Smith's Fuel Center – Candelaria Road and Palo Verde Drive Traffic

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I. Introduction

The following traffic study was completed at the request of the City of Albuquerque and the New Mexico Department of Transportation. The planned development is to be located at the existing location of a lube service center, on the north side of Candelaria Road, with the access opposing Palo Verde Drive to the south. The existing site also includes a car wash which is planned to remain. The fuel center will have 10 fuel positions. This study will look at the operation of the Candelaria Road and Tramway Boulevard, as well as Candelaria Road and Palo Verde Drive, with the addition of the Smith's fuel center. Candelaria Road is a four lane facility (two lanes in each direction without a center left turn lane at the location of the site access). There is a 30 mph speed limit on Calendaria Road at the site.

Figure One shows the vicinity map for the site. Figure Two shows the proposed site plan, including the proposed Smith's Fuel Center.

Trip projection and traffic analysis in this report will be performed for the AM and PM peak hours.

II. Existing Traffic Data

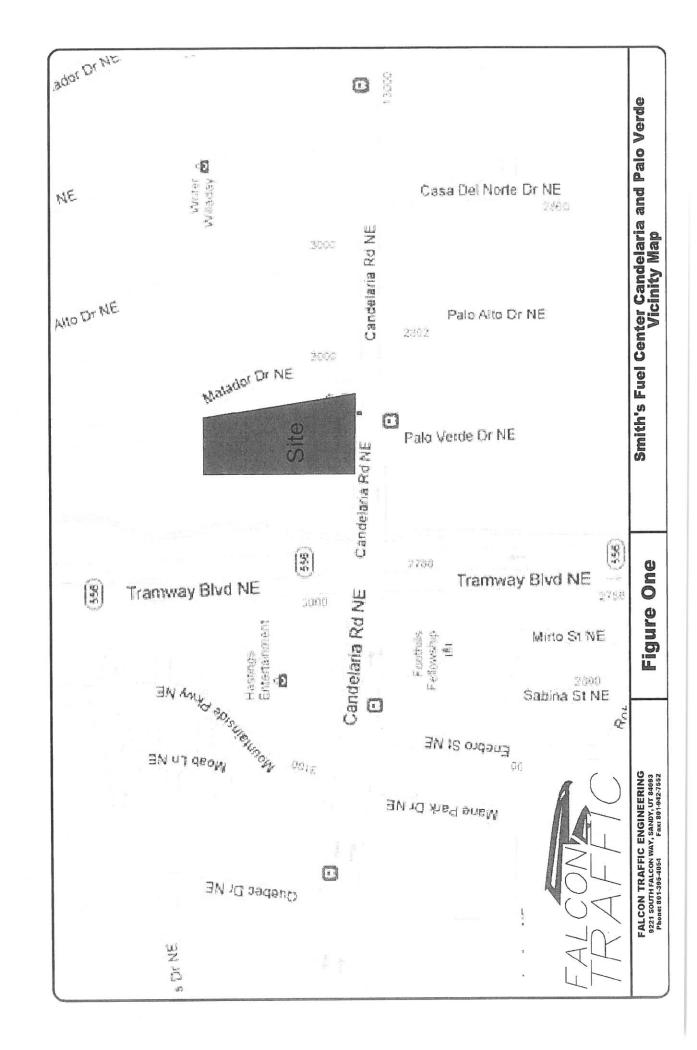
Intersection traffic counts in the area were reviewed for the purposes of this study.

A. Intersection Counts

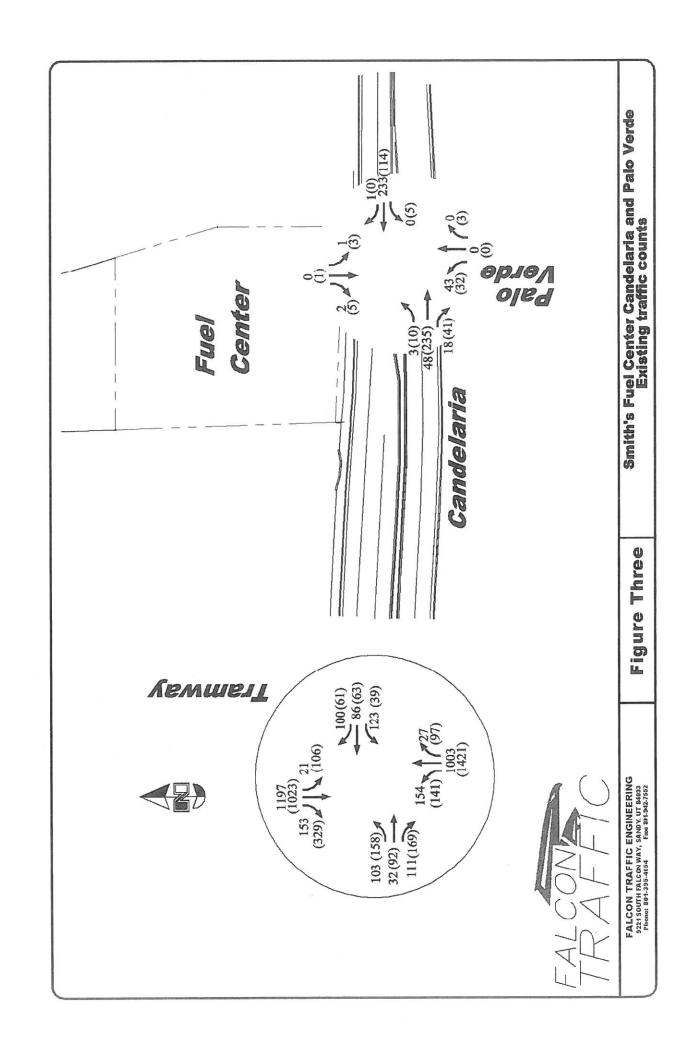
Intersection counts for Tramway Boulevard and Candelaria Road were made on September 9, 2010. Counts were made in 15 minute intervals. The AM Peak Hour was from 7:15 AM to 8:15 AM. The PM Peak Hour was from 4:45 PM to 5:45 PM. The peak hours were determined based on the total volumes.

To supplement the intersection counts, traffic counts were made at the site access (Candelaria Road and Palo Verde Drive) on Thursday, January 5, 2012 for the AM and PM peak hours. The peak hour from the Tramway intersection will be used for this intersection. The counts from the two intersections do not match exactly, as they were counted on different days. The counts were not balanced between the two intersections.

The traffic counts can be seen in Appendix A. Existing traffic counts can be seen in Figure Three.



Smith's Fuel Center Candelaria and Palo Verde Conceptual Site Plan Palo Verde Fuel Center Existing Car Wash Candelaria Figure Two FALCON TRAFFIC ENGINEERING 9221 SOUTH FALCON WAY, SANDY, UT 84093 Phone: 801-395-4954 Fax: 801-942-7552 Tramway



III. Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation (Eighth Edition) handbook was used to estimate trips for the land uses. The proposed land uses are noted in the following list by type and size.

• Smith's Fuel Center

10 Fueling Positions

Tables One through Two show the AM/PM peak hour trips generated.

Candelaria	Smith's Fue Road and Palo V <i>Table</i> Peak Hour Tri	Verde Drive T One	raffic Study	/
Facility	ITE Land Use	Fueling Positions	Trip Rate	Trips
AM Peak Hour				
Smith's Fuel Center	944	10	12.07	121
PM Peak Hour		*	***************************************	
Smith's Fuel Center	944	10	13.86	139

	Smith ria Road and r Total Deve	Table Two	e Drive Tra	·	S
Facility	External Trips	Percent In	Percent Out	Total In	Total Out
AM Peak Hour					
Smith's Fuel Center	121	50%	50%	61	61
PM Peak Hour					
Smith's Fuel Center	139	50%	50%	70	70
Smith 51 del Centel	1 .57	5570	3070	7.0	

IV. Origin/Destination and Trip Distribution

Based on the existing intersection and access counts, the following origin/destination assumptions were made:

- North 50%
- South 20%
- East 15%
- West 15%

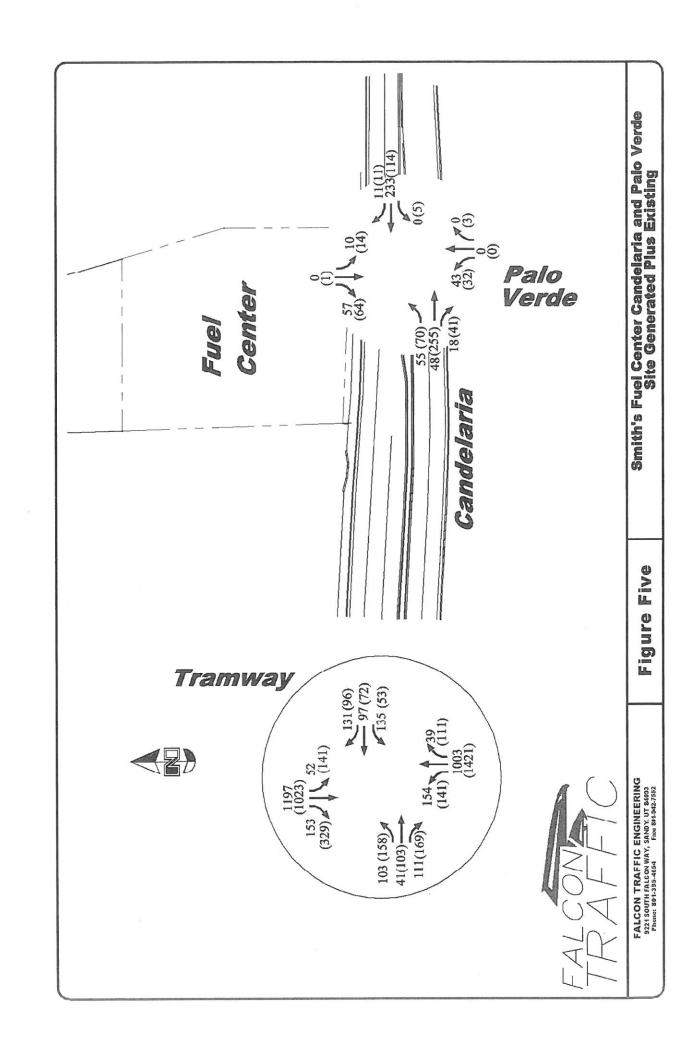
Table Three shows the projected site generated traffic.

Ca	andela	ıria Ro	ad and	l Palo <i>Table</i>	el Cen Verde <i>Three</i> ated T	Drive	Traff	ic Stud	dy		
		Tram	way an	d Cale	ndaria			Site A	Access		
		In		Out			In		O	Out	
	SB Left	EB Thru	NB Right	WB Left	WB Thru	WB Right	EB Left	WB Right	SB Left	SB Right	
AM Peak											
	31	9	12	12	9	31	52	9	9	52	
PM Peak											
	35	11	14	14	11	35	60	11	11	60	

Figure Four shows the projected site generated traffic.

Figure Five shows the projected site generated traffic plus the existing traffic.

Smith's Fuel Center Candelaria and Palo Verde Site Generated Traffic Palo Verde Fuel Center Figure Four FALCON TRAFFIC ENGINEERING 9221 SOUTH FALCON WAY, SANDY, UT 84093 Phone: 801-395-4654 Fax: 814-942-7552 Tramway



V. Traffic Analysis

The unsignalized and signalized accesses and intersections are analyzed using the Highway Capacity Manual (HCM) software to evaluate the impacts of the project on the surrounding traffic network. Table Four shows the Level of Service delay ranges for unsignalized/signalized intersections.

Candelaria Road and	's Fuel Center – Palo Verde Drive Traffi Table Four OS-Delay Relationship	c Study	
Level of Service	Unsignalized	Signalized	
A	≤ 5.0	≤10.0	
В	$> 5.0 \text{ and} \le 15.0$	>10.0 and ≤20.0	
С	> 15.0 and \leq 25.0	>20.0 and ≤35.0	
D	> 25.0 and ≤ 35.0	$> 35.0 \text{ and} \le 55.0$	
Е	> 35.0 and ≤ 45.0	$> 55.0 \text{ and} \le 80.0$	
F	> 45.0	> 80.0	

A. Accesses to the Fuel Center

Table Five shows the HCM Delay / LOS Evaluation for the Candelaria Road access and Palo Verde intersection to the development. Detailed data can be seen in the HCS Analysis in Appendix B.

Candelaria Road an HCM AM/PM P	th's Fuel Center – d Palo Verde Drive Traffic Table Five 'eak Period Access Analysi Evaluation with Site Trips	
Delay / LOS (in sec)	Candelaria Access (AM)	Candelaria Access (PM)
Eastbound Left	7.9/A	7.6/A
Westbound Left	7.3/A	7.9/A
Northbound Left	12.9/B	13.8/B
Southbound Left	11.4/B	12.8/B
Southbound Thru/Right	10.0/B	9.2/A

The unsignalized analysis for these accesses shows that the proposed fuel center will not have a significant negative affect on traffic service levels.

B. Tramway Boulevard and Calendaria Road

Table Six shows the Tramway Boulevard and Calendaria Road intersection with both existing traffic and the projected opening day traffic analyzed with the HCS signalized analysis. Signal cycle lengths and phasing were based on information from the New Mexico Department of Transportation. Detailed data can be seen in the HCS Analysis in Appendix B.

Candelaria F HCM Delay /	Road and Palo <i>Tabl</i>	e Six		
Delay / LOS (in sec)	Tramway	Boulevard	and Candel	aria Road
	Existing (AM)	Existing (PM)	With Site (AM)	With Site (PM)
Eastbound Left	32.7/C	35.5/D	32.9/C	35.8/D
Eastbound Thru	39.1/D	40.2/D	39.2/D	40.4/D
Eastbound Right	29.8/C	29.8/C	29.8/C	29.8/C
Westbound Left	32.7/C	29.7/C	33.4/C	30.2/C
Westbound Thru	43.1/D	41.6/D	43.8/D	42.2/D
Westbound Right	31.1/C	30.2/C	32.0/C	31.1/C
Northbound Left	27.1/C	16.3/B	27.1/C	16.3/B
Northbound Thru	15.5/B	20.5/C	15.5/B	20.5/C
Northbound Right	5.0/A	5.3/A	5.0/A	5.3/A
Southbound Left	9.2/A	30.9/C	10.3/A	52.7/D
Southbound Thru	17.4/B	15.7/B	17.4/B	15.7/B
Southbound Right	5.4/A	6.3/A	5.4/A	6.3/A
Intersection	19.2/B	19.5/B	19.5/B	20.7/C

The analysis for the Tramway Boulevard and Candelaria Road shows that the proposed fuel center will not have a significant negative affect on traffic service levels.

C. Queue Analysis

From the HCS software, projected queue lengths are provided. The critical movements for this study are the eastbound left turn into the site and the westbound left, through and right turn movements. For the signalized intersection, the 85 percentile queue is shown below. For the unsignlized intersection, only the 95 percentile queue is available, so that is shown below. Queue lengths are based on 25 feet per vehicle which should be conservative. The following queues are based on the HCS analysis:

Eastbound Left Turn		
	Cars Queued	Queue Length
AM Peak	0.15	4'
PM Peak	0.17	4'
Westbound Left Turn		
AM Peak	5.9	148'
PM Peak	2.3	58'
Westbound Thru		
AM Peak	5.0	125'
PM Peak	3.7	93'
Westbound Right Turn		
AM Peak	3.8	95'
PM Peak	2.2	55'

D. Alternatives Analysis

There was concern voiced from local residents about traffic, so this study and alternatives analysis has been completed. The above analysis shows that from a traffic perspective, the addition of a Smith's Fuel Center will not have an adverse impact. For the purposes of this study, several alternative lane configurations were considered. None of the lane configurations change the above traffic analysis significantly. The alternatives presented work from a traffic and level-of-service standpoint. These are presented conceptually for the City and DOT so they can indicate what their preferences are with respect to lanes configurations, signing and striping. The lane configurations shown in the alternatives are conceptual for review purposes.

1. Alternative 1 - No Action Alternative - Eastbound Left/Thru and Thru/Right Lanes

Alternative 1 assumes that the travel lanes remain as presently configured. This has two lanes eastbound, a left/thru lane and right/thru lane. The thru lanes merge into one immediately after Palo Verde Drive. There is signing that indicates a merge ahead for the outside lane. This alternative does not provide for an exclusive left turn lane into the site. As traffic volumes are not considerably high on Candelaria Road, the eastbound left turns into the Smith's Fuel Center access are not projected to have high levels of delay or queuing. If the City feels comfortable with this current configuration and how it has operated, it is felt that additional traffic from the Smith's Fuel Center should not be an issue. Figure Six shows this alternative.

2. Alternative 2 – Signing/Striping Alternative – Exclusive Eastbound Left Turn Lane and Thru/Right Lanes

Alternative 2 does not involve any structural reconfiguration of the roadway or islands. This would take the eastbound inside lane (that currently has no restrictions) and restrict it as a left turn only. This could be done by adding a "Left Turn Only" sign in the island median starting 50-100 feet to the west of the Tramway/Candelaria Intersection. An additional "Left Turn Only" could be located further to the east. Left turn arrows could also be painted inside this lane. While signage/striping for the thru/right turn lane is not considered here, this could be included at the City's direction. There would be vehicles that would have to merge from the inside left turn lane to the outside lane if they wished to go straight or right while traveling eastbound. This merge is the main difference over what is currently in place. Figure Seven shows this alternative.

3. Alternative 3 – Island Reconfiguration Alternative – Eastbound Left Turn Pocket, a Through Lane and a Through/Right Turn lane

It can be seen from the previous two alternatives that there is additional width near the eastbound left turn into the Smith's access. This width is taken up with a bulb on the existing island. In looking at the width of the intersection near the project access, it can be seen that there is enough width to add a narrow exclusive left turn pocket that will allow eastbound left turns to queue. To alleviate having to impact the queue lengths available for the back-to-back left turn (the westbound left turn pocket for the Tramway/Calendaria Intersection), it is felt that this bulb/island could be eliminated for approximately 50 feet. This would continue to provide the 150 feet of stacking that is required for the westbound left turn lane. By doing this, it would still allow the westbound left turns for the Tramway/Calendaria intersection to continue to stack if they needed to. While it is unlikely that this will happen, it provides flexibility and if this long length of westbound queuing were to occur, then the intersection would default back to closer to the No Action Alternative.

Fue! Center

Palo Verde

Candelaria

1



Tramway

Figure Six

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Smith's Fuel Center Candelaria and Palo Verde Alternative One - No Action Alternative

OLEFT TURN ONLY SIGN Center Fuel

Palo Verde

Candelaria



Tramway

FALCON TRAFFIC ENGINEERING 9221 SOUTH FALCON WAY, SANDY, UT 84093 Phone: 801-395-4064 Fax: 801-942-7562

Figure Seven

Smith's Fuel Center Candelaria and Palo Verde Alternative Two - Signing/Striping Alternative

Fue! Center

Palo Verde

Candelaria



Tramway



Smith's Fuel Center Candelaria and Palo Verde Alternative Three - Island Reconfiguration Alternative

Eight

Figure

FALCON TRAFFIC ENGINEERING 9221 SOUTH FALCON WAY, SANDY, UT 84093 Phone: 801-395-4054

VI. Conclusions

The results of the study show that the intersections operate at an acceptable level of service. This study is meant to provide the City and DOT with alternatives to determine which lane configuration alternative best fits the City's typical striping/signing/lane configurations and driver's expectations. As part of this study, it is recommended that:

- All improvements, signing and striping must conform with the City of Albuquerque Drawings, other City requirements, AASHTO, or MUTCD, as appropriate.
- The access to the site has been shown to operate at a reasonable level of service with the addition of the fuel center.
- The internal stacking available for the Fuel Center access is projected to be adequate.
- The alternatives for Calendaria Road show that either the "No Action Alternative" or either of the restriping or reconfiguration alternatives work from a traffic standpoint. The alternatives were presented to give the City different options so that they can indicate their preferences with respect to striping, signing and lane configuration.

APPENDICES

Appendix A Appendix B

Traffic Counts HCM Traffic Analyses Appendix A

Traffic Counts

Study Name: Tramway - Candelaria Start Date: 09/09/2010 Start Time: 6:45 AM Site Code:

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Intersection # and Name:

914 - Candelaria & Tramway

SPLIT UNITS	%	ACT CRD PHASE	X
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INTERCNT FMT	PLAN	INHIBIT MAX	<u>.</u>
INTERCNT SRC	NIC	MAX2 SELECT	A
RESYNC COUNT	0	MULTISYNC	
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	NATIONTA	ATTERN DAT	A PATTERN	1
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SPLITS	8	63	11	18
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DIRECTION	N-W	SB		8
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DIRECTION	S-E		NB	7	W-S	7	EB	
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DIRECTION	N-W		SB	1	E-N	1	WB	
SPLITS	9		62		11		18	
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SPLITS	10		46		9		35	
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CLOCK / CALENDAR

DATE SET: CURRENT DATE

TIME SET: CURRENT TIME

SYNC REFERENCE TIME: 3:30

		WEF	EKLY	PROGI	RAM		
WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	1	2	2	2	2	2	3
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
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7	1	1	1	1	1	1	1
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9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

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STEP	PGM	TIME	PATTERN
1	1	7:00	3
2	1	22:00	0
3	2	6:30	21
4	2	9:00	23
5	2	15:00	25
6	2	18:30	23
7	2	22:00	0
8	, 3	7:00	3
9	3	22:00	0

File Name: C:\Users\Sandy\Desktop\Candelaria_Palo Verde.ppd Start Date: 01/05/2012
Start Time: 7:00:00 AM
Site Code: 00000000
Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree
Comment 4: Then Click the Comments Tab

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		PALO VERDE From North	VERDE North			CANDELARIA From Fast	ARIA			PALO VERDE From South	ERDE			CANDELARIA From West	ARIA	
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM		1 -		0	0	45	0	1	-	0	12		4	15	0	0
07:15 AM	0	0	_	0	0	54	0	0	0	0	12	0	2	6	_	0
07:30 AM	~	0	0	0	0	09	0	0	0	0	14	0	3	12	_	0
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08:00 AM	Υ-	0	0	0	0	61	0	0	0	0	80	0	4	1	_	0
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08:30 AM	1	0	0	0	0	36	0	0	0	0	9	0	4	22	-	0
08:45 AM	0	0	0	0	0	39	_	0	0	0	6	0	4	12	_	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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04:15 PM	5	0	_	0	0	26	-	0	0	0	3	0	2	41	3	0
04:30 PM	3	0	0	0	~	26	0	0	0	0	8	0	15	45	_	0
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05:45 PM	0	0	0	0	0	31	0	0	0	0	4	0	13	46	0	0

Appendix B

HCM Traffic Analyses

General Information	1		Sita I	nform	ation			
	Falcon T	roffic		-	alion	14		1
Analyst Agency/Co.	Faicon 1	railic	Interse Jurisd			Access a	nd Cande	iana
Date Performed	12/17/20	11		sis Year		2011 WI	TH SITE	
Analysis Time Period	AM Peak		Mary	no rear		2011 001	ITTOTTE	
	nith's Fuel Cent							
East/West Street: Cand			North/S	South S	treet: Acces	S		
ntersection Orientation:			THE RESERVE OF THE PERSON NAMED IN COLUMN 1		hrs): 0.25			
Vehicle Volumes an	d Adjustme	nts						
Vlajor Street	1	Eastbound				Westbo	und	
Movement	1	2	3		4	5		6
	L	T	R		L	Т		R
/olume (veh/h)	55	48	18		0	233		11
Peak-hour factor, PHF	0.90	0.90	0.90		0.90	0.90		0.90
Hourly Flow Rate (veh/h)	61	53	20		0	258		12
Proportion of heavy	0				0			
vehicles, P _{HV}								
Median type			T	Raised	curb			
RT Channelized?	-		0					0
anes	1 L	1	0		1	1	-	0
Configuration Upstream Signal	<u> </u>	0	TR		L	0		TR
We not our or other and the second								
Minor Street Movement	7	Northbound 8	T 9		10	Southbo 11	und	40
viovernent	1 1	T	R	\rightarrow	L	T T		12 R
/olume (veh/h)	43	0	0	-+	14	0		57
Peak-hour factor, PHF	0.90	0.90	0.90		0.90	0.90	_	0.90
Hourly Flow Rate (veh/h)	47	0	0.00		15	0.50		63
Proportion of heavy	1			$\neg \uparrow$		1		
ehicles, P _{HV}	0	0	0		0	0		0
Percent grade (%)	+	0				0		
Flared approach		T N	T	$\neg \neg$		T N	T	
Storage		0	1	$\neg \uparrow$		0		
RT Channelized?			0			 		0
anes	1	1	0		1	1		0
Configuration	Ĺ		TR		L	 		TR
Control Delay, Queue L	enath Level of	Service						
Approach	· EB	WB		Northbo	und		Southboun	d
Novement	1	4	7	8	9	10	11	12
ane Configuration	L	L	Ĺ		TR	L	 ''	TR
/olume, v (vph)	61	0	47		0	15		63
	1305	1540	501		 			
Capacity, c _m (vph)						579		780
/c ratio	0.05	0.00	0.09			0.03		0.08
Queue length (95%)	0.15	0.00	0.31			0.08		0.26
Control Delay (s/veh)	7.9	7.3	12.9			11.4		10.0
.OS	Α	Α	В			В		В
pproach delay (s/veh)							10.3	
pproach LOS								

 $HCS2000^{\mathrm{TM}}$

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General Information			Site I	nforma	ation		manus de la comisión	
Analyst	Falcon Tr	affic	Interse	-		Access	and Cande	Jaria
Agency/Co.	,		Jurisdi			7100033 0	ina Odnac	iaria
Date Performed	12/17/201	11		sis Year		2011 WI	TH SITE	
Analysis Time Period	PM Peak							
Project Description Sm.		er					HALL CANCEL STREET	-
ast/West Street: Cande			North/S	South St	reet: Access			
ntersection Orientation:	East-West		Study I	Period (h	rs): 0.25			
/ehicle Volumes an	d Adjustme	nts						
/lajor Street		Eastbound				Westbo	und	
Novement	1	2	3		4	5		6
	L	T	R		L	T		R
/olume (veh/h)	70	235	41		5	114		11
Peak-hour factor, PHF	0.90	0.90	0.90	<u>'</u>	0.90	0.90		0.90
Hourly Flow Rate (veh/h)	77	261	45		5	126		12
Proportion of heavy	0				0			
rehicles, P _{HV}								
Median type	-		T -	Raised	curb			
RT Channelized?	 	+	0					0
anes	1	1	0		1	1		0
Configuration	L L	0	TR		L			TR
Jpstream Signal					****	0		
/linor Street	 	Northbound	T .		10	Southbo	und	
Novement	7	8	9		10	11		12
/ - L / L /L-X	L	T	R		L	T		R
olume (veh/h) Peak-hour factor, PHF	32 0.90	0.90	0.90	-+	14	0		65
Hourly Flow Rate (veh/h)	35	0.90	3	-	0.90 15	0.90		0.90
Proportion of heavy	- 33	 	+ -		15	-		72
ehicles, P _{HV}	0	0	0		0	0		0
Percent grade (%)	 	0						
lared approach	 	T N	T	-+	***************************************	0 N		
the second secon	 		+	-				
Storage	-	0	 	-+		0		
RT Channelized?	ļ		0	_				0
anes	1	1	0		1	1		0
Configuration	<u>L</u>		TR		L			TR
Control Delay, Queue Le								
pproach	EB	WB		Northbou		5	Southboun	d
Novement	1	4	7	8	9	10	11	12
ane Configuration	L	L	L		TR	L		TR
olume, v (vph)	77	5	35		3	15		72
capacity, c _m (vph)	1458	1266	444		760	477		923
/c ratio	0.05	0.00	0.08		0.00	0.03		0.08
Queue length (95%)	0.17	0.01	0.26		0.01	0.10		0.25
Control Delay (s/veh)	7.6	7.9	13.8		9.8	12.8		9.2
OS	A A	7.3 A	13.6 B		9.0 A	12.0 B		
pproach delay (s/veh)			Б	12 E	I A	D	0.0	A
pproacri delay (S/Veri)			1	13.5		1	9.8	

					HC	S200	0 ™ D	ETA	AIL F	D RI	EP	OR'	T	- constitution				
General In	formatio	n							Towns and the same of the same	Infori	_		**					-
Analyst Agency or Date Perfo Time Perio	Co. rmed <i>12/1</i>	7/20							Inter Area Juris Anal	section Type diction ysis Y ect ID	n n	T A	ramwa II othe 011			ndelar	ia	
Volume an	d Timing	Inp	ut															
1001			17	1 1000000000	EB	LDT	1.7	Name and Address of the Owner, where	WB	T ==	1		NE				SB	
Number of	lanes, N ₁		LT 1	$\overline{}$	ΓΗ 2	RT 1	LT 1	+	<u>TH</u> 1	RT 1	\dagger	LT 1	TH 2		RT 1	LT 1	TH 2	RT 1
Lane group		No.	L	1	Г	R	L		Т	R	十	L	T		R	L	T	R
Volume, V	(vph)		103	3	2	0	123		86	100	+	154	1003	-	27	21	1197	153
% Heavy ve	ehicles, %	HV	0	1	0	0	0	\top	0	0	十	0	0	1	0	0	0	0
Peak-hour	factor, PH	IF	0.90	0.	90	0.90	0.90	0	.90	0.90	C	0.90	0.90	0.	90	0.90	0.90	0.90
Pretimed (F (A)	P) or actua	ated	P	1	D	Р	P	+	P	Р	†	Р	P	1	D	P	P	Р
Start-up los	t time, I ₁		2.0	2	.0	2.0	2.0	2	2.0	2.0	1	2.0	2.0	2	.0	2.0	2.0	2.0
Extension of green, e	of effective	9	2.0	2.	.0	2.0	2.0	2	2.0	2.0	1	2.0	2.0	2.	.0	2.0	2.0	2.0
Arrival type	, AT		3	- 3	3	3	3	\top	3	3	\dagger	3	3	1	3	3	3	3
Unit extens	ion, UE		3.0	3.	0	3.0	3.0	1	3.0	3.0		3.0	3.0	3	.0	3.0	3.0	3.0
Filtering/me	etering, I		1.000	0 1.0	000	1.000	1.00	0 1.	000	1.000	1.	.000	1.00	0 1.0	000	1.000	1.000	1.000
Initial unme	t demand	, Q _b	0.0	0.	0	0.0	0.0	C	0.0	0.0	(0.0	0.0	0.	0	0.0	0.0	0.0
Ped / Bike / volumes	RTOR		0	T		0	0			45		0		1	3	0		50
Lane width			12.0	12	.0	12.0	12.0	1:	2.0	12.0	1	2.0	12.0	12	2.0	12.0	12.0	12.0
Parking / G	rade / Par	king	N	(N	N	\top	0	N	\top	N	0	^	V	N	0	N
Parking ma	neuvers,	N _m																
Buses stop			0	0		0	0		0	0		0	0	(0	0	0	0
Min. time fo G _p	r pedestri	ans,		3	.2			3	3.2				3.2				3.2	
Phasing	Excl. Le	-	EW P	AND DESCRIPTION OF THE PARTY OF		03		04		Excl		_	NS Pe	erm		07		08
Timing	G = 11.0 $Y = 2$	_	G = 1 $Y = 3$		G =		G Y			G = Y = 2		_	G = 6 $Y = 3$	3.0	G :		G = Y =	
Duration of	Analysis,	T =	0.25									_		eng	th, C	;= 11		
Lane Group	o Capaci	ty, C	1.00		ay, a	and LC)S De	100-1-0	VN-STOWN	ion								
		LT	COLUMN TWO IS NOT THE OWNER.	EB TH	RI	- ,	Т	WB TH	27.0	RT	LT		NB	D.T.	-	1 -	SB	
Adjusted flo	w rate, v	114		36	0	13	-	96	6		171	_	TH 1114	16	\dashv	LT 23	TH 1330	RT 114
Lane group	capacity,	359	\dashv	92	426	+	\dashv	311	42	\dashv	256	\dashv	2072	1130			2072	1130
v/c ratio, X		0.32	2 0.	06	0.00	0 0.3	32 (0.31	0.	14 0	0.67	, (0.54	0.01		0.07	0.64	0.10
			-			-	\dashv		+			+			-			

Total green ratio, g/C	0.28	0.16	0.26	0.28	0.16	0.26	0.66	0.57	0.70	0.66	0.57	0.70
Uniform delay, d ₁	30.4	38.9	29.8	30.7	40.5	31.0	14.0	14.5	5.0	8.7	15.9	5.3
Progression factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay calibration, k	0.50	0.50	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.50	0.50	0.11
Incremental delay, d ₂	2.3	0.2	0.0	2.0	2.6	0.2	13.0	1.0	0.0	0.4	1.5	0.0
Initial queue delay, d 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
Control delay	32.7	39.1	29.8	32.7	43.1	31.1	27.1	15.5	5.0	9.2	17.4	5.4
Lane group LOS	С	D	С	С	D	С	С	В	Α	Α	В	A
Approach delay	34	.2		3.	5.8		1	6.9			16.4	
Approach LOS	C				D			——— В			В	
Intersection delay	19	.2		X _c =	0.64			ction LO	S		B	
MCS2000TM		0	nuriaht @	2000 ** :								

 $HCS2000^{\text{TM}}$

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General Informati	on		11	CS200	טע טנ	Wy Robotskie									
Analyst Fa Agency or Co. Date Performed 12 Time Period PM	lcon 7 /17/20 1 Peal	k				Inte Are Jur Ana	e Information of the Information	on e on Year	TI	ramway Il other 011	are	d Ca as	andela	ria	
Volume and Timin	g Inp	ut			THE RESERVE THE PARTY OF THE PA			THE RESERVE OF THE PARTY OF THE	ACCUPATION OF THE PARTY OF THE			Name and Address of the Owner, where the Owner, which is the Owner, where the Owner, which is		De lace and the	
			EB			WB			Indiana,	NB		(2	T	SB	
Number of lanes, N		LT 1	TH 2	RT 1	LT 1	TH	R1	4	LT	TH	_	₹T	LT	TH	RT
Lane group	1		T	R	-	1 -	1	_	1	2	+	1	1	2	1
Volume, V (vph)		158	92	0	L	T	R	+	L	T	+	7	L	T	R
% Heavy vehicles,	%HV	0	0	0	39	63	61	+	141	1421	+	7	106	1023	329
Peak-hour factor, Pl		0.90	0.90	0.90	-	0	0	+	0	0	+)	0	0	0
Pretimed (P) or actu					0.90	0.90	0.90		90	0.90	0.	90	0.90	0.90	0.90
(A)		Р	P	P	P	P	P		Р	P	F)	P	P	P
Start-up lost time, I		2.0	2.0	2.0	2.0	2.0	2.0	12	2.0	2.0	2.	0	2.0	2.0	2.0
Extension of effectiv green, e	e	2.0	2.0	2.0	2.0	2.0	2.0	2	2.0	2.0	2.	0	2.0	2.0	2.0
Arrival type, AT		3	3	3	3	3	3	\top	3	3	3		3	3	3
Unit extension, UE		3.0	3.0	3.0	3.0	3.0	3.0	+	3.0	3.0	3.		3.0	3.0	3.0
Filtering/metering, I		1.000	1.000	1.000	1.000	1.000	1.000) 1.	000	1.000	1.0	_	1.000	1.000	1.000
nitial unmet demand	I, Q _b	0.0	0.0	0.0	0.0	0.0	0.0	+	.0	0.0	0.0	_	0.0	0.0	0.0
Ped / Bike / RTOR olumes		0		0	0		45	1	0		13	\neg	0	0.0	50
ane width		12.0	12.0	12.0	12.0	12.0	12.0	12	2.0	12.0	12.	0	12.0	12.0	12.0
Parking / Grade / Par	rking	Ν	0	Ν	N	0	N	+	V	0	N	\rightarrow	N	0	N
Parking maneuvers,	N _m							+			, ,	\dashv	70	0	10
Buses stopping, N _B		0	0	0	0	0	0		0	0	0	\dashv	0	0	0
Min. time for pedestri	ans,		3.2		-	3.2		T		3.2		7		3.2	
hasing Excl. Le	-	W Per	-	03	0	4	Excl.	Lef	t I N	S Pern	n T		07		08
iming $G = 11.0$	_	= 18.0			G =		G = 8			= 63.0	_	G =	01	G =	70
Y = 2 Ouration of Analysis,		= 3	Y =		Y =		Y = 2	?		= 3	_	Y =		Y =	
ane Group Capacit)elav a	nd I O	S Doto-	minat	or		[Cy	cle Ler	ngth	, C	= 110	0.0	
	,, 55	EB	say, a	100	W				N	NB		_		CD	
	LT	TH	RT	LT	Marine Marine Marine	-	T	LT	The second second		RT	+	LT T	SB TH	RT
djusted flow rate, v	176	102	0	43	. 70	18		57	157		3	_			310
ane group capacity,	381	592	426	385	311	42	6 3	11	207	2 11	30	2	\neg		1130
c ratio, X	0.46	0.17	0.00	0.11	0.23	0.0	4 0	50	0.7	6 0	08	10	59 0	0.55	0.27

Total green ratio, g/0	0.28	0.16	0.26	0.28	0.16	0.26	0.66	0.57	10.70	10.00	1	ı
Uniform delay, d ₁	31.5	39.6	29.8	29.1	39.9	30.2			0.70	0.66	0.57	0.70
Progression factor,		100.0	20.0	23.1	39.9	30.2	10.5	17.8	5.3	18.8	14.6	6.1
PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay calibration, k	0.50	0.50	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.50	0.50	0.11
Incremental delay, d ₂	4.0	0.6	0.0	0.6	1.7	0.0	5.8	2.7	0.0	12.2	1.1	0.1
Initial queue delay, d 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
Control delay	35.5	40.2	29.8	29.7	41.6	30.2	16.3	20.5	5.3	30.9	15.7	6.3
Lane group LOS	D	D	С	С	D	С	В	С	Α	С		
Approach delay	37	2		2/	6.1					C	В	Α
				30	0. 1		19	9.4			15.0	
Approach LOS	D)		L	D		L	3			В	
Intersection delay	19.	.5		X _C =	0.72		Intersec	tion I O	S		В	
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Genera	l Informat	ion			CS20					nation					
Analyst Agency Date Pe Time Pe	or Co. rformed 12						Inte Are Jur Ana	ersece ea Ty risdic alysi oject	ction ype ction s Ye	1 7	Tramwa All other 2011 WI	areas		aria	
Volume	and Timi	ng In	out		F 1807 - 64 ₇ 3 - 5		11.10	joot							
				EB		T	WE	}	46 (400)		NB		T	SI)
Number	of lands A		LT	TH	RT	LT	TH		RT	LT	TH	RT	LT	TH	The same of the sa
	of lanes, N	1	1	2	1	1	1		1	1	2	1	1	2	1
Lane gro			L	T	R	L	T	1	R	L	T	R	L	T	R
Volume,	,		103	41	0	135	97	1:	31	154	1003	39	52	1197	
% Heavy	vehicles,	%HV	0	0	0	0	0	-	0	0	0	0	0	0	0
Peak-hou	ur factor, F	HF	0.90	0.90	0.90	0.90	0.90	0.	90	0.90	0.90	0.90	0.90	0.90	
Pretimed (A)	(P) or act	uated	P	P	P	P	P	F		P	P	P	P	P	P 0.90
Start-up I	ost time, I		2.0	2.0	2.0	2.0	2.0	2.	0	2.0	2.0	2.0	2.0	2.0	-
Extensior green, e	of effection	ve	2.0	2.0	2.0	2.0	2.0	2.		2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ	e, AT		3	3	3	3	3	3	2	3	3	3	3	+-	-
Unit exter	nsion, UE		3.0	3.0	3.0	3.0	3.0	3.	-	3.0	3.0		-	3	3
Filtering/n	netering, I		1.000	1.000	1.000	1.000	1.000	1.0		1.000		3.0	3.0	3.0	3.0
nitial unm	et deman	d, Q _h	0.0	0.0	0.0	0.0	0.0	0.0		0.0	1.000	1.000	1.000	_	-
Ped / Bike				0.0			0.0	\vdash			0.0	0.0	0.0	0.0	0.0
olumes			0		0	0		45	5	0		13	0		50
ane widtl			12.0	12.0	12.0	12.0	12.0	12.	0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / (Grade / Pa	rking	N	0	Ν	N	0	N	\neg	N	0	N	N	0	N
Parking m	aneuvers,	N _m							\dashv				-	+-	11/
Buses stop			0	0	0	0	0	0	1	0	0	0	0	0	0
/lin. time f	or pedestr	ians,		3.2			3.2				3.2		_	3.2	10
hasing	Excl. Le		W Per	THE RESIDENCE OF THE PERSON NAMED IN	03		14	Exc	cl. Le	eft I	VS Perr	n	07	T	08
iming	G = 11.	_	18.0			G =			8.0) G	G = 63.0) G=	=	G =	
ouration of	Y = 2 Analysis,		= 3 25	Y =	-	Y =		Y =	2	-	= 3	Y =		Y =	
	ıp Capaci)elav a	nd I O	Doto:	minat!	0.5		Ic	ycle Le	ngth, C	= 11	0.0	The section of the
4			EB	s.ay, a	100	W					NB			CD	
divet to		LT	TH	RT	LT	Th		T	LT		-	RT	LT:	SB TH	RT
	ow rate, v	114	46	0	150	108	3 96	5	171	11				1330	114
ane group	capacity,	349	592	426	416	311	42	6	256	20	72 11	30 3			1130
c ratio, X		0.33	0.08	0.00	0.36	0.35	0.2	-	0.67		54 0.	03 0			

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ntersection delay	19.5			$X_{c} = 0.65$				3		В		
Approach LOS	С			D			-			16.2		
Approach delay	34.7			36.2			11	5.8		//		
Lane group LOS	С	D	С	С	D	С	С	В	А	В	В	A
Control delay	32.9	39.2	29.8	33.4	43.8	32.0	27.1	15.5	5.0	10.3	17.4	5.4
d 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
d ₂ Initial queue delay,	2.5	0.3	0.0	2.4	3.0	0.3	13.0	1.0	0.0	1.2	1.5	0.0
Incremental delay,	0.50	0.50	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.50	0.50	0.11
PF Delay calibration, k	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00
Progression factor,	30.5	39.0	29.6	30.9	40.8	31.7	14.0	14.5	5.0	9.1	15.9	5.3
Uniform delay, d ₁	30.5	39.0	29.8		-	0.26	0.66	0.57	0.70	0.66	0.57	0.70
Total green ratio, g/0	0.28	0.16	0.26	0.28	0.16	1000	1	1.	1		T	

Genera	Informati	tion			CS20		THE PERSON NAMED IN COLUMN 1	_									
Analyst Falcon Traffic Agency or Co. Date Performed 12/17/2011 Time Period PM Peak								Intersection Tramway and Candelaria Area Type All other areas Jurisdiction Analysis Year 2011 WITH SITE									
								Analysis Year 2011 WITH SITE Project ID									
Volume	and Timi	ng In	put				The second second second	_									
				EB			WE	-			NB			T	SB		
Number of lanes, N		LT 1	TH	RT	LT	TH	1	RT	Lī	T	Н	RT	LT	TH			
Lane group			2	1	1	1	1	1	1	2		1	1	2	1		
			L	T	R	L	T		R	L	7		R	L	T	R	
Volume,			158	103	0	53	72	1	96	141	142	21	111	141	1023	3 329	
	vehicles,		0	0	0	0	0	T	0	0	0		0	0	0	0	
	ır factor, F		0.90	0.90	0.90	0.90	0.90	0.	90	0.90	0.9	0	0.90	0.90	0.90		
Pretimed (P) or actuated (A)		P	P	P	P	P	1	p	P	P		P	P	P	0.90 P		
Start-up lo			2.0	2.0	2.0	2.0	2.0	2	.0	2.0	2.0	\forall	2.0	2.0	2.0	2.0	
Extension of effective green, e		2.0	2.0	2.0	2.0	2.0	+	.0	2.0	2.0	\dashv	2.0	2.0	2.0	2.0		
Arrival type, AT		3	3	3	3	3	+	3	3	3	\dashv	3	3	+-	+-		
Unit extension, UE		3.0	3.0	3.0	3.0	3.0	_	.0	3.0	3.0	+		-	3	3		
Filtering/metering, I		1.000	1.000	1.000	1.000	1.000	+			_	\dashv	3.0	3.0	3.0	3.0		
nitial unmet demand, Q _b		0.0	0.0	0.0	0.0	0.0	0.	_	1.000	-	-	1.000	1.000	1.000	-		
Ped / Bike			0	0.0	0	0.0	0.0	4.5		0.0	0.0	+	0.0	0.0	0.0	0.0	
ane width	1		40.0	40.0	10.0			_	_			\perp	13	0		50	
Parking / C		rkina	12.0	12.0	12.0	12.0	12.0	12.	0	12.0	12.0	1	12.0	12.0	12.0	12.0	
			Ν	0	Ν	Ν	0	Ν		Ν	0		N	N	0	N	
Parking ma		N _m										T					
luses stop lin. time fo		iona	0	0	0	0	0	0		0	0	T	0	0	0	0	
р				3.2			3.2	2			3.2				3.2		
hasing	Excl. Le		EW Per		03	0 G =	4	Ex	cl. Le	eft	NS Pe	erm	T	07	T	08	
iming	G = 11. $Y = 2$		S = 18.0					G = 8.0			G = 63	= 63.0		G =		G =	
uration of			' = 3	Y =		Y =		Y = 2			Y = 3			Y = Y =			
ane Grou)elav a	nd I O	: Dot-	main - /				Cycle L	.enç	gth, C	= 110	0.0		
		,, ,	EB	siay, a	Tu LOS	W	The same of the sa	on			ND						
LT		TH		RT LT		R	Т	LT		NB TH F		RT LT		SB TH	DT		
djusted flo		176	114	0	59	80	57		157	_	579	109			137	RT 310	
ane group	capacity,	372	592			311	42	6				113	+			1130	
c ratio, X		0.47	0.19	19 0.00 0		0.26	0.1	3	0.50		0.76 0.10		2 0				
								0	l'		U. 1	J U.	13 1	.55	0.27		

Total green ratio, g/0	0 28	0.16	0.26	0.28	10.40	1	1.		T	,		
Uniform delay, d ₁		-	+		0.16	0.26	0.66	0.57	0.70	0.66	0.57	0.70
	31.5	39.7	29.8	29.4	40.2	30.9	10.5	17.8	5.3	26.8	14.6	6.1
Progression factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay calibration, k	0.50	0.50	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.50	0.50	0.44
Incremental delay, d ₂	4.3	0.7	0.0	0.9	2.0	0.1	5.8	2.7	0.0	25.9	1.1	0.11
Initial queue delay, d 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
Control delay	35.8	40.4	29.8	30.2	42.2	31.1	16.3	20.5	5.3	50.7		
Lane group LOS	D	D	С	_					0.3	52.7	15.7	6.3
			C	С	D	С	В	С	Α	D	В	Α
Approach delay	37.6			38	35.3			9.3		17.5		
Approach LOS	D			D				 В				
ntersection delay	20.7			$X_{c} = 0.73$						В		
	20.	. /			0.73		Intersec	ction LO	s	С		
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