbound (Sevilla	Ila Rd)	Westb	Westbound (Sevilla Rd)	lla Rd)	Northb	Northbound (Coors Blvd)	rs Blvd)	South	Southbound (Coors Blvd	rs Blvd)
Time	Time		-	~		  -	æ		⊢	R		Τ	R
4:00 PM	4:15 PM	4	157	ጥ	CH	121	CH	Ф	456	4	9	358	8
4:15 PM	4:30 PM	8	θ	4	CH	θ	ന	4	<del>669</del>	+	9	432	6
4:30 PM	4:45 PM	က	0	7	0	co	က	10	724	3	6	497	6
4:45 PM	5:00 PM	21	0	10	-	0	7	21	627	4	10	443	19
5:00 PM	5:15 PM	ω	0	9	-	0	9	10	485	2	2	492	18
5:15 PM	5:30 PM	4	0	7	0	-	7	14	695	2	4	523	13
5:30 PM	5:45 PM	<b>t</b>	0	4	0	0	Ф	#	629	E	4	203	44
5:45 PM	6:00 PM	6	0	<i>t</i>	+	0	9	Ð	699	7	44	474	15
PM Peak Hour Volumes	Volumes	36	0	30	2	4	23	55	2531	11	28	1955	29
% of Total Traffic		0.8%	%0:0	%9.0	%0:0	0.1%	0.5%	1.2%	53.5%	0.2%	%9:0	41.3%	1.2%
% Directional			1.4%			%9:0			54.9%			43.1%	
PM Peak Hour Factor	actor		0.53			0.91			0.88			0.95	

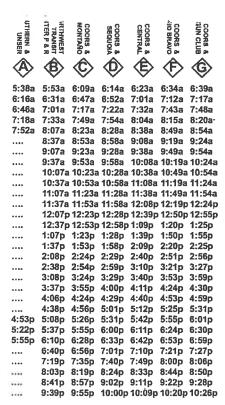
Teal Coullis Lakell.	and I.	7107		N-S Street: Atrisco Dr	Street: Atrisco Dr				Speed	Speed Limit (Strusco Dr)= Speed Limit (Atrisco Dr)= Date of Count:	t (Atrisco Dr)= Date of Count:	35 6/19/12	MPH H
Begin	End	Eastbo	Eastbound (St Joseph	ph's Dr)	Westbou	Westbound (St Joseph's Dr)	eph's Dr)	Northb	Northbound (Atrisco Dr.)	sco Dr)	South	Southbound (Atrisco Dr.)	sco Dr)
Time	Time		<u> </u>	œ		F	2		-	~		F	æ
7:00 AM	7:15 AM	0	θ	0	0	θ	0	0	θ	θ	0	0	0
7:15 AM	7:30 AM	0	θ	0	0	0	0	0	О	θ	θ	0	θ
7:30 AM	7:45 AM	6	20	17	7	18	2	4	15	13	14	121	5
7:45 AM	8:00 AM	ည	85	17	9	22	2	2	24	5	16	113	6
8:00 AM	8:15 AM	13	82	14	14	13	7	3	13	9	11	84	4
8:15 AM	8:30 AM	8	89	8	12	37	11	4	20	10	9	9/	3
8:30 AM	8:45 AM	9	99	15	9	54	t	4	46	. 7	#	75	G.
8:45 AM	9:00 AM	0	. 0	0	0	θ	0	О	0	0	θ	θ	0
AM Peak Hour Volumes	r Volumes	35	305	56	39	06	25	13	72	34	47	391	23
% of Total Traffic		3.1%	27.0%	2.0%	3.5%	8.0%	2.2%	1.2%	6.4%	3.0%	4.2%	34.6%	2.0%
% Directional			35.0%			13.6%			10.5%			40.8%	
AM Peak Hour Factor	Factor		0.91			0.64			0.88			0.82	
Begin	End	Eastbo	Eastbound (St Joseph	ph's Dr)	Westbou	Westbound (St Joseph's Dr)	eph's Dr)	Northb	Northbound (Atrisco Dr.)	sco Dr)	Southb	Southbound (Atrisco Dr)	sco Dr)
Time	Time	<b>_</b>	⊥	œ	<b>-</b>	F	2	_	⊥	2	_	<b>⊢</b>	~
4:00 PM	4:15 PM	9	30	6	+3	96	42	б	53	44	Ð	52	43
4:15 PM	4:30 PM	6	37	24	6	85	14	++	62	9	t	30	9
4:30 PM	4:45 PM	10	35	8	7	61	12	8	62	9	7	39	4
4:45 PM	5:00 PM	တ	52	15	10	22	25	14	77	12	4	40	8
5:00 PM	5:15 PM	14	41	10	8	74	16	19	92	19	4	49	က
5:15 PM	5:30 PM	11	44	13	6	91	17	21	94	15	7	33	14
5:30 PM	5:45 PM	0	0	0	0	θ	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	$\theta$	θ	θ	θ	0	θ	θ.	. 0	0	0	0
PM Peak Hour Volumes	r Volumes	44	172	46	34	301	70	62	325	52	22	161	29
% of Total Traffic		3.3%	13.1%	3.5%	7.6%	22.8%	5.3%	4.7%	24.7%	3.9%	1.7%	12.2%	2.2%
% Directional			19.9%			30.7%			33.3%			16.1%	
DAM Don't Hour Coofer	1000		~			100			, ,				

MPH	MPH	
35	30 MPH	6/20/12
Speed Limit (Western Trail)=	Speed Limit (Quaker Heights)=	Date of Count:
E-W Street Western Trail	N-S Street: Quaker Heights	
2012		
Year Counts Taken:		

Begin	End	Eastbo	Eastbound (Wester	rn Trail)	Westbo	Westbound (Western Trail)	rn Trail)	Northbou	Northbound (Quaker Heights)	r Heights)	Southbou	Southbound (Quaker Heights	r Heights)
Time	Time		Ь	22	7	⊢	R	7		ж		⊢	R
7:00 AM	7:15 AM	0	102	0	0	16	1	0	0	9	4	1	0
7:15 AM	7:30 AM	0	98	0	0	34	1	0	1	4	9	-	2
7:30 AM	7:45 AM	0	87	1	င	21	1	0	1	9	4	2	0
7:45 AM	8:00 AM	0	79	2	2	32	2	2	0	4	æ	0	2
8:00 AM	8:15 AM	θ	29	0	t	38	4	О	7	ප	6	0	7
8:15 AM	8:30 AM	0	42	0	0	97	က	0	θ	4	4	0	0
8:30 AM	8:45 AM	က	84	7	0	53	+	0	0	4	4	4	5
8:45 AM	9:00 AM	θ	39	0	0	53	7	0	θ	- 5	<b>t</b>	+	θ
AM Peak Hour Volumes	Volumes	0	363	က	2	103	ß	2	2	20	22	4	4
% of Total Traffic		%0:0	68.1%	%9.0	%6:0	19.3%	%6:0	0.4%	0.4%	3.8%	4.1%	0.8%	0.8%
% Directional			68.7%			21.2%			4.5%			2.6%	
AM Peak Hour Factor	ctor		0.90			0.78			0.86			0.75	

Time Time 4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM	704	-  -										
	0 +		œ		<del></del>	œ	1	L	叱	7	⊢	<u>ح</u>
	+	39	+	ርሳን	74	2	+	4	7	t	θ	0
		42	0	7	<i>tt</i>	89	8	θ	ප	7	0	θ
	0	33	+	സ	85	4	+	0	t	7	+	θ
4:45 PM 5:00 PM	0	20	0	5	92	5	2	0	4	4	0	1
5:00 PM 5:15 PM	~	33	0	~	80	1	2	0	3	3	1	0
5:15 PM 5:30 PM	0	40	0	5	88	4	1	0	2	2	-	0
5:30 PM 5:45 PM	-	48	0	2	83	7	2	2	1	2	0	0
5:45 PM 6:00 PM	+	45	0	8	0±	3	<b>†</b>	0	0	4	θ	+
PM Peak Hour Volumes	2	171	0	13	347	17	10	2	10	11	2	1
% of Total Traffic	0.3%	29.2%	%0:0	2.2%	59.2%	2.9%	1.7%	0.3%	1.7%	1.9%	0.3%	0.2%
% Directional		29.5%			64.3%			3.8%			2.4%	
PM Peak Hour Factor		0.87			0.90			0.69			0.70	

# Route / Ruta 155 Coors Blvd. Effective: January 2012 Effective: Janua

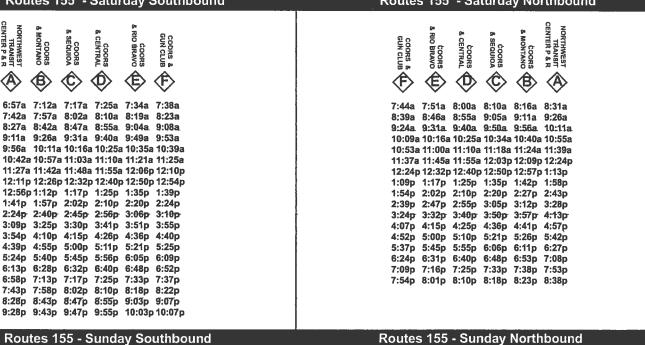


Route 155 - Weekday Southbound

COORS &	COORS &	COORS &	COORS &	COORS &	ATHWEST TRANSIT	UTHERN &
<b>©</b>	<b>(F)</b>	<b>(</b>	<b>(</b>	<b>©</b>	₿	<b>A</b>
6:33a	6:41a	6:52a	7:00a	7:06a	7:21a	7:36a
7:02a	7:10a	7:22a	7:31a	7:37a	7:52a	
7:33a	7:41a	7:53a	8:02a	8:08a	8:23a	****
8:06a	8:14a	8:26a	8:35a	8:41a	8:56a	
8:36a	8:44a	8:56a	9:05a	9:11a	9:26a	****
9:06a	9:14a	9:26a	9:35a	9:41a	9:56a	
9:35a	9:43a	9:55a	10:04a	10:10a	10:25a	
10:04a	10:12a	10:24a	10:33a	10:39a	10:54a	****
10:34a	10:42a	10:54a	11:03a	11:09a	11:24a	****
11:04a	11:12a	11:24a	11:33a	11:39a	11:54a	••••
11:34a	11:42a	11:54a	12:03p	12:09p	12:24p	
12:04p	12:12p	12:24p	12:33p	12:39p	12:54p	****
12:35p	12:43p	12:55p	1:04p	1:10p	1:25p	****
1:05p	1:13p	1:25p	1:34p	1:40p	1:55p	
1:35p	1:43p	1:55p	2:04p	2:10p	2:25p	****
2:06p	2:14p	2:26p	2:35p	2:41p	2:56p	****
2:36p	2:44p	2:56p	3:05p	3:11p	3:26p	****
3:07p	3:15p	3:27p	3:36p	3:42p	3:59p	••••
3:37p	3:45p	3:58p	4:07p	4:13p	4:30p	4:45p
4:07p	4:15p	4:28p	4:37p	4:43p	5:00p	5:15p
4:37p	4:45p	4:58p	5:07p	5:15p	5:32p	5:47p
5:08p	5:16p	5:29p	5:38p	5:46p	6:03p	6:18p
5:38p	5:46p	5:59p	6:08p	6:16p	6:32p	****
6:08p	6:16p	6:29p	6:37p	6:43p	6:58p	****
6:40p	6:48p	6:59p	7:07p	7:13p	7:28p	****
7:07p	7:15p	7:26p	7:34p	7:40p	7:55p	
7:45p			8:12p	8:18p	8:33p	
8:30p	8:38p			9:03p	9:18p	
9:31p	9:39p	9:50p	9:58p	10:04p	10:19p	

Route 155 - Weekday Northbound

# Route 155 / Ruta 155 Coors Blvd. Line Route 155 / Ruta 155 Effective 5/7/2011 Route 155 - Saturday Southbound Routes 155 - Saturday Southbound



NORTHWEST TRANSIT CENTER P & R	COORS & MONTANO	A SEQUIOA	COORS &	ALAMOSA COMMUNITY CTR.		ALAMOSA COMMUNITY CTR.	& CENTRAL	& SEQUIOA	& MONTANO	NORTHWEST TRANSIT CENTER P & R
1009a	1024a	1030a	1039a	1041a		1000a	1002a	1011a	1018a	1033a
1054a	1109a	1115a	1124a	1126a		1045a	1047a	1056a	1103a	1118a
		1200p			į	113 <del>0a</del>	1132a	1141a	1148a	1203p
1224p	1239p	1245p	1254p	1256p		1215p	1217p	1226p	1233p	1248p
109p	124p	130p	139p	141p		100p	102p	111p	118p	133p
	209p	215p	224p	226p		145p	147p	156p	203p	218p
	254p	300p	309p	311p		230p		241p	248p	303p
324p	339p	345p	354p	356p		315p	317p	326p	333p	348p
409p	424p	430p	439p	441p		400p	402p	411p	418p	433p

NO SERVICE TO GUN CLUB OR RIO BRAVO ON SUNDAYS

ELLISON

EAGLE RANCH

(m) (m)

7 BAR LOOP

PASEO DEL NORTE

790 BLUE LINE ROUTE 790 BLUE LINE STOP 40 D-RIDE

Route partially funded by







7:53p

8:28p

8:06p

8:41p

8:12p

8:47p

8:24p

8:59p

8:30p

9:05p

8:35p

9:10p

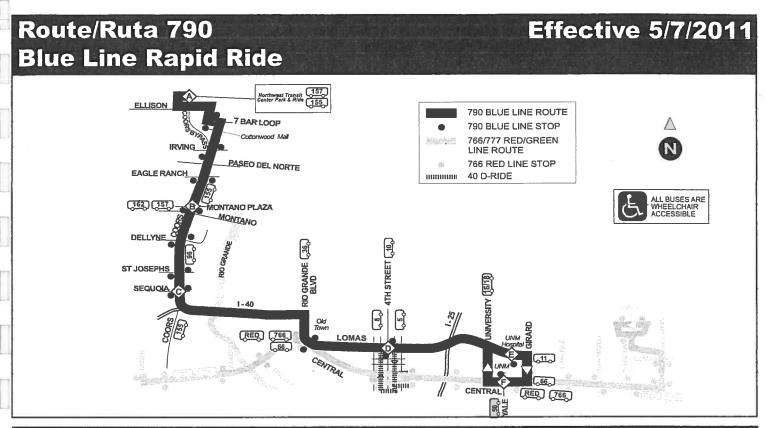




Route 790 -	Weekday
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NOR	M c	w C	‡	ž	ū
NORTHWEST TRANSIT CENTER P&R	COORS &	COORS &	LOMAS 8 4TH STREET	LOMAS HOSPITAL	CENTRAL & YALE
Par ST	88	S S	EE AS	NWW SYWO	TRAL (
$\langle A \rangle$	B	<b>©</b>	<b>(D)</b>	(E)	(F)
5:19a	5:31a	5:37a	5:48a	5:55a	6:00a
5:54a	6:06a	6:12a	6:23a	6:30a	6:35a
6:18a 6:34a	6:30a 6:47a	6:36a 6:53a	6:48a 7:07a	6:55a 7:15a	7:00a 7:20a
6:49a	7:02a	7:09a	7:23a	7:31a	7:37a
7:04a	7:17a	7:24a	7:38a	7:46a	7:52a
7:23a	7:36a	7:43a	8:01a	8:09a	8:15a
7:50a	8:03a	8:10a	8:25a	8:32a	8:37a
8:09a 8:29a	8:22a 8:42a	8:29a 8:48a	8:42a 9:00a	8:49a 9:08a	8:54a 9:13a
8:45a	8:58a	9:05a	9:17a	9:06a 9:25a	9:30a
9:05a	9:18a	9:25a	9:37a	9:45a	9:50a
9:26a	9:39a	9:46a	9:58a	10:06a	10:11a
9:46a	9:59a	10:06a	10:18a	10:26a	10:31a
10:03a	10:16a	10:23a	10:35a	10:43a	10:48a
10:22a 10:42a	10:35a 10:55a	10:41a 11:01a	10:53a 11:13a	11:01a 11:21a	11:06a 11:26a
11:01a	10.55a	11:20a	11:32a	11:40a	11:45a
11:20a	11:33a	11:40a	11:52a	12:00p	12:05p
11:40a	11:53a	12:00p	12:12p	12:20p	12:25p
12:00p	12:13p	12:20p	12:32p	12:40p	12:45p
12:20p	12:33p	12:40p	12:52p	1:00p	1:05p
12:38p 12:58p	12:51p 1:11p	12:58p 1:18p	1:12p 1:32p	1:20p 1:40p	1:25p 1:45p
1:18p	1:31p	1:38p	1:52p	2:00p	2:05p
1:40p	1:53p	2:00p	2:12p	2:20p	2:25p
2:00p	2:13p	2:20p	2:32p	2:40p	2:45p
2:18p	2:31p	2:38p	2:50p	2:58p	3:03p
2:38p	2:51p	2:58p	3:10p	3:18p	3:23p
2:58p. 3:20p	3:11p 3:33p	3:18p 3:40p	3:30p 3:52p	3:38p 4:00p	3:43p 4:05p
3:41p	3:55p	4:02p	4:15p	4:23p	4:28p
4:01p	4:15p	4:22p	4:35p	4:43p	4:48p
4:20p	4:34p	4:41p	4:55p	5:03p	5:08p
4:40p	4:54p	5:01p	5:15p	5:23p	5:28p
5:01p	5:15p	5:22p	5:36p	5:44p	5:49p
5:25p 5:49p	5:38p <del>6:02p</del>	5:45p 6:09p	5:57p <del>6:21p</del>	6:04p 6:27p	6:09p 6:32 <del>p</del>
6:22p	6:35p	6:42p	6:54p	7:00p	7:05p
6:57p	7:10p	7:17p	7:29p	7:35p	7:40p
7:20p	7:33p	7:40p	7:52p	7:58p	8:03p
7.02.	0.00-	0.42-	0.04-	0.20-	0.05-

CENTRAL &	LOMAS &	COORS &	COORS &	NORTHWEST TRANSIT CENTER PAR
⟨F⟩	<b>(D)</b>	<b>©</b>	₿	
6:02a	6:08a	6:18a	6:25a	6:39a
6:37a	6:43a	6:53a	7:00a	7:14a
7:02a	7:08a	7:19a	7:26a	7:40a
7:22a	7:28a	7:39a	7:46a	8:00a
7:39a	7:46a	7:57a	8:03a	8:17a
7:54a	8:01a	8:12a	8:18a	8:32a
8:17a	8:24a	8:35a	8:41a	8:55a
8:39a	8:46a	8:57a	9:03a	9:17a
8:56a	9:03a	9:14a	9:20a	9:34a
9:15a	9:22a	9:33a	9:39a	9:53a
9:32a	9:39a	9:50a	9:56a	10:10
9:52a	9:59a	10:10a	10:16a	10:30
10:13a 10:33a	10:20a 10:40a	10:31a 10:51a	10:37a 10:57a	10:51 11:11
10:50a	10:40a	10.51a	10:57a	11:28
11:08a	10.57a	11:26a	11:32a	11:46
11:28a	11:35a	11:46a	11:52a	12:06
11:47a	11:54a	12:05p	12:11p	12:25
12:07p	12:14p	12:26p	12:32p	12:47
12:27p	12:34p	12:46p	12:52p	1:07p
12:47p	12:54p	1:06p	1:12p	1:27p
1:07p	1:14p	1:26p	1:32p	1:47p
1:27p	1:34p	1:46p	1:52p	2:07p
1:47p	1:54p	2:06p	2:12p	2:27p
2:07p	2:14p	2:26p	2:32p	2:48p
2:27p	2:34p	2:46p	2:52p	3:08p
2:47p	2:54p	3:08p	3:15p	3:31p
3:050	3:120	3:27p	3:34p	3:51p
3:25p	3:32p	3:47p	3:54p	4:11p
3:45p	3:52p	4:06p	4:13p	4:30p
4:07p	4:14p	4:28p	4:35p	4:52p
4:30p	4:37p	4:51p	4:58p	5:15p
4:50p	4:57p	5:13p	5:20p	5:38p
5:10p	5:17p	5:33p	5:40p	5:58p
5:30p	5:37p	5:53p	6:00p	6:18p
5:51p	5:58p	6:11p	6:18p	6:34p
6:11p	6:17p	6:30p	6:36p	6:52p
6:33p	6:3 <del>9p</del>	6:50p	6:56p	7:10p
7:06p	7:12p	7:23p	7:29p	7:43p
7:41p	7:47p	7:58p	8:04p	8:18p
8:04p	8:10p	8:20p	8:26p	8:39p
8:36p	8:42p	8:52p	8:58p	9:11p
9:11p	9:17p	9:27p	9:33p	9:46p



Route 790	- Saturday
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NORTHWEST TRANSIT CENTER P&R	COORS & MONTANO	COORS & SEQUOIA	LOMAS & 4TH STREET	LOMAS @ UNM HOSPITAL	YALE & CENTRAL
6:53a	7:08a	7:13a	7:23a	7:29a	7:34a
7:39a	7:54a	7:59a	8:09a	8:15a	8:20a
8:25a	8:40a	8:45a	8:55a	9:01a	9:06a
9:11a	9:26a	9:31a	9:41a	9:47a	9:52a
9:57a	10:12a	10:17a	10:27a	10:33a	10:38a
10:43a	10:58a	11:03a	11:13a	11:19a	11:24a
11:29a	11:44a	11:49a	11:59a	12:05p	12:10p
12:15p	12:30p	12:35p	12:45p	12:51p	12:56p
1:01p	1:16p	1:21p	1:31p	1:37p	1:42p
1:47p	2:02p	2:07p	2:17p	2:23p	2:28p
2:33p	2:48p	2:53p	3:03p	3:09p	3:14p
3:19p	3:34p	3:39p	3:49p	3:55p	4:00p
4:05p		4:25p	4:35p	4:41p	4:46p
4:51p	5:06p	5:11p	5:21p	5:27p	5:32p
5:37p	5:52p	5:57p	6:07p	6:13p	6:18p
6:23p	6:38p	6:43p	6:53p	6:59p	7:04p
7:09p	7:24p	7:29n	7:39p	7:45p	7:50p

(D) **©** 7:36a 7:42a 7:55a 8:00a 8:15a 8:22a 8:28a 8:41a 8:46a 9:01a 9:08a 9:14a 9:27a 9:32a 9:47a 9:54a 10:00a 10:13a 10:18a 10:33a 10:40a 10:46a 10:59a 11:04a 11:19a 11:26a 11:32a 11:45a 11:50a 12:05p 12:12p 12:18p 12:31p 12:36p 12:51p 12:58p 1:04p 1:17p 1:22p 1:37p 1:44p 1:50p 2:03p 2:08p 2:23p 2:30p 2:36p 2:49p 2:54p 3:09p 3:16p 3:22p 3:35p 3:40p 3:55p 4:02p 4:08p 4:21p 4:26p 4:41p 4:48p 4:54p 5:07p 5:12p 5:27p 5:34p 5:40p 5:53p 5:58p 6:13p 6:20p 6:26p 6:39p 6:44p 6:59p 7:06p 7:12p 7:25p 7:30p 7:45p 7:52p 7:58p 8:11p 8:16p 8:31p