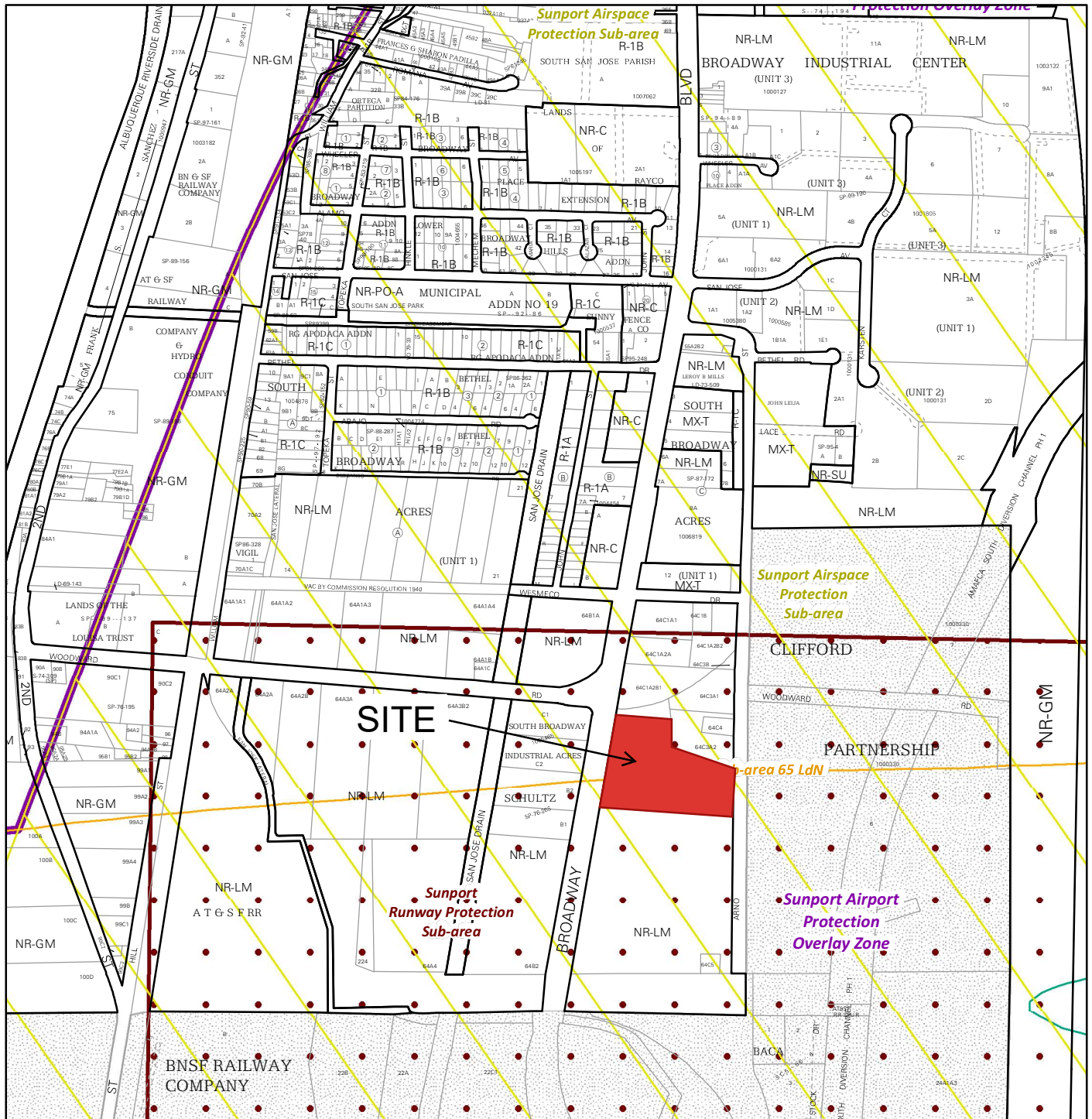




For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas May 2018

IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones
are established by the
Integrated Development Ordinance (IDO).

Gray Shading
Represents Area Outside
of the City Limits

Zone Atlas Page:
M-14-Z

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

0 250 500 1,000 Feet

N

September 19, 2023

Love's Sunport Station
Project #202031

A-1

Loves Travel Stop (Broadway Blvd. / Sunport Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

COMMENT	USE (ITE CODE)	DESCRIPTION	24 HR VOL		A. M. PEAK HR.		P. M. PEAK HR.	
			GROSS	ENTER	EXIT	ENTER	EXIT	
Summary Sheet								
12 PC + 5 HC		Convenience Store / Gas Station - GFA 5.5-10K (945)	Units					
		Subtotal	17	5,878	269	269	229	229
		Pass-By Trips	50%	5,878	269	269	229	229
		Total Primary Trips			134	134	114	114

Love's Sunport Station TIS

Growth Rates in Study Area

Based on 2020-2040 AADT from the Technical Memorandum for the Sunport
Blv. Extension by AECOM (11/2017, to Bernalillo County), pdh page pg. 14

Sunport Blvd./Woodward & Broadway Blvd.

LEG	AADT		Annual Growth(%)	Volume Weighted Growth
	2020	2040		
EAST LEG	6500	11000	2.0%	0.40%
WEST LEG	4300	7300	2.1%	0.27%
NORTH LEG	11800	12700	0.4%	0.10%
SOUTH LEG	15200	16400	0.4%	0.13%
TOTAL	39820	49440		0.9%

Use 2% for East-West legs (Woodward/Sunport)

Use 0.5% for North-South legs (Broadway)

Sunport Blvd. & I-25 NB & SB Ramps

LEG	AADT		Annual Growth(%)	Volume Weighted Growth
	2020	2040		
NB Entrance	9500	12400	1.2%	0.50%
NB Exit	1200	2400	2.5%	0.18%
SB Entrance	1600	2200	1.4%	0.10%
SB Exit	7600	10400	1.3%	0.47%
TOTAL	21920	29440		1.2%

Use 2.5 % for I-25 NB Ramp Intersection

Use 1.5 % for I-25 SB Ramp Intersection

Rio Bravo & Broadway

LEG	AADT		Annual Growth(%)
	2015	2040	
Rio Bravo	27225	39626	1.6%
TOTAL	29240	41666	

Pdh page 14 from AECOM Memorandum

Street	Location	Existing Year	Existing ADT from website	2012 Base Model (compare)	2040 ADT from Build Model	Growth Rate vs Existing	Growth Factor	Applied Growth Factor	2040 ADT	Growth Factor for 2020	Applied Growth Factor	2020 ADT	Ratio of 2040/2020 on Woodward
2nd Street	n/o Woodward	2015	5908	4623	7864	1.32	1.33	1.33	7900	1.07	1.07	6300	
2nd Street	s/o Woodward	2015	7823	7451	13776	3.04	1.76	1.76	13800	1.15	1.15	8000	
Broadway	n/o Woodward	2015	11522	5095	8783	-0.95	0.76	1.10	12700	0.95	1.02	11800	
Broadway	s/o Woodward	2015	7787	2340	12548	2.45	1.61	n/a	16400	1.12	1.95	15200	
Sunport TI	I-25 NB Entrance	2015	8767	3329	3951	-2.20	0.45	1.42	12400	0.89	1.08	9500	
Sunport TI	I-25 NB Exit	2015	897	3262	4440	15.80	4.95	2.66	2700	1.79	1.34	1200	
Sunport TI	I-25 SB Entrance	2015	1476	3893	2913	3.89	1.97	1.50	2200	1.19	1.08	1600	
Sunport TI	I-25 SB Exit	2015	6953	4096	4932	-1.16	0.71	1.50	10400	0.94	1.09	7600	
Woodward	btn 2nd Street and Broadway (segment 1)	2015	3592	3218	7322	4.15	2.04	2.04	7300	1.21	1.20	4300	0.589
Woodward	btn 2nd Street and Broadway (segment 2)	2015	3592	2776	6611								
Woodward	btn Broadway and I-25	2015			10992				11000			6500 *	
Sunport Road	e/o I-25	2015	19596	14590	22584	0.61	1.15	1.15	22600	1.03	1.03	20200	
Rio Bravo TI	NB Entrance	2015	14268	16515	34045	5.54	2.39			1.28			
Rio Bravo TI	NB Exit	2015	787	922	291	-2.52	0.37			0.87			
Rio Bravo TI	SB Entrance	2015	811	1033	215	-2.94	0.27			0.85			
Rio Bravo TI	SB Exit	2015	14637	17485	27379	3.48	1.87			1.17			
Rio Bravo	e/o I-25 Interchange	2015	7411	8110	32716	13.66	4.41			1.68			
Rio Bravo	w/o I-25 Interchange	2015	27225	39750	39626	1.82	1.46			1.09			

Trip Distribution Table
Love's Sunport Station (Rio Bravo & Broadway)

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

2016 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #			% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	(WV)			(BN)				
Boundary Specified on DASZ Map							2016	2040	2023	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	

Trip Distribution Table
Love's Sunport Station (Rio Bravo & Broadway)

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

2016 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

										(AN)	
										ARNO North	
DASZ #	% Sub Area in Study	2016 Population		2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	
Boundary Specified on DASZ Map											
5121	50%	2677	3730	2,984	1,492	6.63%	0%	0.00%	0		
5102	75%	454	497	467	350	1.56%	0%	0.00%	0		
5101	75%	1604	1729	1,640	1,230	5.47%	0%	0.00%	0		
5613	30%	1191	1188	1,190	357	1.59%	0%	0.00%	0		
5623	75%	1579	1855	1,660	1,245	5.53%	0%	0.00%	0		
5621	15%	842	967	878	132	0.59%	0%	0.00%	0		
5633	15%	2426	3027	2,601	390	1.73%	0%	0.00%	0		
5622	100%	2574	3648	2,887	2,887	12.83%	0%	0.00%	0		
5301	100%	21	64	34	34	0.15%	0%	0.00%	0		
5111	100%	1133	1152	1,139	1,139	5.06%	0%	0.00%	0		
5112	100%	1630	1582	1,616	1,616	7.18%	0%	0.00%	0		
5311	100%	1575	1801	1,641	1,641	7.29%	0%	0.00%	0		
5312	100%	196	196	196	196	0.87%	30%	0.26%	59		
5634	100%	2532	3059	2,686	2,686	11.94%	0%	0.00%	0		
5635	60%	1083	1465	1,194	716	3.18%	0%	0.00%	0		
5331	100%	498	519	504	504	2.24%	0%	0.00%	0		
5321	100%	0	0	0	0	0.00%	0%	0.00%	0		
5322	100%	0	0	0	0	0.00%	0%	0.00%	0		
5402	20%	1147	2202	1,455	291	1.29%	0%	0.00%	0		
5411	30%	1952	1679	1,872	562	2.50%	0%	0.00%	0		
5412	25%	0	0	0	0	0.00%	0%	0.00%	0		
8051	80%	0	0	0	0	0.00%	0%	0.00%	0		
8052	50%	436	497	454	227	1.01%	0%	0.00%	0		
8062	25%	3074	3195	3,109	777	3.45%	0%	0.00%	0		
8071	100%	0	125	36	36	0.16%	0%	0.00%	0		
8072	100%	1225	1248	1,232	1,232	5.48%	0%	0.00%	0		
8061	85%	1252	1658	1,370	1,165	5.18%	0%	0.00%	0		
8401	100%	422	674	496	496	2.20%	0%	0.00%	0		
8082	100%	989	1097	1,021	1,021	4.54%	0%	0.00%	0		
8081	100%	63	64	63	63	0.28%	0%	0.00%	0		
8402	100%	0	0	0	0	0.00%	0%	0.00%	0		
8412	100%	0	0	0	0	0.00%	0%	0.00%	0		
8413	50%	0	74	22	11	0.05%	0%	0.00%	0		
				34,447	22,496	100.00%					
								59	0.26%		

Trip Distribution Table

Loves Sunport Station (Rio Bravo & Broadway)

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

2016 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #		% Sub Area in Study	2016 Population		2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	SUNPORT East (SE)			RIO BRAVO East (RBE)			
			2016	2040	2023				% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	
Boundary Specified on DASZ Map															
	5121	50%	2677	3730	2,984	1,492	6.63%	0%	0.00%	0	0%	0.00%	0	0	
	5102	75%	454	497	467	350	1.56%	0%	0.00%	0	0%	0.00%	0	0	
	5101	75%	1604	1729	1,640	1,230	5.47%	50%	2.73%	615	0%	0.00%	0	0	
	5613	30%	1191	1188	1,190	357	1.59%	0%	0.00%	0	0%	0.00%	0	0	
	5623	75%	1579	1855	1,660	1,245	5.53%	0%	0.00%	0	0%	0.00%	0	0	
	5621	15%	842	967	878	132	0.59%	0%	0.00%	0	0%	0.00%	0	0	
	5633	15%	2426	3027	2,601	390	1.73%	0%	0.00%	0	0%	0.00%	0	0	
	5622	100%	2574	3648	2,887	2,887	12.83%	0%	0.00%	0	0%	0.00%	0	0	
	5301	100%	21	64	34	34	0.15%	0%	0.00%	0	0%	0.00%	0	0	
	5111	100%	1133	1152	1,139	1,139	5.06%	0%	0.00%	0	0%	0.00%	0	0	
	5112	100%	1630	1582	1,616	1,616	7.18%	0%	0.00%	0	0%	0.00%	0	0	
	5311	100%	1575	1801	1,641	1,641	7.29%	0%	0.00%	0	0%	0.00%	0	0	
	5312	100%	196	196	196	196	0.87%	0%	0.00%	0	0%	0.00%	0	0	
	5634	100%	2532	3059	2,686	2,686	11.94%	0%	0.00%	0	0%	0.00%	0	0	
	5635	60%	1083	1465	1,194	716	3.18%	0%	0.00%	0	0%	0.00%	0	0	
	5331	100%	498	519	504	504	2.24%	0%	0.00%	0	0%	0.00%	0	0	
	5321	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0	
	5322	100%	0	0	0	0	0.00%	0%	0.00%	0	10%	0.00%	0	0	
	5402	20%	1147	2202	1,455	291	1.29%	0%	0.00%	0	0%	0.00%	0	0	
	5411	30%	1952	1679	1,872	562	2.50%	0%	0.00%	0	0%	0.00%	0	0	
	5412	25%	0	0	0	0	0.00%	0%	0.00%	0	100%	0.00%	0	0	
	8051	80%	0	0	0	0	0.00%	20%	0.00%	0	0%	0.00%	0	0	
	8052	50%	436	497	454	227	1.01%	20%	0.20%	45	0%	0.00%	0	0	
	8062	25%	3074	3195	3,109	777	3.45%	20%	0.69%	155	0%	0.00%	0	0	
	8071	100%	0	125	36	36	0.16%	20%	0.03%	7	0%	0.00%	0	0	
	8072	100%	1225	1248	1,232	1,232	5.48%	20%	1.10%	246	0%	0.00%	0	0	
	8061	85%	1252	1658	1,370	1,165	5.18%	20%	1.04%	233	0%	0.00%	0	0	
	8401	100%	422	674	496	496	2.20%	100%	2.20%	496	0%	0.00%	0	0	
	8082	100%	989	1097	1,021	1,021	4.54%	100%	4.54%	1,021	0%	0.00%	0	0	
	8081	100%	63	64	63	63	0.28%	100%	0.28%	63	0%	0.00%	0	0	
	8402	100%	0	0	0	0	0.00%	100%	0.00%	0	0%	0.00%	0	0	
	8412	100%	0	0	0	0	0.00%	100%	0.00%	0	0%	0.00%	0	0	
	8413	50%	0	74	22	11	0.05%	100%	0.05%	11	0%	0.00%	0	0	
							34,447	22,496	100.00%	2,893	-				
											12.86%	0.00%			

Trip Distribution Table
Love's Sunport Station (Rio Bravo & Broadway)

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

2016 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

(BS)										BROADWAY South		
DASZ #	% Sub Area in Study	2016 Population		2040 Population	Interpolated Population for the Year 2023	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population		
Boundary Specified on DASZ Map												
5121	50%	2677		3730	2,984	1,492						
5102	75%	454		497	467	350		0%	0.00%	0		
5101	75%	1604		1729	1,640	1,230		0%	0.00%	0		
5613	30%	1191		1188	1,190	357		0%	0.00%	0		
5623	75%	1579		1855	1,660	1,245		0%	0.00%	0		
5621	15%	842		967	878	132		0%	0.00%	0		
5633	15%	2426		3027	2,601	390		50%	0.87%	195		
5622	100%	2574		3648	2,887	2,887		0%	0.00%	0		
5301	100%	21		64	34	34		0%	0.00%	0		
5111	100%	1133		1152	1,139	1,139		0%	0.00%	0		
5112	100%	1630		1582	1,616	1,616		0%	0.00%	0		
5311	100%	1575		1801	1,641	1,641		0%	0.00%	0		
5312	100%	196		196	196	196		0%	0.00%	0		
5634	100%	2532		3059	2,686	2,686		0%	0.00%	0		
5635	60%	1083		1465	1,194	716		0%	0.00%	0		
5331	100%	498		519	504	504		0%	0.00%	0		
5321	100%	0		0	0	0		80%	0.00%	0		
5322	100%	0		0	0	0		90%	0.00%	0		
5402	20%	1147		2202	1,455	291		0%	0.00%	0		
5411	30%	1952		1679	1,872	562		0%	0.00%	0		
5412	25%	0		0	0	0		0%	0.00%	0		
8051	80%	0		0	0	0		0%	0.00%	0		
8052	50%	436		497	454	227		0%	0.00%	0		
8062	25%	3074		3195	3,109	777		0%	0.00%	0		
8071	100%	0		125	36	36		0%	0.00%	0		
8072	100%	1225		1248	1,232	1,232		0%	0.00%	0		
8061	85%	1252		1658	1,370	1,165		0%	0.00%	0		
8401	100%	422		674	496	496		0%	0.00%	0		
8082	100%	989		1097	1,021	1,021		0%	0.00%	0		
8081	100%	63		64	63	63		0%	0.28%	0		
8402	100%	0		0	0	0		0%	0.00%	0		
8412	100%	0		0	0	0		0%	0.00%	0		
8413	50%	0		74	22	11		0%	0.05%	0		
					34,447	22,496	100.00%				195	
												0.87%

Trip Distribution Table
Loves Sunport Station (Rio Bravo & Broadway)

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

2016 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

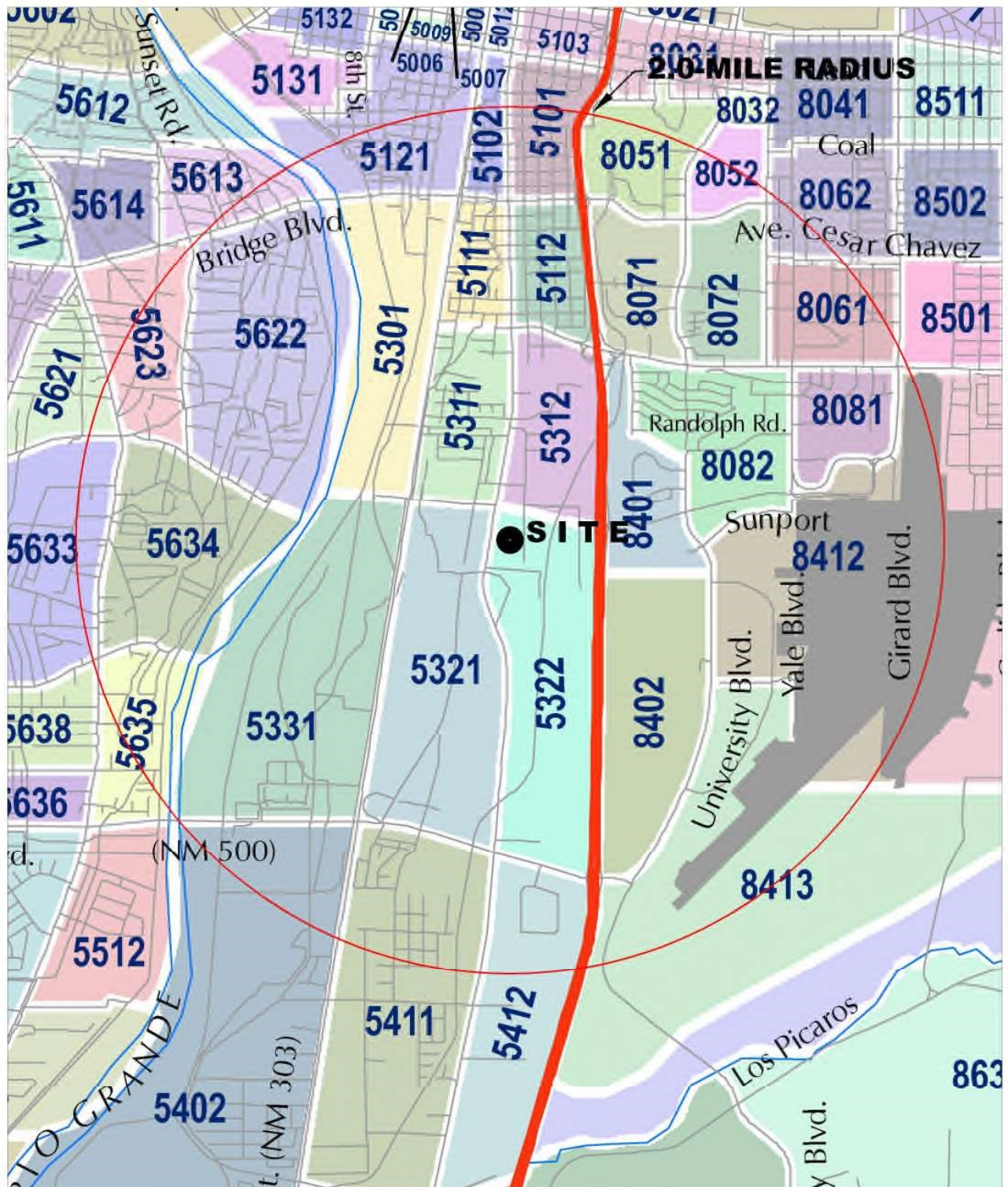
DASZ #		% Sub Area in Study	2016 Population		2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	(RBW)			I-25N		
			2016		2040	2023			% Utilizing	% Population Utilizing	Population			
Boundary Specified on DASZ Map														
5121	50%	2677	3730	2,984	1,492	6.63%	0%	0.00%	0	0%	0.00%	0	0%	
5102	75%	454	497	467	350	1.56%	0%	0.00%	0	0%	0.00%	0	0%	
5101	75%	1604	1729	1,640	1,230	5.47%	0%	0.00%	0	0%	0.00%	0	0%	
5613	30%	1191	1188	1,190	357	1.59%	0%	0.00%	0	40%	0.63%	143	0%	
5623	75%	1579	1855	1,660	1,245	5.53%	0%	0.00%	0	40%	2.21%	498	0%	
5621	15%	842	967	878	132	0.59%	0%	0.00%	0	40%	0.23%	53	0%	
5633	15%	2426	3027	2,601	390	1.73%	0%	0.00%	0	0%	0.00%	0	0%	
5622	100%	2574	3648	2,887	2,887	12.83%	0%	0.00%	0	40%	5.13%	1,155	0%	
5301	100%	21	64	34	34	0.15%	0%	0.00%	0	0%	0.00%	0	0%	
5111	100%	1133	1152	1,139	1,139	5.06%	0%	0.00%	0	0%	0.00%	0	0%	
5112	100%	1630	1582	1,616	1,616	7.18%	0%	0.00%	0	0%	0.00%	0	0%	
5311	100%	1575	1801	1,641	1,641	7.29%	0%	0.00%	0	0%	0.00%	0	0%	
5312	100%	196	196	196	196	0.87%	0%	0.00%	0	0%	0.00%	0	0%	
5634	100%	2532	3059	2,686	2,686	11.94%	80%	9.55%	2,149	0%	0.00%	0	0%	
5635	60%	1083	1465	1,194	716	3.18%	80%	2.55%	573	0%	0.00%	0	0%	
5331	100%	498	519	504	504	2.24%	80%	1.79%	403	0%	0.00%	0	0%	
5321	100%	0	0	0	0	0.00%	20%	0.00%	0	0%	0.00%	0	0%	
5322	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	
5402	20%	1147	2202	1,455	291	1.29%	100%	1.29%	291	0%	0.00%	0	0%	
5411	30%	1952	1679	1,872	562	2.50%	100%	2.50%	562	0%	0.00%	0	0%	
5412	25%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	
8051	80%	0	0	0	0	0.00%	0%	0.00%	0	80%	0.00%	0	0%	
8052	50%	436	497	454	227	1.01%	0%	0.00%	0	80%	0.81%	182	0%	
8062	25%	3074	3195	3,109	777	3.45%	0%	0.00%	0	80%	2.76%	622	0%	
8071	100%	0	125	36	36	0.16%	0%	0.00%	0	80%	0.13%	29	0%	
8072	100%	1225	1248	1,232	1,232	5.48%	0%	0.00%	0	80%	4.38%	986	0%	
8061	85%	1252	1658	1,370	1,165	5.18%	0%	0.00%	0	80%	4.14%	932	0%	
8401	100%	422	674	496	496	2.20%	0%	0.00%	0	0%	0.00%	0	0%	
8082	100%	989	1097	1,021	1,021	4.54%	0%	0.00%	0	0%	0.00%	0	0%	
8081	100%	63	64	63	63	0.28%	0%	0.00%	0	0%	0.00%	0	0%	
8402	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	
8412	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	
8413	50%	0	74	22	11	0.05%	0%	0.00%	0	0%	0.00%	0	0%	
							34,447	22,496	100.00%	3,978		4,598	0%	
										17.68%			20.44%	

Trip Distribution Table
Love's Sunport Station (Rio Bravo & Broadway)

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

2016 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #		% Sub Area in Study	2016 Population on DASZ Map		2040 Population	Interpolated Population for the Year 2023	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map											
			2016		2040						
	5121	50%	2677		3730	2,984	1,492	6.63%	0%	0.00%	0
	5102	75%	454		497	467	350	1.56%	0%	0.00%	0
	5101	75%	1604		1729	1,640	1,230	5.47%	0%	0.00%	0
	5613	30%	1191		1188	1,190	357	1.59%	0%	0.00%	0
	5623	75%	1579		1855	1,660	1,245	5.53%	0%	0.00%	0
	5621	15%	842		967	878	132	0.59%	0%	0.00%	0
	5633	15%	2426		3027	2,601	390	1.73%	0%	0.00%	0
	5622	100%	2574		3648	2,887	2,887	12.83%	0%	0.00%	0
	5301	100%	21		64	34	34	0.15%	0%	0.00%	0
	5111	100%	1133		1152	1,139	1,139	5.06%	0%	0.00%	0
	5112	100%	1630		1582	1,616	1,616	7.18%	0%	0.00%	0
	5311	100%	1575		1801	1,641	1,641	7.29%	0%	0.00%	0
	5312	100%	196		196	196	196	0.87%	0%	0.00%	0
	5634	100%	2532		3059	2,686	2,686	11.94%	20%	2.39%	537
	5635	60%	1083		1465	1,194	716	3.18%	20%	0.64%	143
	5331	100%	498		519	504	504	2.24%	20%	0.45%	101
	5321	100%	0		0	0	0	0.00%	0%	0.00%	0
	5322	100%	0		0	0	0	0.00%	0%	0.00%	0
	5402	20%	1147		2202	1,455	291	1.29%	0%	0.00%	0
	5411	30%	1952		1679	1,872	562	2.50%	0%	0.00%	0
	5412	25%	0		0	0	0	0.00%	0%	0.00%	0
	8051	80%	0		0	0	0	0.00%	0%	0.00%	0
	8052	50%	436		497	454	227	1.01%	0%	0.00%	0
	8062	25%	3074		3195	3,109	777	3.45%	0%	0.00%	0
	8071	100%	0		125	36	36	0.16%	0%	0.00%	0
	8072	100%	1225		1248	1,232	1,232	5.48%	0%	0.00%	0
	8061	85%	1252		1658	1,370	1,165	5.18%	0%	0.00%	0
	8401	100%	422		674	496	496	2.20%	0%	0.00%	0
	8082	100%	989		1097	1,021	1,021	4.54%	0%	0.00%	0
	8081	100%	63		64	63	63	0.28%	0%	0.00%	0
	8402	100%	0		0	0	0	0.00%	0%	0.00%	0
	8412	100%	0		0	0	0	0.00%	0%	0.00%	0
	8413	50%	0		74	22	11	0.05%	0%	0.00%	0
							34,447	22,496	100.00%		781
											3.47%



DATA ANALYSIS SUBZONE (DASZ) MAP

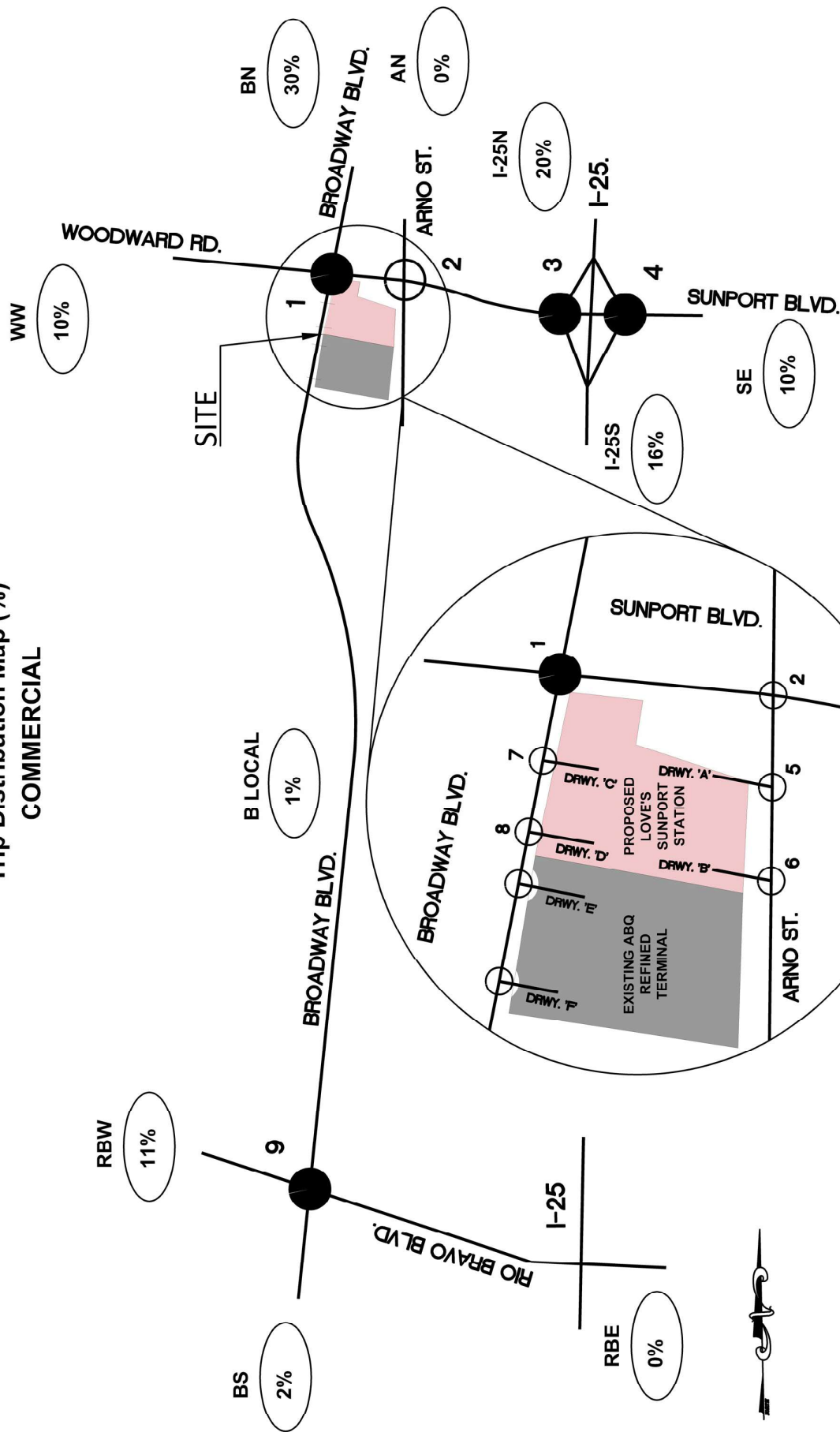
LOVE'S SUNPORT STATION (Broadway Blvd./Sunport Blvd., Albuquerque, NM)

LOVE'S SUNPORT STATION - ALBUQUERQUE, NM

Sunport Blvd./Broadway Blvd. - Albuquerque, NM

Trip Distribution Map (%)

COMMERCIAL



TIERRA WEST, LLC

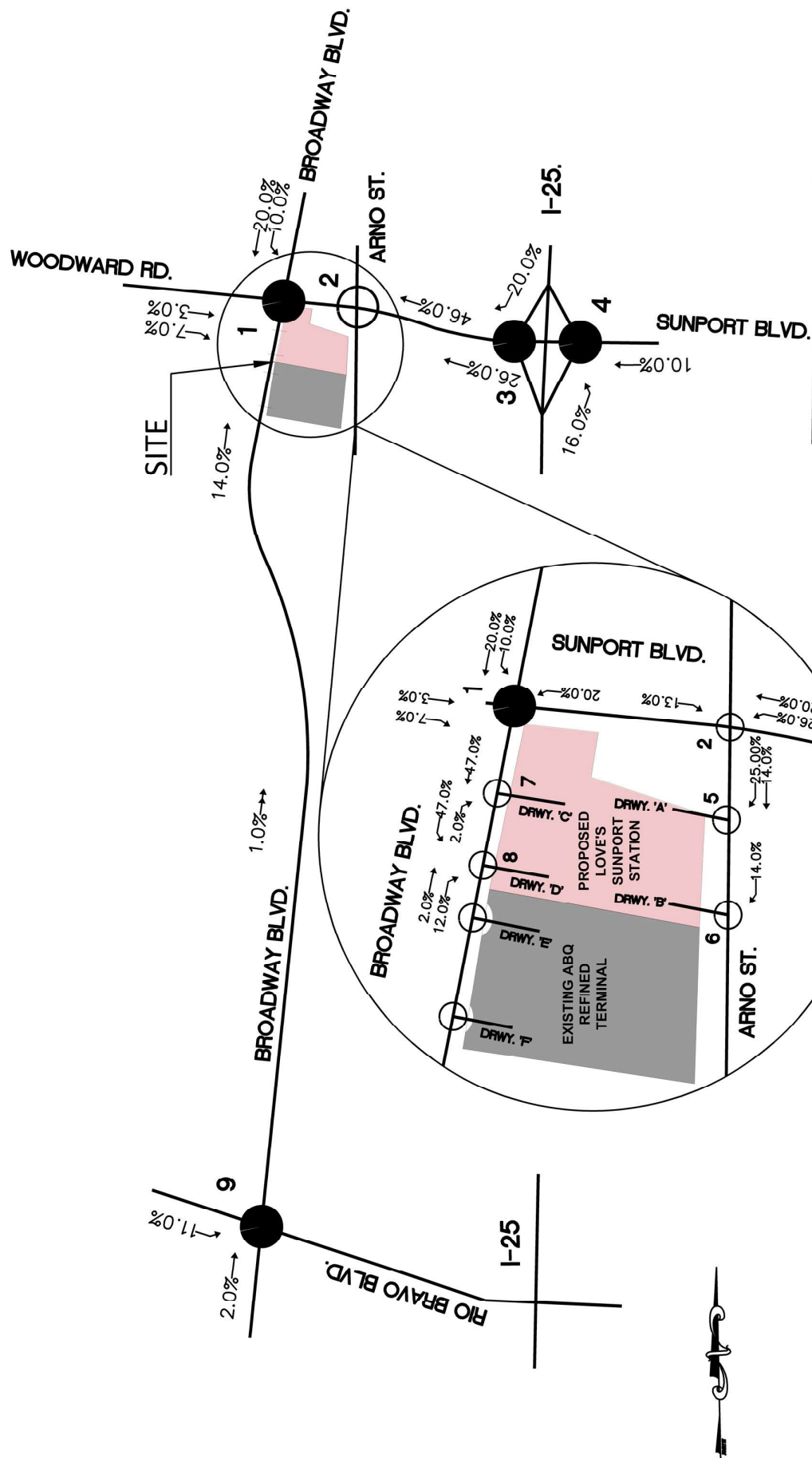
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505)858-3100

LOVE'S SUNPORT STATION - ALBUQUERQUE, NM

Sunport Blvd./Broadway Blvd. - Albuquerque, NM 87544

Trip Assignments (% Entering)

COMMERCIAL



● SIGNALIZED INTERSECTION

○ UNSIGNALIZED INTERSECTION

TIERRA WEST, LLC

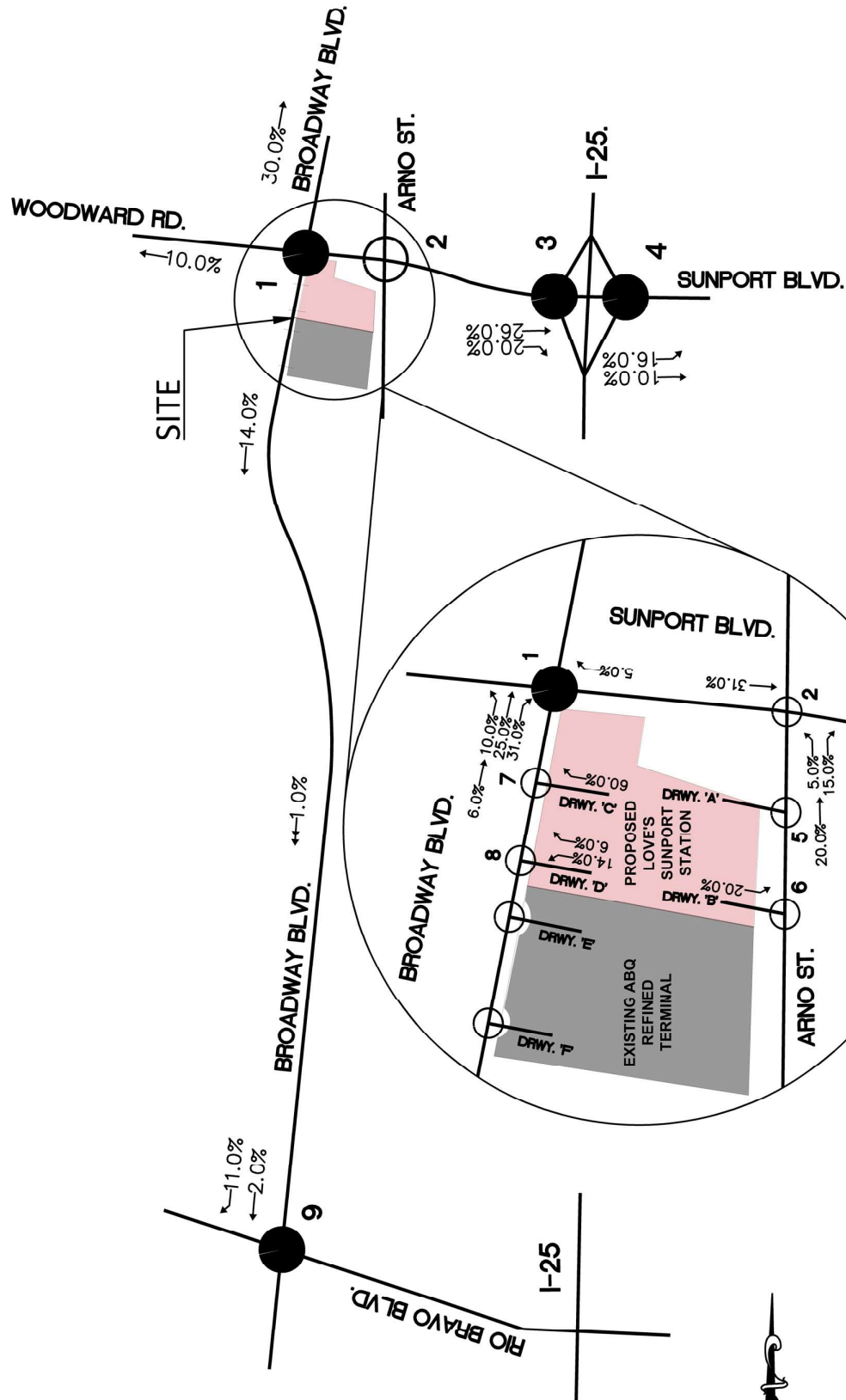
5571 MIDWAY PARK PLACE NE
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(505)858-3100

LOVE'S SUNPORT STATION - ALBUQUERQUE, NM

Sunport Blvd./Broadway Blvd. - Albuquerque, NM 87544

Trip Assignments (% Exiting)

COMMERCIAL



● SIGNALIZED INTERSECTION

○ UNSIGNALIZED INTERSECTION

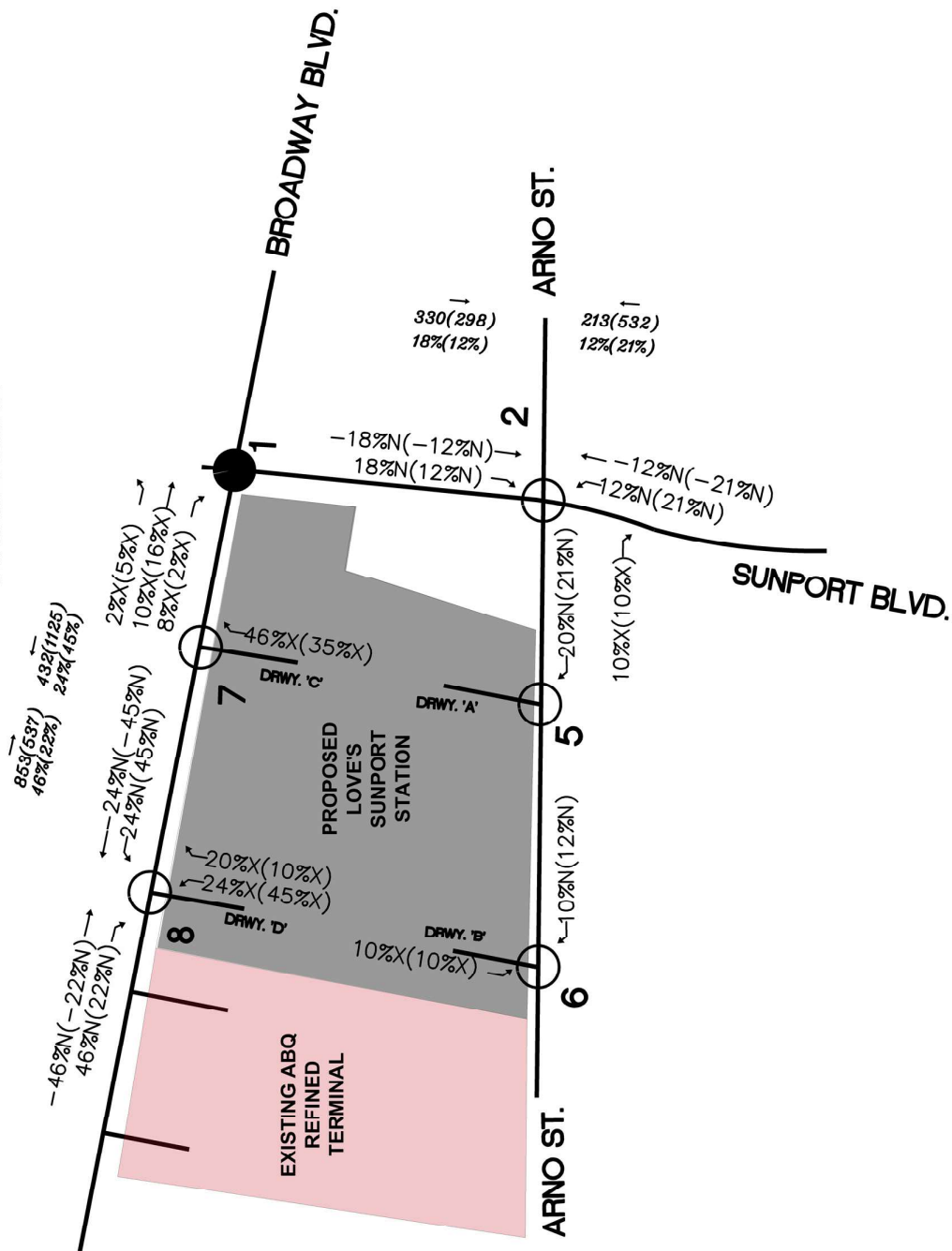
TIERRA WEST, LLC

5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109

LOVE'S SUNPORT STATION - ALBUQUERQUE, NM

Sunport Blvd./Broadway Blvd. - Albuquerque, NM 87544

Pass by Trips AM(PM)
COMMERCIAL



● SIGNALIZED INTERSECTION

○ UNSIGNALIZED INTERSECTION

TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100

Love's Sunport Station

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2023) - 100% Development

INTERSECTION: Summary

Wood./Sunport / Broadway Blvd.													PHF
0.10			0.10			0.10			0.10				
(1)	Eastbound (Wood./Sunport)			Westbound (Wood./Sunport)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	32	32	191	170	11	32	122	660	71	233	71	10	
2023 (NO BUILD - A.M.)	32	32	191	170	11	32	122	660	71	233	71	10	
2023 (BUILD - A.M.)	32	36	200	197	11	32	138	708	124	246	98	10	
0.10			0.10			0.10			0.10				PHF
	Eastbound (Wood./Sunport)			Westbound (Wood./Sunport)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	43	43	138	287	170	74	91	294	152	81	700	10	
2023 (NO BUILD - P.M.)	43	43	138	287	170	74	91	294	152	81	700	10	
2023 (BUILD - P.M.)	43	46	146	310	170	74	108	341	189	92	723	10	
Woodward/Sunport / Arno St.													PHF
0.10			0.10			0.10			0.10				
(2)	Eastbound (Woodward/Sunport)			Westbound (Woodward/Sunport)			Northbound (Arno St.)			Southbound (Arno St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	21	330	0	0	213	21	0	2	0	21	2	21	
2023 (NO BUILD - A.M.)	21	330	0	0	213	21	0	2	0	21	2	21	
2023 (BUILD - A.M.)	21	348	41	51	224	21	7	2	34	21	2	21	
0.10			0.10			0.10			0.10				PHF
	Eastbound (Woodward/Sunport)			Westbound (Woodward/Sunport)			Northbound (Arno St.)			Southbound (Arno St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	32	298	0	0	532	32	0	3	0	31	3	31	
2023 (NO BUILD - P.M.)	32	298	0	0	532	32	0	3	0	31	3	31	
2023 (BUILD - P.M.)	32	319	29	44	531	32	6	3	29	31	3	31	
Sunport Blvd. / I-25 SB Ramp													PHF
0.10			0.10			0.10			0.10				
(3)	Eastbound (Sunport Blvd.)			Westbound (Sunport Blvd.)			Northbound (I-25 SB Ramp)			Southbound (I-25 SB Ramp)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	298	32	53	159	0	0	0	0	617	10	73	
2023 (NO BUILD - A.M.)	0	298	32	53	159	0	0	0	0	617	10	73	
2023 (BUILD - A.M.)	0	333	59	53	194	0	0	0	0	617	10	100	
0.10			0.10			0.10			0.10				PHF
	Eastbound (Sunport Blvd.)			Westbound (Sunport Blvd.)			Northbound (I-25 SB Ramp)			Southbound (I-25 SB Ramp)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	255	43	244	351	0	0	0	0	408	10	178	
2023 (NO BUILD - P.M.)	0	255	43	244	351	0	0	0	0	408	10	178	
2023 (BUILD - P.M.)	0	285	66	244	381	0	0	0	0	408	10	201	
Sunport Blvd. / I-25 NB Ramp													PHF
0.10			0.10			0.10			0.10				
(4)	Eastbound (Sunport Blvd.)			Westbound (Sunport Blvd.)			Northbound (I-25 NB Ramp)			Southbound (I-25 NB Ramp)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	106	819	0	0	149	415	65	2	161	0	0	0	
2023 (NO BUILD - A.M.)	106	819	0	0	149	415	65	2	161	0	0	0	
2023 (BUILD - A.M.)	127	832	0	0	162	415	86	2	161	0	0	0	
0.10			0.10			0.10			0.10				PHF
	Eastbound (Sunport Blvd.)			Westbound (Sunport Blvd.)			Northbound (I-25 NB Ramp)			Southbound (I-25 NB Ramp)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	64	606	0	0	542	819	54	2	65	0	0	0	
2023 (NO BUILD - P.M.)	64	606	0	0	542	819	54	2	65	0	0	0	
2023 (BUILD - P.M.)	82	617	0	0	553	819	72	2	65	0	0	0	

Love's Sunport Station

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2023) - 100% Development

INTERSECTION: Summary

<u>Drwy 'A' / Arno St.</u>				0.10				0.10				0.10				0.10				PHF	
(5)																					
0.0% Truck																					
Existing (2023)																					
2023 (NO BUILD - A.M.)																					
2023 (BUILD - A.M.)																					
				</																	

Love's Sunport StationProjected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2023) - 100% Development**INTERSECTION: Summary**

Drwy 'D' / Broadway Blvd.		0.10			0.10			0.10			0.10			PHF
(8)		Eastbound (Drwy 'D')			Westbound (Drwy 'D')			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)			
0.0% Truck		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)		0	0	0	0	0	0	0	853	0	0	416	0	
2023 (NO BUILD - A.M.)		0	0	0	0	0	0	0	853	0	0	416	0	
2023 (BUILD - A.M.)		0	0	0	51	0	35	0	794	78	95	384	0	
		0.10			0.10			0.10			0.10			PHF
		Eastbound (Drwy 'D')			Westbound (Drwy 'D')			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)		0	0	0	0	0	0	0	538	0	0	1,106	0	
2023 (NO BUILD - P.M.)		0	0	0	0	0	0	0	538	0	0	1,106	0	
2023 (BUILD - P.M.)		0	0	0	68	0	19	0	515	39	106	1,054	0	

Love's Sunport Station

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2033) - 100% Development

INTERSECTION: Summary

Wood./Sunport / Broadway Blvd.				0.10			0.10			0.10			0.10			PHF
(1)	Eastbound (Wood./Sunport)			Westbound (Wood./Sunport)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)						
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	32	32	191	170	11	32	122	660	71	233	71	10				
2033 (NO BUILD - A.M.)	38	38	229	204	13	38	128	692	75	245	75	11				
2033 (BUILD - A.M.)	38	42	238	231	13	38	144	740	128	258	102	11				
			0.10			0.10			0.10			0.10			PHF	
Eastbound (Wood./Sunport)			Westbound (Wood./Sunport)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)							
Existing (2023)	43	43	138	287	170	74	91	294	152	81	700	10				
2033 (NO BUILD - P.M.)	51	51	165	344	204	89	96	309	160	85	735	11				
2033 (BUILD - P.M.)	51	54	173	367	204	89	113	356	197	96	758	11				
Woodward/Sunport / Arno St.																
(2)	0.10			0.10			0.10			0.10			PHF			
Eastbound (Woodward/Sunport)			Westbound (Woodward/Sunport)			Northbound (Arno St.)			Southbound (Arno St.)							
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	21	330	0	0	213	21	0	2	0	21	2	21				
2033 (NO BUILD - A.M.)	25	395	0	0	255	25	0	2	0	24	2	24				
2033 (BUILD - A.M.)	25	413	41	51	266	25	7	2	34	24	2	24				
			0.10			0.10			0.10			0.10			PHF	
Eastbound (Woodward/Sunport)			Westbound (Woodward/Sunport)			Northbound (Arno St.)			Southbound (Arno St.)							
Existing (2023)	32	298	0	0	532	32	0	3	0	31	3	31				
2033 (NO BUILD - P.M.)	38	356	0	0	637	38	0	4	0	36	4	36				
2033 (BUILD - P.M.)	38	377	29	44	636	38	6	4	29	36	4	36				
Sunport Blvd. / I-25 SB Ramp																
(3)	0.10			0.10			0.10			0.10			PHF			
Eastbound (Sunport Blvd.)			Westbound (Sunport Blvd.)			Northbound (I-25 SB Ramp)			Southbound (I-25 SB Ramp)							
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	298	32	53	159	0	0	0	0	617	10	73				
2033 (NO BUILD - A.M.)	0	356	38	64	191	0	0	0	0	705	12	84				
2033 (BUILD - A.M.)	0	391	65	64	226	0	0	0	0	705	12	111				
			0.10			0.10			0.10			0.10			PHF	
Eastbound (Sunport Blvd.)			Westbound (Sunport Blvd.)			Northbound (I-25 SB Ramp)			Southbound (I-25 SB Ramp)							
Existing (2023)	0	255	43	244	351	0	0	0	0	408	10	178				
2033 (NO BUILD - P.M.)	0	306	51	293	420	0	0	0	0	466	12	203				
2033 (BUILD - P.M.)	0	336	74	293	450	0	0	0	0	466	12	226				
Sunport Blvd. / I-25 NB Ramp																
(4)	0.10			0.10			0.10			0.10			PHF			
Eastbound (Sunport Blvd.)			Westbound (Sunport Blvd.)			Northbound (I-25 NB Ramp)			Southbound (I-25 NB Ramp)							
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	106	819	0	0	149	415	65	2	161	0	0	0				
2033 (NO BUILD - A.M.)	127	980	0	0	178	496	80	3	199	0	0	0				
2033 (BUILD - A.M.)	148	993	0	0	191	496	101	3	199	0	0	0				
			0.10			0.10			0.10			0.10			PHF	
Eastbound (Sunport Blvd.)			Westbound (Sunport Blvd.)			Northbound (I-25 NB Ramp)			Southbound (I-25 NB Ramp)							
Existing (2023)	64	606	0	0	542	819	54	2	65	0	0	0				
2033 (NO BUILD - P.M.)	76	726	0	0	649	980	66	3	80	0	0	0				
2033 (BUILD - P.M.)	94	737	0	0	660	980	84	3	80	0	0	0				

Love's Sunport Station

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2033) - 100% Development

INTERSECTION: Summary

Drwy 'A' / Arno St.				0.10				0.10				0.10				0.10				PHF	
(5)																					
0.0% Truck																					
Existing (2023)																					
2033 (NO BUILD - A.M.)																					
2033 (BUILD - A.M.)																					
</																					

Love's Sunport Station

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2033) - 100% Development

INTERSECTION: Summary

Drwy 'D' / Broadway Blvd.		0.10			0.10			0.10			0.10			PHF
(8)		Eastbound (Drwy 'D')			Westbound (Drwy 'D')			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)			
0.0% Truck		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)		0	0	0	0	0	0	0	853	0	0	416	0	
2033 (NO BUILD - A.M.)		0	0	0	0	0	0	0	895	0	0	437	0	
2033 (BUILD - A.M.)		0	0	0	51	0	35	0	836	78	95	405	0	
		0.10			0.10			0.10			0.10			PHF
		Eastbound (Drwy 'D')			Westbound (Drwy 'D')			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)		0	0	0	0	0	0	0	538	0	0	1,106	0	
2033 (NO BUILD - P.M.)		0	0	0	0	0	0	0	564	0	0	1,161	0	
2033 (BUILD - P.M.)		0	0	0	68	0	19	0	541	39	106	1,109	0	

Love's Support Station
Projected Turning Movements Worksheet
Rio Bravo Blvd. / Broadway Blvd.
MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION :

E-W Street: **Rio Bravo Blvd.**

(5)

NOTES

Year of Existing Counts

N-S Street: **Broadway Blvd.**

2023

Implementation Year

2023

Retail/Shopping Center (Hourly)

Entering Exiting

134 134 A.M.

100% Retail Development

114 114 P.M.

Growth Rates

1.60%**1.60%****0.50%****0.50%**

AM Peak		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
(Hourly Demand Volumes - AM Peak)		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	6:45 AM	29	326	40	98	149	11	20	30	71	14	28	17
Existing Volumes (Demand) - Period 2-	7:00 AM	25	297	22	68	126	6	22	32	71	12	28	10
Existing Volumes (Demand) - Period 3-	7:15 AM	32	346	21	55	123	12	23	41	76	7	20	3
Existing Volumes (Demand) - Period 4-	7:30 AM	30	333	10	33	128	8	21	46	72	16	18	26
Existing Volumes (Demand) - Period 5-	7:45 AM	38	319	21	55	149	6	28	43	65	13	11	20
Existing Volumes (Demand) - Period 6-	8:00 AM	36	279	19	35	156	13	21	35	54	8	36	17
Existing Volumes (Demand) - Period 7-	8:15 AM	56	253	19	44	135	10	15	31	66	7	34	28
Existing Volumes (Demand) - Period 8-	8:30 AM	27	291	18	49	128	9	25	29	59	15	26	13
Maximum Existing AM Volumes		29	326	40	98	149	11	20	30	71	14	28	17
Background Traffic Growth		0	0	0	0	0	0	0	0	0	0	0	0
AM Pk Hr. NO BUILD Volumes - Preiod 1		29	326	40	98	149	11	20	30	71	14	28	17
AM Pk Hr. NO BUILD Volumes - Period 2		25	297	22	68	126	6	22	32	71	12	28	10
AM Pk Hr. NO BUILD Volumes - Preiod 3		32	346	21	55	123	12	23	41	76	7	20	3
AM Pk Hr. NO BUILD Volumes - Period 4		30	333	10	33	128	8	21	46	72	16	18	26
AM Pk Hr. NO BUILD Volumes - Preiod 5		38	319	21	55	149	6	28	43	65	13	11	20
AM Pk Hr. NO BUILD Volumes - Period 6		36	279	19	35	156	13	21	35	54	8	36	17
AM Pk Hr. NO BUILD Volumes - Preiod 7		56	253	19	44	135	10	15	31	66	7	34	28
AM Pk Hr. NO BUILD Volumes - Period 8		27	291	18	49	128	9	25	29	59	15	26	13
Maximum AM NO BUILD Volumes		29	326	40	98	149	11	20	30	71	14	28	17
Percent Commercial Trips Generated(Entering)		11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	11.00%
Total Primary Trips Generated		4	0	0	0	0	0	0	1	0	0	1	4
AM Pk Hr. BUILD Volumes - Preiod 1		33	326	40	98	149	11	20	31	71	14	29	21
AM Pk Hr. BUILD Volumes - Period 2		29	297	22	68	126	6	22	33	71	12	29	14
AM Pk Hr. BUILD Volumes - Preiod 3		36	346	21	55	123	12	23	42	76	7	21	7
AM Pk Hr. BUILD Volumes - Preiod 4		34	333	10	33	128	8	21	47	72	16	19	30
AM Pk Hr. BUILD Volumes - Period 5		42	319	21	55	149	6	28	44	65	13	12	24
AM Pk Hr. BUILD Volumes - Preiod 6		40	279	19	35	156	13	21	36	54	8	37	21
AM Pk Hr. BUILD Volumes - Preiod 7		60	253	19	44	135	10	15	32	66	7	35	32
AM Pk Hr. BUILD Volumes - Period 8		31	291	18	49	128	9	25	30	59	15	27	17
Maximum AM BUILD Volumes (Demand)		33	326	40	98	149	11	20	31	71	14	29	21
		3.00%			3.00%			3.00%			3.00%		
PM Peak		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
(Hourly Demand Volumes - PM Peak)		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	4:00 PM	15	148	21	59	321	9	53	41	101	16	52	45
Existing Volumes (Demand) - Period 2-	4:15 PM	20	156	28	37	356	2	30	30	81	10	60	44
Existing Volumes (Demand) - Period 3-	4:30 PM	37	161	23	65	286	9	57	40	90	11	46	33
Existing Volumes (Demand) - Period 4-	4:45 PM	24	168	16	59	315	9	34	39	71	24	36	43
Existing Volumes (Demand) - Period 5-	5:00 PM	24	148	16	38	230	5	50	37	110	15	45	44
Existing Volumes (Demand) - Period 6-	5:15 PM	23	157	14	35	293	4	37	17	75	16	41	31
Existing Volumes (Demand) - Period 7-	5:30 PM	24	165	18	33	247	5	30	14	49	10	34	45
Existing Volumes (Demand) - Period 8-	5:45 PM	26	154	12	41	272	4	16	9	35	9	21	21
Maximum Existing PM Volumes		15	148	21	59	321	9	53	41	101	16	52	45
Background Traffic Growth		0	0	0	0	0	0	0	0	0	0	0	0
PM Pk Hr. NO BUILD Volumes - Preiod 1		15	148	21	59	321	9	53	41	101	16	52	45
PM Pk Hr. NO BUILD Volumes - Period 2		20	156	28	37	356	2	30	30	81	10	60	44
PM Pk Hr. NO BUILD Volumes - Preiod 3		37	161	23	65	286	9	57	40	90	11	46	33
PM Pk Hr. NO BUILD Volumes - Period 4		24	168	16	59	315	9	34	39	71	24	36	43
PM Pk Hr. NO BUILD Volumes - Preiod 5		24	148	16	38	230	5	50	37	110	15	45	44
PM Pk Hr. NO BUILD Volumes - Period 6		23	157	14	35	293	4	37	17	75	16	41	31
PM Pk Hr. NO BUILD Volumes - Preiod 7		24	165	18	33	247	5	30	14	49	10	34	45
PM Pk Hr. NO BUILD Volumes - Period 8		26	154	12	41	272	4	16	9	35	9	21	21
Maximum PM NO BUILD Volumes		15	148	21	59	321	9	53	41	101	16	52	45
Percent Commercial Trips Generated(Entering)		11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	11.00%
Total Primary Trips Generated		4	0	0	0	0	0	0	1	0	0	1	4
PM Pk Hr. BUILD Volumes - Preiod 1		19	148	21	59	321	9	53	42	101	16	53	49
PM Pk Hr. BUILD Volumes - Period 2		24	156	28	37	356	2	30	31	81	10	61	48
PM Pk Hr. BUILD Volumes - Preiod 3		41	161	23	65	286	9	57	41	90	11	47	37
PM Pk Hr. BUILD Volumes - Preiod 4		28	168	16	59	315	9	34	40	71	24	37	47
PM Pk Hr. BUILD Volumes - Period 5		28	148	16	38	230	5	50	38	110	15	46	48
PM Pk Hr. BUILD Volumes - Preiod 6		27	157	14	35	293	4	37	18	75	16	42	35
PM Pk Hr. BUILD Volumes - Preiod 7		28	165	18	33	247	5	30	15	49	10	35	49
PM Pk Hr. BUILD Volumes - Period 8		30	154	12	41	272	4	16	10	35	9	22	25
Maximum PM BUILD Volumes		19	148	21	59	321	9	53	42	101	16	53	49

Love's Support Station
Projected Turning Movements Worksheet
Rio Bravo Blvd. / Broadway Blvd.
MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION :

E-W Street: **Rio Bravo Blvd.**

(5)

NOTES

Year of Existing Counts

2023

Horizon Year

2033

Entering Exiting

Retail/Shopping Center (Hourly)

134 114

134 114

A.M. P.M.

100% Retail Development

Growth Rates

1.60%

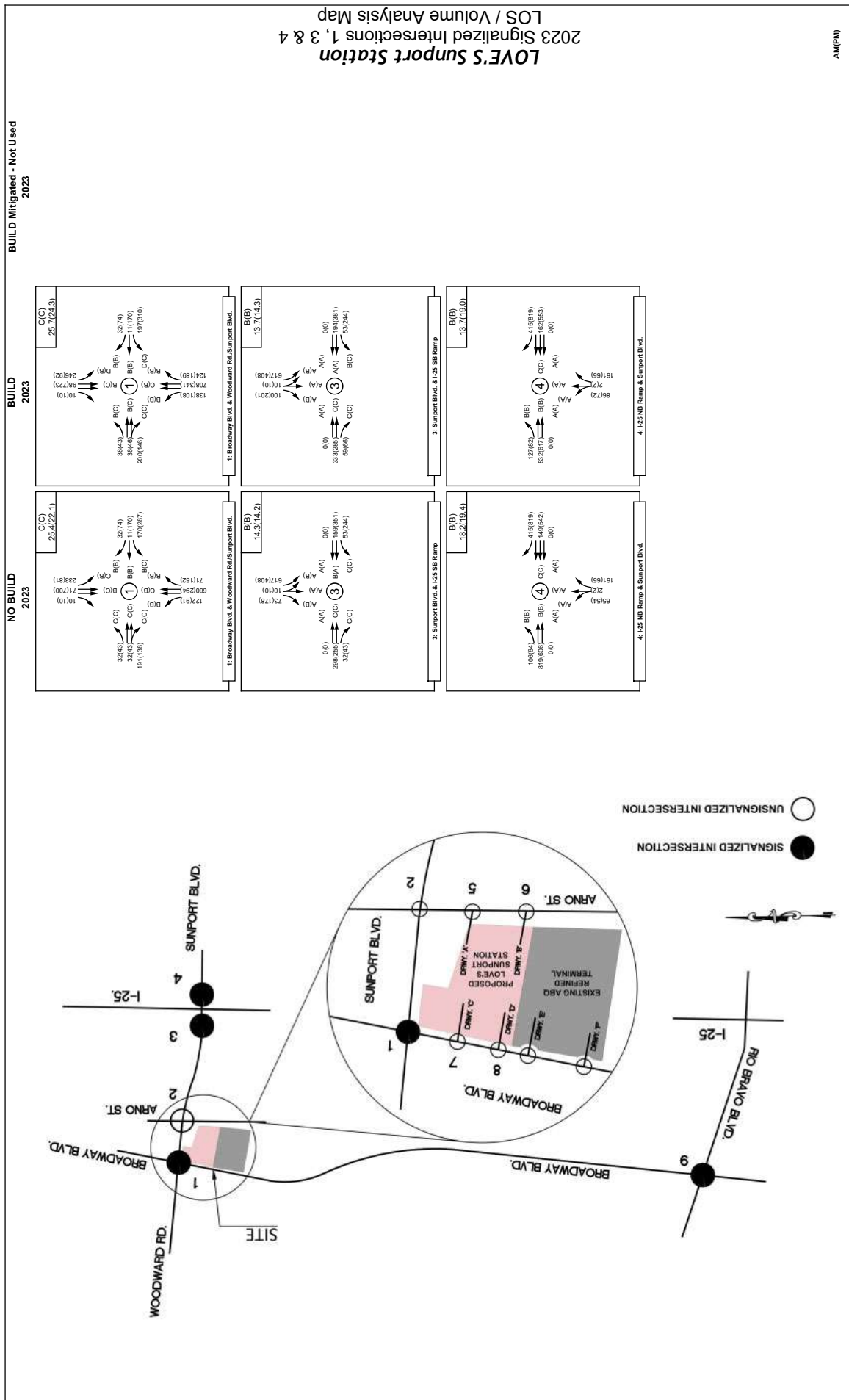
1.60%

0.50%

0.50%

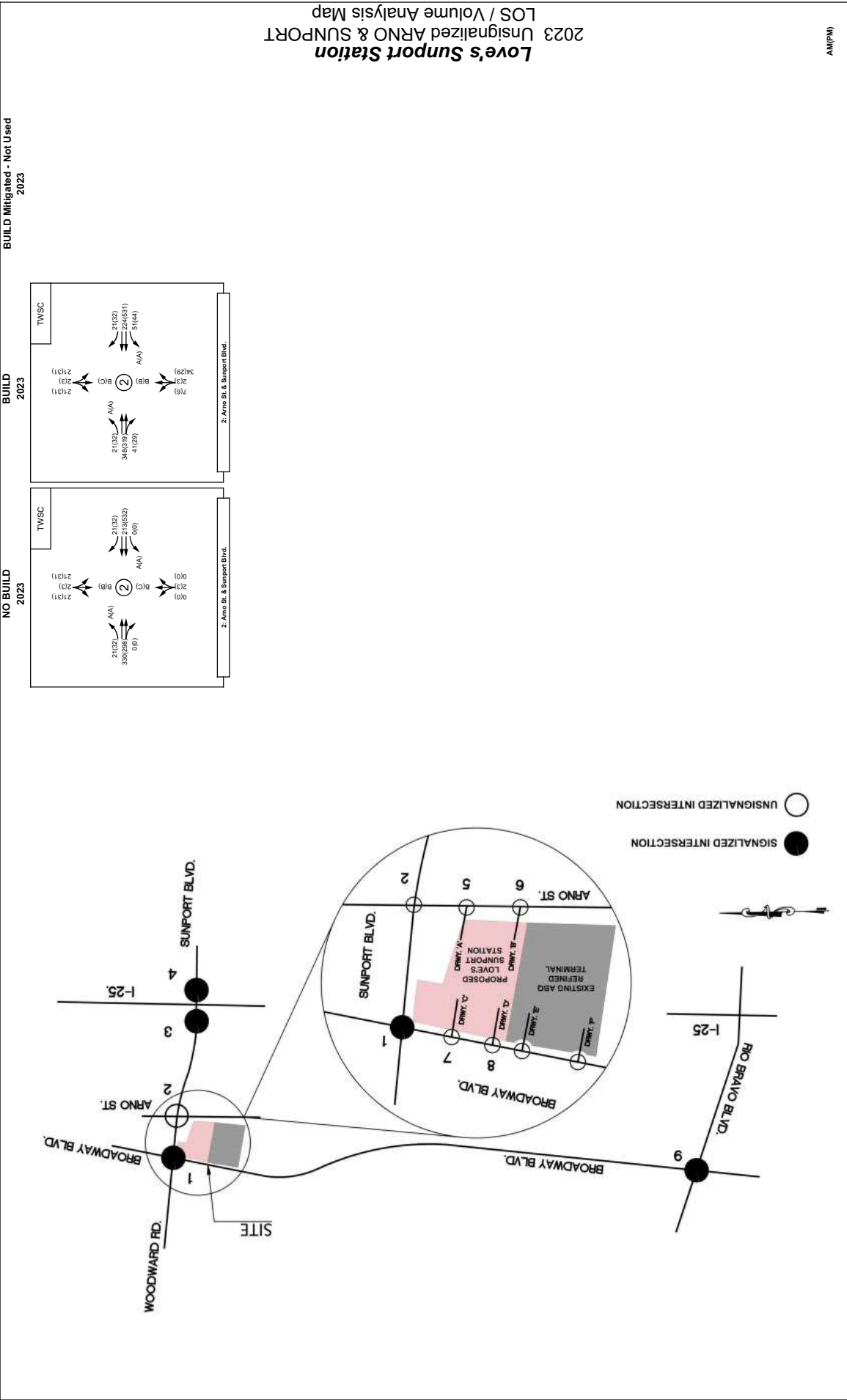
AM Peak		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
(Hourly Demand Volumes - AM Peak)		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	6:45 AM	29	326	40	98	149	11	20	30	71	14	28	17
Existing Volumes (Demand) - Period 2-	7:00 AM	25	297	22	68	126	6	22	32	71	12	28	10
Existing Volumes (Demand) - Period 3-	7:15 AM	32	346	21	55	123	12	23	41	76	7	20	3
Existing Volumes (Demand) - Period 4-	7:30 AM	30	333	10	33	128	8	21	46	72	16	18	26
Existing Volumes (Demand) - Period 5-	7:45 AM	38	319	21	55	149	6	28	43	65	13	11	20
Existing Volumes (Demand) - Period 6-	8:00 AM	36	279	19	35	156	13	21	35	54	8	36	17
Existing Volumes (Demand) - Period 7-	8:15 AM	56	253	19	44	135	10	15	31	66	7	34	28
Existing Volumes (Demand) - Period 8-	8:30 AM	27	291	18	49	128	9	25	29	59	15	26	13
Maximum Existing AM Volumes		29	326	40	98	149	11	20	30	71	14	28	17
Background Traffic Growth		5	52	6	16	24	2	1	2	4	1	1	1
AM Pk Hr. NO BUILD Volumes - Preiod 1		34	378	46	114	173	13	21	32	75	15	29	18
AM Pk Hr. NO BUILD Volumes - Period 2		30	349	28	84	150	8	23	34	75	13	29	11
AM Pk Hr. NO BUILD Volumes - Preiod 3		37	398	27	71	147	14	24	43	80	8	21	4
AM Pk Hr. NO BUILD Volumes - Period 4		35	385	16	49	152	10	22	48	76	17	19	27
AM Pk Hr. NO BUILD Volumes - Preiod 5		43	371	27	71	173	8	29	45	69	14	12	21
AM Pk Hr. NO BUILD Volumes - Period 6		41	331	25	51	180	15	22	37	58	9	37	18
AM Pk Hr. NO BUILD Volumes - Preiod 7		61	305	25	60	159	12	16	33	70	8	35	29
AM Pk Hr. NO BUILD Volumes - Period 8		32	343	24	65	152	11	26	31	63	16	27	14
Maximum AM NO BUILD Volumes		34	378	46	114	173	13	21	32	75	15	29	18
Percent Commercial Trips Generated(Entering)		11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	11.00%
Total Primary Trips Generated		4	0	0	0	0	0	0	1	0	0	1	4
AM Pk Hr. BUILD Volumes - Preiod 1		38	378	46	114	173	13	21	33	75	15	30	22
AM Pk Hr. BUILD Volumes - Period 2		34	349	28	84	150	8	23	35	75	13	30	15
AM Pk Hr. BUILD Volumes - Preiod 3		41	398	27	71	147	14	24	44	80	8	22	8
AM Pk Hr. BUILD Volumes - Preiod 4		39	385	16	49	152	10	22	49	76	17	20	31
AM Pk Hr. BUILD Volumes - Period 5		47	371	27	71	173	8	29	46	69	14	13	25
AM Pk Hr. BUILD Volumes - Preiod 6		45	331	25	51	180	15	22	38	58	9	38	22
AM Pk Hr. BUILD Volumes - Preiod 7		65	305	25	60	159	12	16	34	70	8	36	33
AM Pk Hr. BUILD Volumes - Period 8		36	343	24	65	152	11	26	32	63	16	28	18
Maximum AM BUILD Volumes (Demand)		38	378	46	114	173	13	21	33	75	15	30	22
		1.00%			1.00%			10.33%			20.78%		

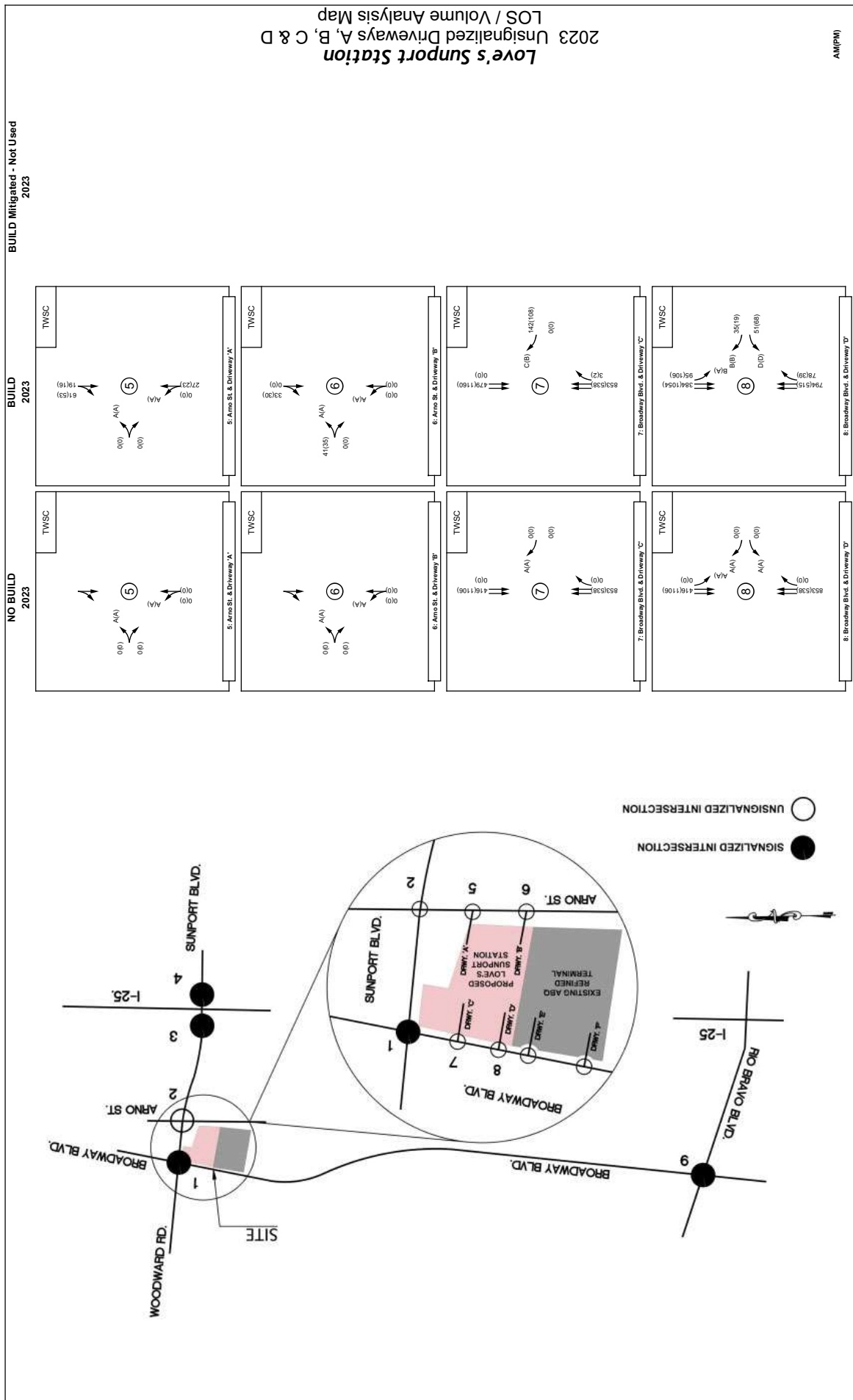
PM Peak		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
(Hourly Demand Volumes - PM Peak)		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	4:00 PM	15	148	21	59	321	9	53	41	101	16	52	45
Existing Volumes (Demand) - Period 2-	4:15 PM	20	156	28	37	356	2	30	30	81	10	60	44
Existing Volumes (Demand) - Period 3-	4:30 PM	37	161	23	65	286	9	57	40	90	11	46	33
Existing Volumes (Demand) - Period 4-	4:45 PM	24	168	16	59	315	9	34	39	71	24	36	43
Existing Volumes (Demand) - Period 5-	5:00 PM	24	148	16	38	230	5	50	37	110	15	45	44
Existing Volumes (Demand) - Period 6-	5:15 PM	23	157	14	35	293	4	37	17	75	16	41	31
Existing Volumes (Demand) - Period 7-	5:30 PM	24	165	18	33	247	5	30	14	49	10	34	45
Existing Volumes (Demand) - Period 8-	5:45 PM	26	154	12	41	272	4	16	9	35	9	21	21
Maximum Existing PM Volumes		15	148	21	59	321	9	53	41	101	16	52	45
Background Traffic Growth		2	15	2	6	32	1	55	42	104	33	108	93
PM Pk Hr. NO BUILD Volumes - Preiod 1		17	163	23	65	353	10	108	83	205	49	160	138
PM Pk Hr. NO BUILD Volumes - Period 2		22	171	30	43	388	3	85	72	185	43	168	137
PM Pk Hr. NO BUILD Volumes - Preiod 3		39	176	25	71	318	10	112	82	194	44	154	126
PM Pk Hr. NO BUILD Volumes - Period 4		26	183	18	65	347	10	89	81	175	57	144	136
PM Pk Hr. NO BUILD Volumes - Preiod 5		26	163	18	44	262	6	105	79	214	48	153	137
PM Pk Hr. NO BUILD Volumes - Period 6		25	172	16	41	325	5	92	59	179	49	149	124
PM Pk Hr. NO BUILD Volumes - Preiod 7		26	180	20	39	279	6	85	56	153	43	142	138
PM Pk Hr. NO BUILD Volumes - Period 8		28	169	14	47	304	5	71	51	139	42	129	114
Maximum PM NO BUILD Volumes		17	163	23	65	353	10	108	83	205	49	160	138
Percent Commercial Trips Generated(Entering)		11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	11.00%
Total Primary Trips Generated		4	0	0	0	0	0	0	1	0	0	1	4
PM Pk Hr. BUILD Volumes - Preiod 1		21	163	23	65	353	10	108	84	205	49	161	142
PM Pk Hr. BUILD Volumes - Period 2		26	171	30	43	388	3	85	73	185	43	169	141
PM Pk Hr. BUILD Volumes - Preiod 3		43	176	25	71	318	10	112	83	194	44	155	130
PM Pk Hr. BUILD Volumes - Preiod 4		30	183	18	65	347	10	89	82	175	57	145	140
PM Pk Hr. BUILD Volumes - Period 5		30	163	18	44	262	6	105	80	214	48	154	141
PM Pk Hr. BUILD Volumes - Preiod 6		29	172	16	41	325	5	92	60	179	49	150	128
PM Pk Hr. BUILD Volumes - Preiod 7		30	180	20	39	279	6	85	57	153	43	143	142
PM Pk Hr. BUILD Volumes - Period 8		32	169	14	47	304	5	71	52	139	42	130	118
Maximum PM BUILD Volumes		21	163	23	65	353	10	108	84	205	49	161	142



LOVE'S Sunport Station
2023 Signalized Intersections 1, 3 & 4
LOS / Volume Analysis Map

AM(PM)



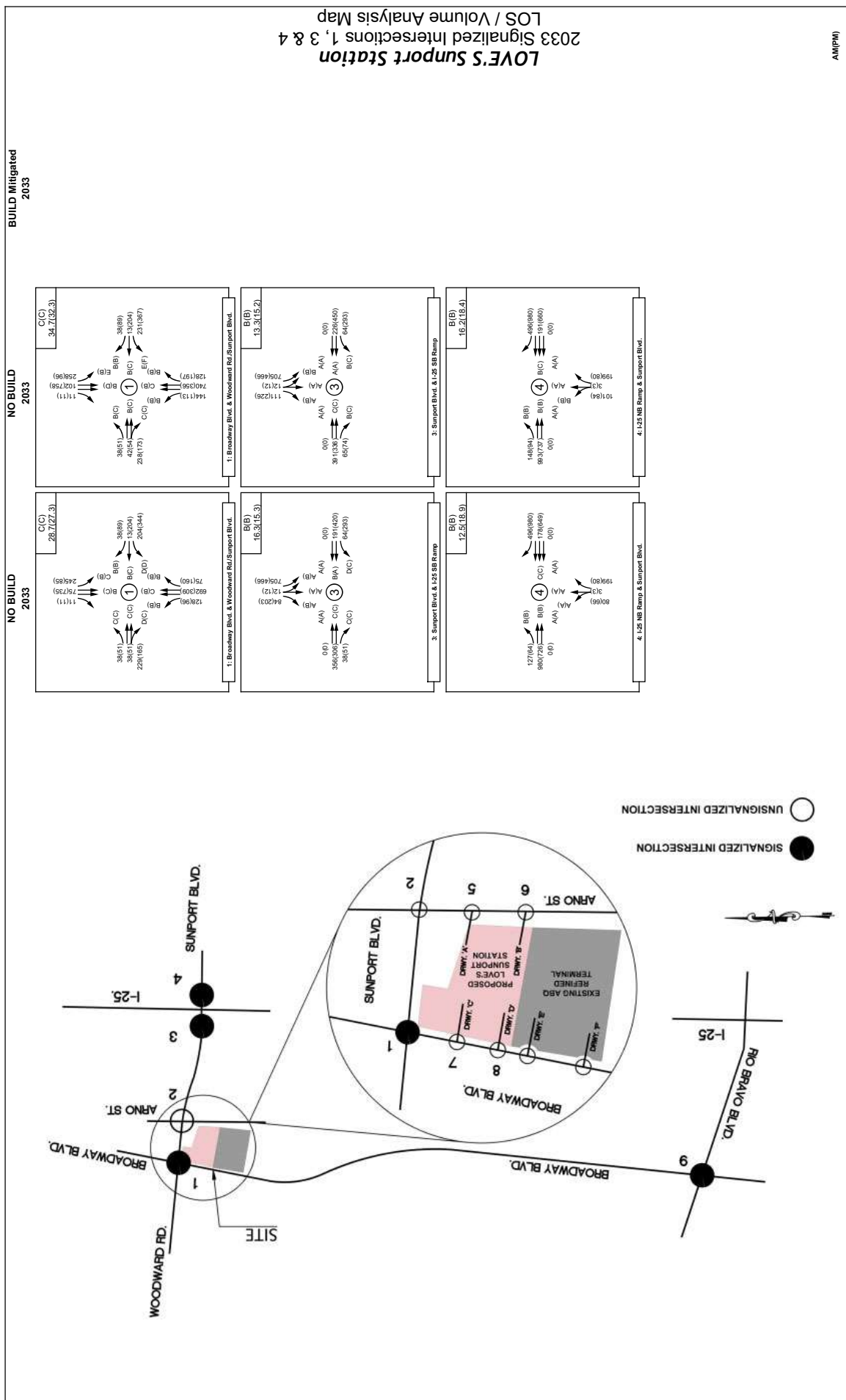


Love's Sunport Station
2023 Unsignalized Driveways A, B, C & D
LOS / Volume Analysis Map

AM(PW)

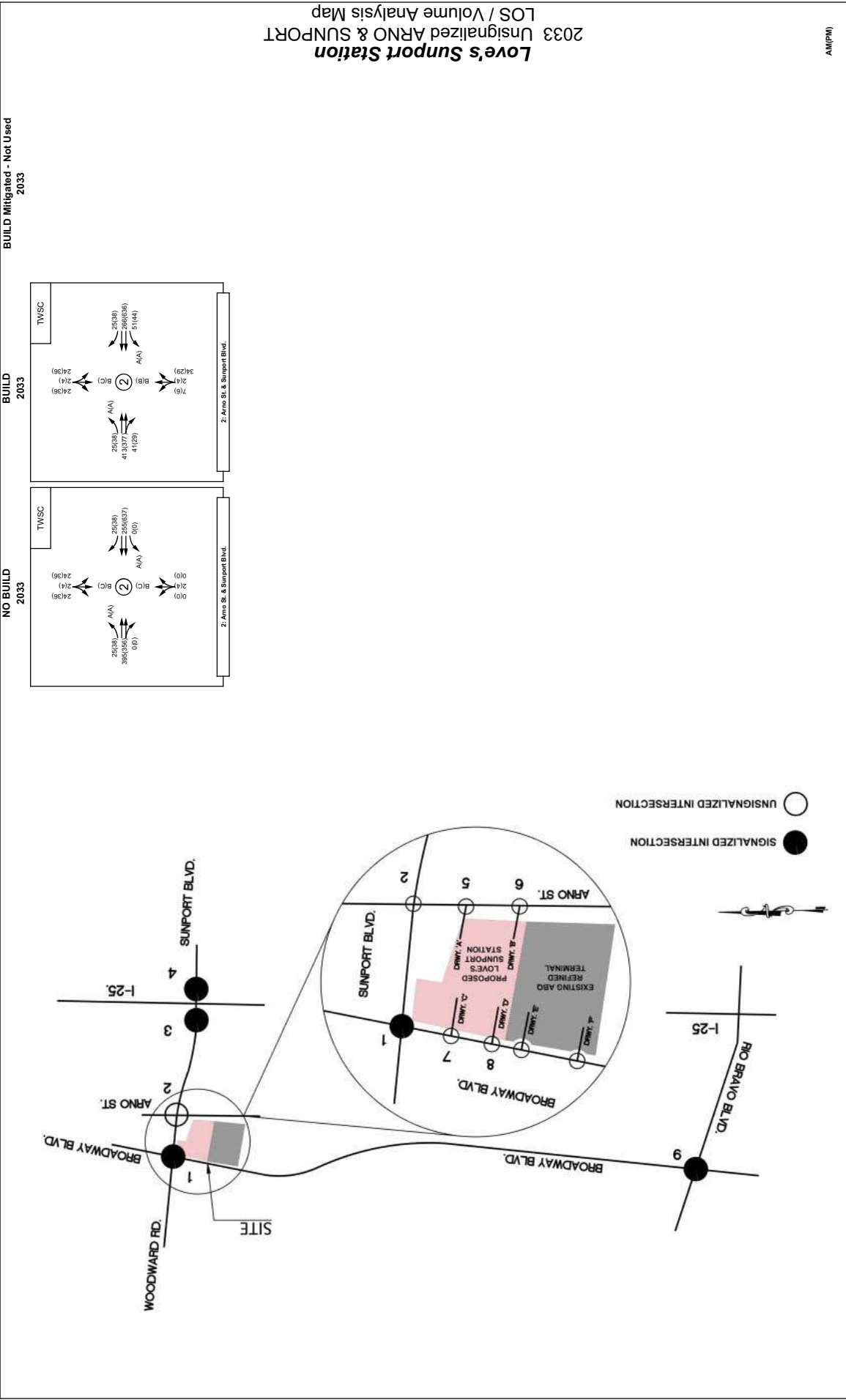
BUILD Mitigated - Not Used
2023

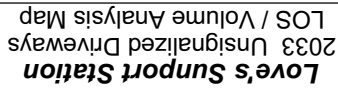
NO BUILD
2023



LOVE'S Sunport Station
2033 Signalized Intersections 1, 3 & 4
LOS / Volume Analysis Map

AM(PW)





HCM 6th Signalized Intersection Summary

1: Broadway Blvd. & Woodward Rd./Sunport Blvd.

05/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	32	191	170	11	32	122	660	71	233	71	10
Future Volume (veh/h)	32	32	191	170	11	32	122	660	71	233	71	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604
Adj Flow Rate, veh/h	32	32	191	170	11	32	122	660	71	233	71	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	20	20	20	20	20	20	20	20	20	20	20	20
Cap, veh/h	363	276	247	280	377	443	563	882	494	316	925	
Arrive On Green	0.02	0.18	0.18	0.07	0.23	0.23	0.08	0.29	0.29	0.09	0.30	0.00
Sat Flow, veh/h	1527	1523	1359	1527	1604	1359	1527	3047	1359	1527	3047	1359
Grp Volume(v), veh/h	32	32	191	170	11	32	122	660	71	233	71	0
Grp Sat Flow(s),veh/h/ln	1527	1523	1359	1527	1604	1359	1527	1523	1359	1527	1523	1359
Q Serve(g_s), s	1.0	1.1	8.1	4.5	0.3	1.0	3.3	11.9	2.1	5.5	1.0	0.0
Cycle Q Clear(g_c), s	1.0	1.1	8.1	4.5	0.3	1.0	3.3	11.9	2.1	5.5	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	276	247	280	377	443	563	882	494	316	925	
V/C Ratio(X)	0.09	0.12	0.77	0.61	0.03	0.07	0.22	0.75	0.14	0.74	0.08	
Avail Cap(c_a), veh/h	546	542	483	280	464	517	585	882	494	316	925	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.6	20.7	23.6	21.0	17.8	14.1	13.2	19.5	12.9	17.5	15.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	5.2	3.7	0.0	0.1	0.2	5.8	0.6	8.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.7	4.9	3.7	0.2	0.5	1.8	7.9	1.2	5.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	20.9	28.7	24.7	17.9	14.1	13.4	25.3	13.5	26.3	15.2	0.0
LnGrp LOS	B	C	C	C	B	B	B	C	B	C	B	
Approach Vol, veh/h	255		213				853				304	
Approach Delay, s/veh	26.6		22.8				22.6				23.7	
Approach LOS	C		C				C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	23.0	10.0	16.5	10.1	23.9	6.8	19.7				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	5.5	17.5	4.5	21.5	5.5	17.5	8.5	17.5				
Max Q Clear Time (g_c+I1), s	7.5	13.9	6.5	10.1	5.3	3.0	3.0	3.0				
Green Ext Time (p_c), s	0.0	1.6	0.0	0.9	0.0	0.2	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	23.5											
HCM 6th LOS	C											
Notes												

HCM 6th Signalized Intersection Summary

1: Broadway Blvd. & Woodward Rd./Sunport Blvd.

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	36	200	197	11	32	138	708	124	246	98	10
Future Volume (veh/h)	38	36	200	197	11	32	138	708	124	246	98	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604
Adj Flow Rate, veh/h	38	36	200	197	11	32	138	708	124	246	98	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	20	20	20	20	20	20	20	20	20	20	20	20
Cap, veh/h	380	284	253	260	355	406	548	913	489	291	913	
Arrive On Green	0.03	0.19	0.19	0.06	0.22	0.22	0.08	0.30	0.30	0.08	0.30	0.00
Sat Flow, veh/h	1527	1523	1359	1527	1604	1359	1527	3047	1359	1527	3047	1359
Grp Volume(v), veh/h	38	36	200	197	11	32	138	708	124	246	98	0
Grp Sat Flow(s),veh/h/ln	1527	1523	1359	1527	1604	1359	1527	1523	1359	1527	1523	1359
Q Serve(g_s), s	1.2	1.1	8.2	3.5	0.3	1.0	3.6	12.4	3.8	4.5	1.4	0.0
Cycle Q Clear(g_c), s	1.2	1.1	8.2	3.5	0.3	1.0	3.6	12.4	3.8	4.5	1.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	284	253	260	355	406	548	913	489	291	913	
V/C Ratio(X)	0.10	0.13	0.79	0.76	0.03	0.08	0.25	0.78	0.25	0.85	0.11	
Avail Cap(c_a), veh/h	433	457	407	260	481	512	548	913	489	291	913	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.6	19.8	22.7	23.0	17.8	14.7	12.5	18.7	13.2	19.2	14.8	0.0
Incr Delay (d2), s/veh	0.1	0.2	5.4	12.1	0.0	0.1	0.2	6.4	1.2	20.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.7	4.9	3.5	0.2	0.5	2.0	8.1	2.1	5.3	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	20.0	28.1	35.1	17.9	14.8	12.7	25.0	14.4	39.3	15.0	0.0
LnGrp LOS	B	B	C	D	B	B	B	C	B	D	B	
Approach Vol, veh/h		274			240			970			344	
Approach Delay, s/veh		25.7			31.6			21.9			32.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	23.0	9.0	16.4	10.0	23.0	7.0	18.4				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	4.5	17.5	3.5	17.5	4.5	17.5	3.5	17.5				
Max Q Clear Time (g_c+I1), s	6.5	14.4	5.5	10.2	5.6	3.4	3.2	3.0				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.8	0.0	0.4	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

1: Broadway Blvd. & Woodward Rd./Sunport Blvd.

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	43	138	287	170	74	91	294	152	81	700	10
Future Volume (veh/h)	43	43	138	287	170	74	91	294	152	81	700	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604
Adj Flow Rate, veh/h	43	43	138	287	170	74	91	294	152	81	700	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	20	20	20	20	20	20	20	20	20	20	20	20
Cap, veh/h	313	214	191	425	439	428	228	873	623	351	873	
Arrive On Green	0.04	0.14	0.14	0.17	0.27	0.27	0.04	0.29	0.29	0.04	0.29	0.00
Sat Flow, veh/h	1527	1523	1359	1527	1604	1359	1527	3047	1359	1527	3047	1359
Grp Volume(v), veh/h	43	43	138	287	170	74	91	294	152	81	700	0
Grp Sat Flow(s),veh/h/ln	1527	1523	1359	1527	1604	1359	1527	1523	1359	1527	1523	1359
Q Serve(g_s), s	1.5	1.5	5.9	9.3	5.3	2.4	2.5	4.7	4.2	2.3	13.0	0.0
Cycle Q Clear(g_c), s	1.5	1.5	5.9	9.3	5.3	2.4	2.5	4.7	4.2	2.3	13.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	214	191	425	439	428	228	873	623	351	873	
V/C Ratio(X)	0.14	0.20	0.72	0.68	0.39	0.17	0.40	0.34	0.24	0.23	0.80	
Avail Cap(c_a), veh/h	442	437	389	425	538	512	228	873	623	351	873	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.2	23.2	25.1	16.8	18.0	15.2	16.7	17.2	10.1	14.8	20.2	0.0
Incr Delay (d2), s/veh	0.2	0.5	5.1	4.2	0.6	0.2	1.1	1.0	0.9	0.3	7.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	1.0	3.7	6.0	3.3	1.2	1.6	2.9	2.2	1.3	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	23.7	30.3	21.0	18.6	15.3	17.8	18.2	11.0	15.1	27.8	0.0
LnGrp LOS	C	C	C	C	B	B	B	B	B	B	C	
Approach Vol, veh/h		224			531			537			781	
Approach Delay, s/veh		27.3			19.5			16.1			26.5	
Approach LOS		C			B			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	23.0	16.0	14.1	8.0	23.0	7.8	22.2				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	2.5	17.5	10.5	17.5	2.5	17.5	7.5	20.5				
Max Q Clear Time (g_c+I1), s	4.3	6.7	11.3	7.9	4.5	15.0	3.5	7.3				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.6	0.0	1.1	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			22.1									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

1: Broadway Blvd. & Woodward Rd./Sunport Blvd.

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	46	146	310	170	74	108	341	189	92	723	10
Future Volume (veh/h)	43	46	146	310	170	74	108	341	189	92	723	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604
Adj Flow Rate, veh/h	43	46	146	310	170	74	108	341	189	92	723	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	20	20	20	20	20	20	20	20	20	20	20	20
Cap, veh/h	319	223	199	375	410	428	263	901	591	363	872	
Arrive On Green	0.04	0.15	0.15	0.14	0.26	0.26	0.07	0.30	0.30	0.06	0.29	0.00
Sat Flow, veh/h	1527	1523	1359	1527	1604	1359	1527	3047	1359	1527	3047	1359
Grp Volume(v), veh/h	43	46	146	310	170	74	108	341	189	92	723	0
Grp Sat Flow(s),veh/h/ln	1527	1523	1359	1527	1604	1359	1527	1523	1359	1527	1523	1359
Q Serve(g_s), s	1.4	1.6	6.3	8.5	5.4	2.4	3.0	5.4	5.6	2.6	13.6	0.0
Cycle Q Clear(g_c), s	1.4	1.6	6.3	8.5	5.4	2.4	3.0	5.4	5.6	2.6	13.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	223	199	375	410	428	263	901	591	363	872	
V/C Ratio(X)	0.13	0.21	0.73	0.83	0.41	0.17	0.41	0.38	0.32	0.25	0.83	
Avail Cap(c_a), veh/h	410	448	400	375	537	536	270	901	591	385	872	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.9	23.0	25.0	20.0	19.0	15.2	15.5	17.1	11.4	14.2	20.4	0.0
Incr Delay (d2), s/veh	0.2	0.5	5.1	14.2	0.7	0.2	1.0	1.2	1.4	0.4	9.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	1.0	3.9	8.3	3.4	1.2	1.8	3.3	3.0	1.5	9.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	23.4	30.1	34.1	19.6	15.4	16.6	18.3	12.8	14.5	29.4	0.0
LnGrp LOS	C	C	C	C	B	B	B	B	B	B	C	
Approach Vol, veh/h	235				554				638			
Approach Delay, s/veh	27.1				27.2				16.4			
Approach LOS	C				C				B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	23.6	14.0	14.5	9.7	23.0	7.3	21.1				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.0	5.5				
Max Green Setting (Gmax), s	4.5	17.5	8.5	* 18	4.5	17.5	6.0	20.5				
Max Q Clear Time (g_c+I1), s	4.6	7.6	10.5	8.3	5.0	15.6	3.4	7.4				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.7	0.0	0.9	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

1: Broadway Blvd. & Woodward Rd./Sunport Blvd.

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	38	229	204	13	38	128	692	75	245	75	11
Future Volume (veh/h)	38	38	229	204	13	38	128	692	75	245	75	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604
Adj Flow Rate, veh/h	38	38	229	204	13	38	128	692	75	245	75	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	20	20	20	20	20	20	20	20	20	20	20	20
Cap, veh/h	382	307	274	252	393	488	551	857	475	326	960	
Arrive On Green	0.03	0.20	0.20	0.07	0.25	0.25	0.08	0.28	0.28	0.11	0.32	0.00
Sat Flow, veh/h	1527	1523	1359	1527	1604	1359	1527	3047	1359	1527	3047	1359
Grp Volume(v), veh/h	38	38	229	204	13	38	128	692	75	245	75	0
Grp Sat Flow(s),veh/h/ln	1527	1523	1359	1527	1604	1359	1527	1523	1359	1527	1523	1359
Q Serve(g_s), s	1.3	1.3	10.6	4.5	0.4	1.2	3.8	13.9	2.5	7.5	1.1	0.0
Cycle Q Clear(g_c), s	1.3	1.3	10.6	4.5	0.4	1.2	3.8	13.9	2.5	7.5	1.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	382	307	274	252	393	488	551	857	475	326	960	
V/C Ratio(X)	0.10	0.12	0.84	0.81	0.03	0.08	0.23	0.81	0.16	0.75	0.08	
Avail Cap(c_a), veh/h	448	405	362	252	427	517	557	857	475	326	960	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.2	21.5	25.2	24.7	18.9	13.9	14.6	22.0	14.7	16.7	15.8	0.0
Incr Delay (d2), s/veh	0.1	0.2	12.1	17.6	0.0	0.1	0.2	8.1	0.7	9.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.8	7.3	4.4	0.3	0.6	2.2	9.3	1.4	5.7	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	21.7	37.3	42.3	18.9	14.0	14.8	30.0	15.4	26.1	16.0	0.0
LnGrp LOS	C	C	D	D	B	B	B	C	B	C	B	
Approach Vol, veh/h		305			255			895			320	
Approach Delay, s/veh		33.3			36.9			26.6			23.7	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	24.0	10.0	18.8	10.8	26.2	7.2	21.6				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	7.5	18.5	4.5	17.5	5.5	20.5	4.5	17.5				
Max Q Clear Time (g_c+I1), s	9.5	15.9	6.5	12.6	5.8	3.1	3.3	3.2				
Green Ext Time (p_c), s	0.0	1.2	0.0	0.7	0.0	0.3	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			28.7									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

1: Broadway Blvd. & Woodward Rd./Sunport Blvd.

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	42	238	231	13	38	144	740	128	258	102	11
Future Volume (veh/h)	38	42	238	231	13	38	144	740	128	258	102	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604
Adj Flow Rate, veh/h	38	42	238	231	13	38	144	740	128	258	102	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	20	20	20	20	20	20	20	20	20	20	20	20
Cap, veh/h	384	313	279	266	420	507	536	837	484	300	928	
Arrive On Green	0.03	0.21	0.21	0.08	0.26	0.26	0.08	0.27	0.27	0.11	0.30	0.00
Sat Flow, veh/h	1527	1523	1359	1527	1604	1359	1527	3047	1359	1527	3047	1359
Grp Volume(v), veh/h	38	42	238	231	13	38	144	740	128	258	102	0
Grp Sat Flow(s),veh/h/ln	1527	1523	1359	1527	1604	1359	1527	1523	1359	1527	1523	1359
Q Serve(g_s), s	1.3	1.5	11.4	5.5	0.4	1.2	4.5	15.7	4.5	7.5	1.6	0.0
Cycle Q Clear(g_c), s	1.3	1.5	11.4	5.5	0.4	1.2	4.5	15.7	4.5	7.5	1.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	313	279	266	420	507	536	837	484	300	928	
V/C Ratio(X)	0.10	0.13	0.85	0.87	0.03	0.07	0.27	0.88	0.26	0.86	0.11	
Avail Cap(c_a), veh/h	470	373	333	266	420	507	536	837	484	300	928	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	21.9	25.8	24.4	18.5	13.6	15.4	23.4	15.4	18.9	16.8	0.0
Incr Delay (d2), s/veh	0.1	0.2	16.5	24.8	0.0	0.1	0.3	13.1	1.3	21.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.9	8.2	5.6	0.3	0.6	2.6	10.9	2.6	7.8	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	22.1	42.3	49.2	18.5	13.7	15.7	36.5	16.7	40.3	17.1	0.0
LnGrp LOS	C	C	D	D	B	B	B	D	B	D	B	
Approach Vol, veh/h	318			282			1012			360		
Approach Delay, s/veh	37.0			43.0			31.0			33.7		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	24.0	11.0	19.3	11.0	26.0	7.2	23.1				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	7.5	18.5	5.5	16.5	5.5	20.5	5.5	16.5				
Max Q Clear Time (g_c+I1), s	9.5	17.7	7.5	13.4	6.5	3.6	3.3	3.2				
Green Ext Time (p_c), s	0.0	0.5	0.0	0.5	0.0	0.4	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary

1: Broadway Blvd. & Woodward Rd./Sunport Blvd.

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	51	165	344	204	89	96	309	160	85	735	11
Future Volume (veh/h)	51	51	165	344	204	89	96	309	160	85	735	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604
Adj Flow Rate, veh/h	51	51	165	344	204	89	96	309	160	85	735	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	20	20	20	20	20	20	20	20	20	20	20	20
Cap, veh/h	315	243	217	367	406	418	246	908	590	371	902	
Arrive On Green	0.04	0.16	0.16	0.14	0.25	0.25	0.06	0.30	0.30	0.05	0.30	0.00
Sat Flow, veh/h	1527	1523	1359	1527	1604	1359	1527	3047	1359	1527	3047	1359
Grp Volume(v), veh/h	51	51	165	344	204	89	96	309	160	85	735	0
Grp Sat Flow(s),veh/h/ln	1527	1523	1359	1527	1604	1359	1527	1523	1359	1527	1523	1359
Q Serve(g_s), s	1.7	1.8	7.3	8.5	6.8	3.0	2.7	5.0	4.7	2.4	14.0	0.0
Cycle Q Clear(g_c), s	1.7	1.8	7.3	8.5	6.8	3.0	2.7	5.0	4.7	2.4	14.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	243	217	367	406	418	246	908	590	371	902	
V/C Ratio(X)	0.16	0.21	0.76	0.94	0.50	0.21	0.39	0.34	0.27	0.23	0.81	
Avail Cap(c_a), veh/h	360	427	381	367	552	541	246	908	590	374	902	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.6	22.8	25.1	21.3	19.9	16.0	15.8	17.1	11.3	14.2	20.4	0.0
Incr Delay (d2), s/veh	0.2	0.4	5.4	31.6	1.0	0.3	1.0	1.0	1.1	0.3	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	1.1	4.5	8.0	4.3	1.6	1.6	3.0	2.5	1.4	9.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	23.2	30.5	52.9	20.9	16.3	16.9	18.2	12.5	14.5	28.4	0.0
LnGrp LOS	C	C	C	D	C	B	B	B	B	B	C	
Approach Vol, veh/h		267			637			565			820	
Approach Delay, s/veh		27.3			37.5			16.3			27.0	
Approach LOS		C			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	24.1	14.0	15.5	9.0	24.0	8.1	21.3				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	3.5	18.5	8.5	17.5	3.5	18.5	4.5	21.5				
Max Q Clear Time (g_c+I1), s	4.4	7.0	10.5	9.3	4.7	16.0	3.7	8.8				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.7	0.0	1.2	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay				27.3								
HCM 6th LOS				C								

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th Signalized Intersection Summary

1: Broadway Blvd. & Woodward Rd./Sunport Blvd.

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	54	173	367	204	89	113	356	197	96	758	11
Future Volume (veh/h)	51	54	173	367	204	89	113	356	197	96	758	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604	1604
Adj Flow Rate, veh/h	51	54	173	367	204	89	113	356	197	96	758	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	20	20	20	20	20	20	20	20	20	20	20	20
Cap, veh/h	315	244	218	393	468	480	239	907	629	347	896	
Arrive On Green	0.04	0.16	0.16	0.17	0.29	0.29	0.06	0.30	0.30	0.06	0.29	0.00
Sat Flow, veh/h	1527	1523	1359	1527	1604	1359	1527	3047	1359	1527	3047	1359
Grp Volume(v), veh/h	51	54	173	367	204	89	113	356	197	96	758	0
Grp Sat Flow(s),veh/h/ln	1527	1523	1359	1527	1604	1359	1527	1523	1359	1527	1523	1359
Q Serve(g_s), s	1.9	2.1	8.5	11.5	7.2	3.2	3.6	6.5	6.3	3.0	16.3	0.0
Cycle Q Clear(g_c), s	1.9	2.1	8.5	11.5	7.2	3.2	3.6	6.5	6.3	3.0	16.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	244	218	393	468	480	239	907	629	347	896	
V/C Ratio(X)	0.16	0.22	0.79	0.93	0.44	0.19	0.47	0.39	0.31	0.28	0.85	
Avail Cap(c_a), veh/h	362	372	332	393	541	541	239	907	629	396	896	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	25.5	28.1	21.7	20.0	15.6	17.8	19.5	11.8	15.8	23.1	0.0
Incr Delay (d2), s/veh	0.2	0.5	7.4	29.3	0.6	0.2	1.5	1.3	1.3	0.4	9.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	1.4	5.5	12.3	4.6	1.7	2.2	4.1	3.4	1.8	10.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	25.9	35.5	51.0	20.6	15.8	19.3	20.7	13.1	16.2	32.8	0.0
LnGrp LOS	C	C	D	D	C	B	B	C	B	B	C	
Approach Vol, veh/h	278			660			666			854		
Approach Delay, s/veh	31.4			36.8			18.2			30.9		
Approach LOS	C			D			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	26.2	17.0	16.7	10.0	26.0	7.8	25.9				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.0	5.5				
Max Green Setting (Gmax), s	6.5	18.5	11.5	* 17	4.5	20.5	5.0	23.5				
Max Q Clear Time (g_c+I1), s	5.0	8.5	13.5	10.5	5.6	18.3	3.9	9.2				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.6	0.0	1.1	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay	29.1											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
2: Arno St. & Sunport Blvd.

03/27/2023

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	330	0	0	213	21	0	2	0	21	2	21
Future Vol, veh/h	21	330	0	0	213	21	0	2	0	21	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	150	-	280	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	20	20	20	20	20	20	20	20	20	20	20	20
Mvmt Flow	21	330	0	0	213	21	0	2	0	21	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	330	0	0	480	606	165	421	585	107
Stage 1	-	-	-	-	-	-	372	372	-	213	213	-
Stage 2	-	-	-	-	-	-	108	234	-	208	372	-
Critical Hdwy	4.5	-	-	4.5	-	-	7.9	6.9	7.3	7.9	6.9	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Follow-up Hdwy	2.4	-	-	2.4	-	-	3.7	4.2	3.5	3.7	4.2	3.5
Pot Cap-1 Maneuver	1209	-	-	1106	-	-	430	374	797	476	385	872
Stage 1	-	-	-	-	-	-	574	574	-	720	683	-
Stage 2	-	-	-	-	-	-	836	667	-	725	574	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1209	-	-	1106	-	-	413	368	797	468	378	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	476	441	-	537	450	-
Stage 1	-	-	-	-	-	-	564	564	-	708	683	-
Stage 2	-	-	-	-	-	-	813	667	-	710	564	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	13.2	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	441	1209	-	-	1106	-	-	651
HCM Lane V/C Ratio	0.005	0.017	-	-	-	-	-	0.068
HCM Control Delay (s)	13.2	8	-	-	0	-	-	10.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2

HCM 6th TWSC
2: Arno St. & Sunport Blvd.

03/27/2023

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	348	41	51	224	21	7	2	34	21	2	21
Future Vol, veh/h	21	348	41	51	224	21	7	2	34	21	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	150	-	280	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	20	20	20	20	20	20	20	20	20	20	20	20
Mvmt Flow	21	348	41	51	224	21	7	2	34	21	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	245	0	0	389	0	0	626	758	195	543	757	112
Stage 1	-	-	-	-	-	-	411	411	-	326	326	-
Stage 2	-	-	-	-	-	-	215	347	-	217	431	-
Critical Hdwy	4.5	-	-	4.5	-	-	7.9	6.9	7.3	7.9	6.9	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Follow-up Hdwy	2.4	-	-	2.4	-	-	3.7	4.2	3.5	3.7	4.2	3.5
Pot Cap-1 Maneuver	1197	-	-	1047	-	-	334	302	760	386	302	865
Stage 1	-	-	-	-	-	-	543	550	-	613	604	-
Stage 2	-	-	-	-	-	-	718	590	-	716	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1197	-	-	1047	-	-	308	282	760	349	282	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	404	375	-	438	364	-
Stage 1	-	-	-	-	-	-	533	540	-	602	574	-
Stage 2	-	-	-	-	-	-	664	561	-	669	528	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.5	11.1	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	638	1197	-	-	1047	-	-	566
HCM Lane V/C Ratio	0.067	0.018	-	-	0.049	-	-	0.078
HCM Control Delay (s)	11.1	8.1	-	-	8.6	-	-	11.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.2	-	-	0.3

HCM 6th TWSC
2: Arno St. & Sunport Blvd.

03/27/2023

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	298	0	0	532	32	0	3	0	31	3	31
Future Vol, veh/h	32	298	0	0	532	32	0	3	0	31	3	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	150	-	280	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	20	20	20	20	20	20	20	20	20	20	20	20
Mvmt Flow	32	298	0	0	532	32	0	3	0	31	3	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	564	0	0	298	0	0	630	926	149	747	894	266
Stage 1	-	-	-	-	-	-	362	362	-	532	532	-
Stage 2	-	-	-	-	-	-	268	564	-	215	362	-
Critical Hdwy	4.5	-	-	4.5	-	-	7.9	6.9	7.3	7.9	6.9	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Follow-up Hdwy	2.4	-	-	2.4	-	-	3.7	4.2	3.5	3.7	4.2	3.5
Pot Cap-1 Maneuver	889	-	-	1140	-	-	332	238	817	271	249	681
Stage 1	-	-	-	-	-	-	582	581	-	456	481	-
Stage 2	-	-	-	-	-	-	666	464	-	718	581	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	889	-	-	1140	-	-	306	229	817	262	240	681
Mov Cap-2 Maneuver	-	-	-	-	-	-	404	324	-	354	345	-
Stage 1	-	-	-	-	-	-	561	560	-	440	481	-
Stage 2	-	-	-	-	-	-	632	464	-	688	560	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	16.2	14.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	324	889	-	-	1140	-	-	458
HCM Lane V/C Ratio	0.009	0.036	-	-	-	-	-	0.142
HCM Control Delay (s)	16.2	9.2	-	-	0	-	-	14.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5

HCM 6th TWSC
2: Arno St. & Sunport Blvd.

03/27/2023

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	319	29	44	531	32	6	3	29	31	3	31
Future Vol, veh/h	32	319	29	44	531	32	6	3	29	31	3	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	150	-	280	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	20	20	20	20	20	20	20	20	20	20	20	20
Mvmt Flow	32	319	29	44	531	32	6	3	29	31	3	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	563	0	0	348	0	0	753	1049	174	844	1031	266
Stage 1	-	-	-	-	-	-	398	398	-	619	619	-
Stage 2	-	-	-	-	-	-	355	651	-	225	412	-
Critical Hdwy	4.5	-	-	4.5	-	-	7.9	6.9	7.3	7.9	6.9	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Follow-up Hdwy	2.4	-	-	2.4	-	-	3.7	4.2	3.5	3.7	4.2	3.5
Pot Cap-1 Maneuver	890	-	-	1088	-	-	268	199	786	228	204	681
Stage 1	-	-	-	-	-	-	553	558	-	402	436	-
Stage 2	-	-	-	-	-	-	588	421	-	708	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	890	-	-	1088	-	-	239	184	786	205	189	681
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	280	-	302	291	-
Stage 1	-	-	-	-	-	-	533	538	-	388	419	-
Stage 2	-	-	-	-	-	-	535	404	-	654	530	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	11.6	15.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	585	890	-	-	1088	-	-	410
HCM Lane V/C Ratio	0.065	0.036	-	-	0.04	-	-	0.159
HCM Control Delay (s)	11.6	9.2	-	-	8.4	-	-	15.4
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.6

HCM 6th TWSC
2: Arno St. & Sunport Blvd.

03/27/2023

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	395	0	0	255	25	0	2	0	24	2	24
Future Vol, veh/h	25	395	0	0	255	25	0	2	0	24	2	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	150	-	280	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	20	20	20	20	20	20	20	20	20	20	20	20
Mvmt Flow	25	395	0	0	255	25	0	2	0	24	2	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	395	0	0	574	725	198	504	700	128
Stage 1	-	-	-	-	-	-	445	445	-	255	255	-
Stage 2	-	-	-	-	-	-	129	280	-	249	445	-
Critical Hdwy	4.5	-	-	4.5	-	-	7.9	6.9	7.3	7.9	6.9	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Follow-up Hdwy	2.4	-	-	2.4	-	-	3.7	4.2	3.5	3.7	4.2	3.5
Pot Cap-1 Maneuver	1159	-	-	1041	-	-	365	316	757	412	328	844
Stage 1	-	-	-	-	-	-	517	530	-	678	652	-
Stage 2	-	-	-	-	-	-	811	635	-	684	530	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1159	-	-	1041	-	-	347	309	757	404	321	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	395	-	488	406	-
Stage 1	-	-	-	-	-	-	506	518	-	663	652	-
Stage 2	-	-	-	-	-	-	786	635	-	667	518	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	14.2	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	1159	-	-	1041	-	-	606
HCM Lane V/C Ratio	0.005	0.022	-	-	-	-	-	0.083
HCM Control Delay (s)	14.2	8.2	-	-	0	-	-	11.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.3

HCM 6th TWSC
2: Arno St. & Sunport Blvd.

03/27/2023

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	413	41	51	266	25	7	2	34	24	2	24
Future Vol, veh/h	25	413	41	51	266	25	7	2	34	24	2	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	150	-	280	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	20	20	20	20	20	20	20	20	20	20	20	20
Mvmt Flow	25	413	41	51	266	25	7	2	34	24	2	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	291	0	0	454	0	0	720	877	227	626	872	133
Stage 1	-	-	-	-	-	-	484	484	-	368	368	-
Stage 2	-	-	-	-	-	-	236	393	-	258	504	-
Critical Hdwy	4.5	-	-	4.5	-	-	7.9	6.9	7.3	7.9	6.9	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Follow-up Hdwy	2.4	-	-	2.4	-	-	3.7	4.2	3.5	3.7	4.2	3.5
Pot Cap-1 Maneuver	1147	-	-	986	-	-	284	255	723	334	257	837
Stage 1	-	-	-	-	-	-	488	507	-	577	577	-
Stage 2	-	-	-	-	-	-	697	561	-	676	496	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1147	-	-	986	-	-	259	236	723	299	238	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	337	-	397	327	-
Stage 1	-	-	-	-	-	-	477	496	-	564	547	-
Stage 2	-	-	-	-	-	-	640	532	-	628	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.3	11.5	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	594	1147	-	-	986	-	-	525
HCM Lane V/C Ratio	0.072	0.022	-	-	0.052	-	-	0.095
HCM Control Delay (s)	11.5	8.2	-	-	8.8	-	-	12.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.2	-	-	0.3

HCM 6th TWSC
2: Arno St. & Sunport Blvd.

03/27/2023

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	356	0	0	637	38	0	4	0	36	4	36
Future Vol, veh/h	38	356	0	0	637	38	0	4	0	36	4	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	150	-	280	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	20	20	20	20	20	20	20	20	20	20	20	20
Mvmt Flow	38	356	0	0	637	38	0	4	0	36	4	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	675	0	0	356	0	0	753	1107	178	893	1069	319
Stage 1	-	-	-	-	-	-	432	432	-	637	637	-
Stage 2	-	-	-	-	-	-	321	675	-	256	432	-
Critical Hdwy	4.5	-	-	4.5	-	-	7.9	6.9	7.3	7.9	6.9	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Follow-up Hdwy	2.4	-	-	2.4	-	-	3.7	4.2	3.5	3.7	4.2	3.5
Pot Cap-1 Maneuver	801	-	-	1080	-	-	268	183	781	210	193	626
Stage 1	-	-	-	-	-	-	526	538	-	391	428	-
Stage 2	-	-	-	-	-	-	617	410	-	677	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	801	-	-	1080	-	-	241	174	781	200	184	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	347	273	-	296	296	-
Stage 1	-	-	-	-	-	-	501	513	-	373	428	-
Stage 2	-	-	-	-	-	-	576	410	-	640	513	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	18.4	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	273	801	-	-	1080	-	-	395
HCM Lane V/C Ratio	0.015	0.047	-	-	-	-	-	0.192
HCM Control Delay (s)	18.4	9.7	-	-	0	-	-	16.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.7

HCM 6th TWSC
2: Arno St. & Sunport Blvd.

03/27/2023

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	377	29	44	636	38	6	4	29	36	4	36
Future Vol, veh/h	38	377	29	44	636	38	6	4	29	36	4	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	150	-	280	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	20	20	20	20	20	20	20	20	20	20	20	20
Mvmt Flow	38	377	29	44	636	38	6	4	29	36	4	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	406	0	0	876	1230	203	991	1206	318
Stage 1	-	-	-	-	-	-	468	468	-	724	724	-
Stage 2	-	-	-	-	-	-	408	762	-	267	482	-
Critical Hdwy	4.5	-	-	4.5	-	-	7.9	6.9	7.3	7.9	6.9	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.9	5.9	-	6.9	5.9	-
Follow-up Hdwy	2.4	-	-	2.4	-	-	3.7	4.2	3.5	3.7	4.2	3.5
Pot Cap-1 Maneuver	802	-	-	1031	-	-	216	153	751	176	158	627
Stage 1	-	-	-	-	-	-	500	517	-	344	388	-
Stage 2	-	-	-	-	-	-	545	371	-	667	509	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	802	-	-	1031	-	-	187	140	751	156	144	627
Mov Cap-2 Maneuver	-	-	-	-	-	-	296	235	-	253	249	-
Stage 1	-	-	-	-	-	-	477	493	-	328	371	-
Stage 2	-	-	-	-	-	-	486	355	-	606	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.5	12.6	18
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	514	802	-	-	1031	-	-	352
HCM Lane V/C Ratio	0.076	0.047	-	-	0.043	-	-	0.216
HCM Control Delay (s)	12.6	9.7	-	-	8.6	-	-	18
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.8

HCM 6th Signalized Intersection Summary

3: Sunport Blvd. & I-25 SB Ramp

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	298	32	53	159	0	0	0	0	617	10	73
Future Volume (veh/h)	0	298	32	53	159	0	0	0	0	617	10	73
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1604	1604	1604	1604	0				1604	1604	1604
Adj Flow Rate, veh/h	0	298	32	53	159	0				624	0	73
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	20	20	20	20	0				20	20	20
Cap, veh/h	0	451	201	225	841	0				1652	0	735
Arrive On Green	0.00	0.15	0.15	0.04	0.28	0.00				0.54	0.00	0.54
Sat Flow, veh/h	0	3127	1359	1527	3127	0				3054	0	1359
Grp Volume(v), veh/h	0	298	32	53	159	0				624	0	73
Grp Sat Flow(s),veh/h/ln	0	1523	1359	1527	1523	0				1527	0	1359
Q Serve(g_s), s	0.0	5.5	1.2	1.7	2.4	0.0				7.1	0.0	1.6
Cycle Q Clear(g_c), s	0.0	5.5	1.2	1.7	2.4	0.0				7.1	0.0	1.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	451	201	225	841	0				1652	0	735
V/C Ratio(X)	0.00	0.66	0.16	0.24	0.19	0.00				0.38	0.00	0.10
Avail Cap(c_a), veh/h	0	889	396	310	1447	0				1652	0	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.1	22.3	19.5	16.6	0.0				8.0	0.0	6.7
Incr Delay (d2), s/veh	0.0	1.7	0.4	0.5	0.1	0.0				0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.5	0.7	1.0	1.4	0.0				3.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.8	22.7	20.1	16.7	0.0				8.1	0.0	6.7
LnGrp LOS	A	C	C	C	B	A				A	A	A
Approach Vol, veh/h		330			212						697	
Approach Delay, s/veh		25.5			17.5						8.0	
Approach LOS		C			B						A	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			7.7	14.4		37.9			22.1			
Change Period (Y+Rc), s			5.5	5.5		5.5			5.5			
Max Green Setting (Gmax), s			5.5	17.5		20.5			28.5			
Max Q Clear Time (g_c+I1), s			3.7	7.5		9.1			4.4			
Green Ext Time (p_c), s			0.0	1.3		2.2			0.9			
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary 3: Sunport Blvd. & I-25 SB Ramp

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	333	59	53	194	0	0	0	0	617	10	100
Future Volume (veh/h)	0	333	59	53	194	0	0	0	0	617	10	100
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1604	1604	1604	1604	0				1604	1604	1604
Adj Flow Rate, veh/h	0	333	59	53	194	0				624	0	100
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	20	20	20	20	0				20	20	20
Cap, veh/h	0	493	220	225	882	0				1610	0	717
Arrive On Green	0.00	0.16	0.16	0.07	0.58	0.00				0.53	0.00	0.53
Sat Flow, veh/h	0	3127	1359	1527	3127	0				3054	0	1359
Grp Volume(v), veh/h	0	333	59	53	194	0				624	0	100
Grp Sat Flow(s),veh/h/ln	0	1523	1359	1527	1523	0				1527	0	1359
Q Serve(g_s), s	0.0	6.2	2.3	1.7	1.8	0.0				7.3	0.0	2.3
Cycle Q Clear(g_c), s	0.0	6.2	2.3	1.7	1.8	0.0				7.3	0.0	2.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	493	220	225	882	0				1610	0	717
V/C Ratio(X)	0.00	0.68	0.27	0.24	0.22	0.00				0.39	0.00	0.14
Avail Cap(c_a), veh/h	0	889	396	310	1447	0				1610	0	717
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.7	22.0	18.3	9.4	0.0				8.4	0.0	7.2
Incr Delay (d2), s/veh	0.0	1.6	0.6	0.5	0.1	0.0				0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.8	1.3	1.0	1.0	0.0				3.6	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.3	22.7	18.8	9.5	0.0				8.6	0.0	7.3
LnGrp LOS	A	C	C	B	A	A				A	A	A
Approach Vol, veh/h		392			247						724	
Approach Delay, s/veh		24.9			11.5						8.4	
Approach LOS		C			B						A	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			7.7	15.2		37.1			22.9			
Change Period (Y+Rc), s			5.5	5.5		5.5			5.5			
Max Green Setting (Gmax), s			5.5	17.5		20.5			28.5			
Max Q Clear Time (g_c+I1), s			3.7	8.2		9.3			3.8			
Green Ext Time (p_c), s			0.0	1.5		2.3			1.2			
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

3: Sunport Blvd. & I-25 SB Ramp

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	255	43	244	351	0	0	0	0	408	10	178
Future Volume (veh/h)	0	255	43	244	351	0	0	0	0	408	10	178
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1604	1604	1604	1604	0				1604	1604	1604
Adj Flow Rate, veh/h	0	255	43	244	351	0				415	0	178
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	20	20	20	20	0				20	20	20
Cap, veh/h	0	405	180	386	1116	0				1376	0	612
Arrive On Green	0.00	0.13	0.13	0.28	0.73	0.00				0.45	0.00	0.45
Sat Flow, veh/h	0	3127	1359	1527	3127	0				3054	0	1359
Grp Volume(v), veh/h	0	255	43	244	351	0				415	0	178
Grp Sat Flow(s),veh/h/ln	0	1523	1359	1527	1523	0				1527	0	1359
Q Serve(g_s), s	0.0	4.8	1.7	8.1	2.4	0.0				5.2	0.0	5.0
Cycle Q Clear(g_c), s	0.0	4.8	1.7	8.1	2.4	0.0				5.2	0.0	5.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	405	180	386	1116	0				1376	0	612
V/C Ratio(X)	0.00	0.63	0.24	0.63	0.31	0.00				0.30	0.00	0.29
Avail Cap(c_a), veh/h	0	889	396	386	1600	0				1376	0	612
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.6	23.3	14.8	5.4	0.0				10.5	0.0	10.4
Incr Delay (d2), s/veh	0.0	1.6	0.7	6.5	0.1	0.0				0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.0	1.0	4.8	1.1	0.0				2.7	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.2	24.0	21.3	5.5	0.0				10.6	0.0	10.7
LnGrp LOS	A	C	C	C	A	A				B	A	B
Approach Vol, veh/h		298			595						593	
Approach Delay, s/veh		25.9			12.0						10.6	
Approach LOS		C			B						B	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			14.0	13.5		32.5			27.5			
Change Period (Y+Rc), s			5.5	5.5		5.5			5.5			
Max Green Setting (Gmax), s			8.5	17.5		17.5			31.5			
Max Q Clear Time (g_c+I1), s			10.1	6.8		7.2			4.4			
Green Ext Time (p_c), s			0.0	1.2		1.7			2.3			
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

3: Sunport Blvd. & I-25 SB Ramp

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	285	66	244	381	0	0	0	0	408	10	201
Future Volume (veh/h)	0	285	66	244	381	0	0	0	0	408	10	201
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1604	1604	1604	1604	0				1604	1604	1604
Adj Flow Rate, veh/h	0	285	66	244	381	0				415	0	201
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	20	20	20	20	0				20	20	20
Cap, veh/h	0	442	197	386	1152	0				1339	0	596
Arrive On Green	0.00	0.14	0.14	0.28	0.76	0.00				0.44	0.00	0.44
Sat Flow, veh/h	0	3127	1359	1527	3127	0				3054	0	1359
Grp Volume(v), veh/h	0	285	66	244	381	0				415	0	201
Grp Sat Flow(s),veh/h/ln	0	1523	1359	1527	1523	0				1527	0	1359
Q Serve(g_s), s	0.0	5.3	2.6	8.0	2.4	0.0				5.3	0.0	5.8
Cycle Q Clear(g_c), s	0.0	5.3	2.6	8.0	2.4	0.0				5.3	0.0	5.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	442	197	386	1152	0				1339	0	596
V/C Ratio(X)	0.00	0.65	0.34	0.63	0.33	0.00				0.31	0.00	0.34
Avail Cap(c_a), veh/h	0	889	396	386	1600	0				1339	0	596
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.2	23.1	14.3	4.8	0.0				10.9	0.0	11.1
Incr Delay (d2), s/veh	0.0	1.6	1.0	6.5	0.1	0.0				0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.3	1.5	4.7	1.1	0.0				2.8	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.8	24.0	20.9	5.0	0.0				11.1	0.0	11.4
LnGrp LOS	A	C	C	C	A	A				B	A	B
Approach Vol, veh/h		351			625						616	
Approach Delay, s/veh		25.5			11.2						11.2	
Approach LOS		C			B						B	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			14.0	14.2		31.8			28.2			
Change Period (Y+Rc), s			5.5	5.5		5.5			5.5			
Max Green Setting (Gmax), s			8.5	17.5		17.5			31.5			
Max Q Clear Time (g_c+I1), s			10.0	7.3		7.8			4.4			
Green Ext Time (p_c), s			0.0	1.4		1.7			2.6			
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

3: Sunport Blvd. & I-25 SB Ramp

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	356	38	64	191	0	0	0	0	705	12	84
Future Volume (veh/h)	0	356	38	64	191	0	0	0	0	705	12	84
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1604	1604	1604	1604	0				1604	1604	1604
Adj Flow Rate, veh/h	0	356	38	64	191	0				714	0	84
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	20	20	20	20	0				20	20	20
Cap, veh/h	0	515	230	75	945	0				1548	0	689
Arrive On Green	0.00	0.17	0.17	0.05	0.31	0.00				0.51	0.00	0.51
Sat Flow, veh/h	0	3127	1359	1527	3127	0				3054	0	1359
Grp Volume(v), veh/h	0	356	38	64	191	0				714	0	84
Grp Sat Flow(s),veh/h/ln	0	1523	1359	1527	1523	0				1527	0	1359
Q Serve(g_s), s	0.0	6.6	1.4	2.5	2.8	0.0				9.0	0.0	2.0
Cycle Q Clear(g_c), s	0.0	6.6	1.4	2.5	2.8	0.0				9.0	0.0	2.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	515	230	75	945	0				1548	0	689
V/C Ratio(X)	0.00	0.69	0.17	0.85	0.20	0.00				0.46	0.00	0.12
Avail Cap(c_a), veh/h	0	889	396	140	1447	0				1548	0	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.5	21.3	28.3	15.2	0.0				9.5	0.0	7.8
Incr Delay (d2), s/veh	0.0	1.7	0.3	22.0	0.1	0.0				0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	4.1	0.8	2.4	1.6	0.0				4.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.1	21.6	50.3	15.3	0.0				9.7	0.0	7.9
LnGrp LOS	A	C	C	D	B	A				A	A	A
Approach Vol, veh/h		394			255						798	
Approach Delay, s/veh		24.8			24.1						9.5	
Approach LOS		C			C						A	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			8.5	15.6		35.9			24.1			
Change Period (Y+Rc), s			5.5	5.5		5.5			5.5			
Max Green Setting (Gmax), s			5.5	17.5		20.5			28.5			
Max Q Clear Time (g_c+I1), s			4.5	8.6		11.0			4.8			
Green Ext Time (p_c), s			0.0	1.6		2.3			1.1			
Intersection Summary												
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

3: Sunport Blvd. & I-25 SB Ramp

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	391	65	64	226	0	0	0	0	705	12	111
Future Volume (veh/h)	0	391	65	64	226	0	0	0	0	705	12	111
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1604	1604	1604	1604	0				1604	1604	1604
Adj Flow Rate, veh/h	0	391	65	64	226	0				714	0	111
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	20	20	20	20	0				20	20	20
Cap, veh/h	0	574	256	251	1009	0				1432	0	637
Arrive On Green	0.00	0.19	0.19	0.09	0.66	0.00				0.47	0.00	0.47
Sat Flow, veh/h	0	3127	1359	1527	3127	0				3054	0	1359
Grp Volume(v), veh/h	0	391	65	64	226	0				714	0	111
Grp Sat Flow(s),veh/h/ln	0	1523	1359	1527	1523	0				1527	0	1359
Q Serve(g_s), s	0.0	6.6	2.2	1.8	1.6	0.0				8.9	0.0	2.6
Cycle Q Clear(g_c), s	0.0	6.6	2.2	1.8	1.6	0.0				8.9	0.0	2.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	574	256	251	1009	0				1432	0	637
V/C Ratio(X)	0.00	0.68	0.25	0.25	0.22	0.00				0.50	0.00	0.17
Avail Cap(c_a), veh/h	0	969	432	256	1413	0				1432	0	637
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	19.0	15.4	6.5	0.0				10.1	0.0	8.4
Incr Delay (d2), s/veh	0.0	1.4	0.5	0.5	0.1	0.0				0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	4.0	1.2	1.0	0.8	0.0				4.5	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.2	19.5	15.9	6.6	0.0				10.4	0.0	8.6
LnGrp LOS	A	C	B	B	A	A				B	A	A
Approach Vol, veh/h		456			290						825	
Approach Delay, s/veh		21.8			8.7						10.2	
Approach LOS		C			A						B	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			7.8	15.9		31.3			23.7			
Change Period (Y+Rc), s			5.5	5.5		5.5			5.5			
Max Green Setting (Gmax), s			2.5	17.5		18.5			25.5			
Max Q Clear Time (g_c+I1), s			3.8	8.6		10.9			3.6			
Green Ext Time (p_c), s			0.0	1.8		2.1			1.3			
Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

3: Sunport Blvd. & I-25 SB Ramp

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	306	51	293	420	0	0	0	0	466	12	203
Future Volume (veh/h)	0	306	51	293	420	0	0	0	0	466	12	203
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1604	1604	1604	1604	0				1604	1604	1604
Adj Flow Rate, veh/h	0	306	51	293	420	0				475	0	203
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	20	20	20	20	0				20	20	20
Cap, veh/h	0	463	206	387	1174	0				1318	0	586
Arrive On Green	0.00	0.15	0.15	0.28	0.77	0.00				0.43	0.00	0.43
Sat Flow, veh/h	0	3127	1359	1527	3127	0				3054	0	1359
Grp Volume(v), veh/h	0	306	51	293	420	0				475	0	203
Grp Sat Flow(s),veh/h/ln	0	1523	1359	1527	1523	0				1527	0	1359
Q Serve(g_s), s	0.0	5.7	2.0	8.5	2.6	0.0				6.3	0.0	6.0
Cycle Q Clear(g_c), s	0.0	5.7	2.0	8.5	2.6	0.0				6.3	0.0	6.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	463	206	387	1174	0				1318	0	586
V/C Ratio(X)	0.00	0.66	0.25	0.76	0.36	0.00				0.36	0.00	0.35
Avail Cap(c_a), veh/h	0	889	396	387	1600	0				1318	0	586
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.83	0.83	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.0	22.4	15.9	4.5	0.0				11.5	0.0	11.4
Incr Delay (d2), s/veh	0.0	1.6	0.6	11.0	0.2	0.0				0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.6	1.1	6.3	1.1	0.0				3.4	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.6	23.0	26.9	4.7	0.0				11.6	0.0	11.8
LnGrp LOS	A	C	C	C	A	A				B	A	B
Approach Vol, veh/h		357			713						678	
Approach Delay, s/veh		25.2			13.8						11.7	
Approach LOS		C			B						B	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			14.0	14.6		31.4			28.6			
Change Period (Y+Rc), s			5.5	5.5		5.5			5.5			
Max Green Setting (Gmax), s			8.5	17.5		17.5			31.5			
Max Q Clear Time (g_c+I1), s			10.5	7.7		8.3			4.6			
Green Ext Time (p_c), s			0.0	1.4		1.9			2.8			
Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

3: Sunport Blvd. & I-25 SB Ramp

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	336	74	293	450	0	0	0	0	466	12	226
Future Volume (veh/h)	0	336	74	293	450	0	0	0	0	466	12	226
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1604	1604	1604	1604	0				1604	1604	1604
Adj Flow Rate, veh/h	0	336	74	293	450	0				475	0	226
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	20	20	20	20	0				20	20	20
Cap, veh/h	0	498	222	386	1209	0				1282	0	570
Arrive On Green	0.00	0.16	0.16	0.28	0.79	0.00				0.42	0.00	0.42
Sat Flow, veh/h	0	3127	1359	1527	3127	0				3054	0	1359
Grp Volume(v), veh/h	0	336	74	293	450	0				475	0	226
Grp Sat Flow(s),veh/h/ln	0	1523	1359	1527	1523	0				1527	0	1359
Q Serve(g_s), s	0.0	6.2	2.9	8.5	2.6	0.0				6.4	0.0	6.9
Cycle Q Clear(g_c), s	0.0	6.2	2.9	8.5	2.6	0.0				6.4	0.0	6.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	498	222	386	1209	0				1282	0	570
V/C Ratio(X)	0.00	0.67	0.33	0.76	0.37	0.00				0.37	0.00	0.40
Avail Cap(c_a), veh/h	0	889	396	386	1600	0				1282	0	570
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.79	0.79	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.6	22.2	15.5	4.0	0.0				12.0	0.0	12.1
Incr Delay (d2), s/veh	0.0	1.6	0.9	10.5	0.2	0.0				0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.9	1.6	6.1	1.1	0.0				3.5	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.2	23.1	26.0	4.1	0.0				12.1	0.0	12.6
LnGrp LOS	A	C	C	C	A	A				B	A	B
Approach Vol, veh/h		410			743						701	
Approach Delay, s/veh		24.8			12.8						12.3	
Approach LOS		C			B						B	
Timer - Assigned Phs			3	4		6			8			
Phs Duration (G+Y+Rc), s			14.0	15.3		30.7			29.3			
Change Period (Y+Rc), s			5.5	5.5		5.5			5.5			
Max Green Setting (Gmax), s			8.5	17.5		17.5			31.5			
Max Q Clear Time (g_c+I1), s			10.5	8.2		8.9			4.6			
Green Ext Time (p_c), s			0.0	1.6		1.9			3.1			
Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary 4: I-25 NB Ramp & Sunport Blvd.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	819	0	0	149	415	65	2	161	0	0	0
Future Volume (veh/h)	106	819	0	0	149	415	65	2	161	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1604	1604	0	0	1604	1604	1604	1604	1604			
Adj Flow Rate, veh/h	106	819	0	0	149	0	65	2	0			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	20	20	0	0	20	20	20	20	20			
Cap, veh/h	397	1066	0	0	815		693	21				
Arrive On Green	0.07	0.35	0.00	0.00	0.19	0.00	0.47	0.47	0.00			
Sat Flow, veh/h	1527	3127	0	0	4522	1359	1484	46	1359			
Grp Volume(v), veh/h	106	819	0	0	149	0	67	0	0			
Grp Sat Flow(s),veh/h/ln	1527	1523	0	0	1459	1359	1529	0	1359			
Q Serve(g_s), s	3.2	14.3	0.0	0.0	1.7	0.0	1.5	0.0	0.0			
Cycle Q Clear(g_c), s	3.2	14.3	0.0	0.0	1.7	0.0	1.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	397	1066	0	0	815		714	0				
V/C Ratio(X)	0.27	0.77	0.00	0.00	0.18		0.09	0.00				
Avail Cap(c_a), veh/h	453	1498	0	0	1277		714	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	16.3	17.3	0.0	0.0	20.6	0.0	8.9	0.0	0.0			
Incr Delay (d2), s/veh	0.3	1.4	0.0	0.0	0.1	0.0	0.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.8	7.8	0.0	0.0	1.0	0.0	0.8	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	18.8	0.0	0.0	20.7	0.0	9.2	0.0	0.0			
LnGrp LOS	B	B	A	A	C		A	A				
Approach Vol, veh/h	925			149			67					
Approach Delay, s/veh	18.5			20.7			9.2					
Approach LOS	B			C			A					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	33.5			26.5			9.8			16.7		
Change Period (Y+Rc), s	5.5			5.5			5.5			5.5		
Max Green Setting (Gmax), s	19.5			29.5			6.5			17.5		
Max Q Clear Time (g_c+l1), s	3.5			16.3			5.2			3.7		
Green Ext Time (p_c), s	0.2			4.6			0.0			0.7		
Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			B									
Notes												

HCM 6th Signalized Intersection Summary

4: I-25 NB Ramp & Sunport Blvd.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	127	832	0	0	162	415	86	2	161	0	0	0	
Future Volume (veh/h)	127	832	0	0	162	415	86	2	161	0	0	0	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Work Zone On Approach	No			No			No						
Adj Sat Flow, veh/h/ln	1604	1604	0	0	1604	1604	1604	1604	1604				
Adj Flow Rate, veh/h	127	832	0	0	162	0	86	2	0				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Percent Heavy Veh, %	20	20	0	0	20	20	20	20	20				
Cap, veh/h	372	990	0	0	638		735	17					
Arrive On Green	0.17	0.65	0.00	0.00	0.15	0.00	0.49	0.49	0.00				
Sat Flow, veh/h	1527	3127	0	0	4522	1359	1494	35	1359				
Grp Volume(v), veh/h	127	832	0	0	162	0	88	0	0				
Grp Sat Flow(s),veh/h/ln	1527	1523	0	0	1459	1359	1529	0	1359				
Q Serve(g_s), s	4.0	12.6	0.0	0.0	2.0	0.0	1.9	0.0	0.0				
Cycle Q Clear(g_c), s	4.0	12.6	0.0	0.0	2.0	0.0	1.9	0.0	0.0				
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00				
Lane Grp Cap(c), veh/h	372	990	0	0	638		752	0					
V/C Ratio(X)	0.34	0.84	0.00	0.00	0.25		0.12	0.00					
Avail Cap(c_a), veh/h	379	1447	0	0	1277		752	0					
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	0.00	1.00	0.00	0.00				
Uniform Delay (d), s/veh	16.0	9.3	0.0	0.0	22.7	0.0	8.2	0.0	0.0				
Incr Delay (d2), s/veh	0.5	2.6	0.0	0.0	0.2	0.0	0.3	0.0	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(95%),veh/ln	2.1	4.3	0.0	0.0	1.1	0.0	1.1	0.0	0.0				
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	16.5	11.9	0.0	0.0	22.9	0.0	8.5	0.0	0.0				
LnGrp LOS	B	B	A	A	C		A	A					
Approach Vol, veh/h	959			162			88						
Approach Delay, s/veh	12.6			22.9			8.5						
Approach LOS	B			C			A						
Timer - Assigned Phs	2			4			7			8			
Phs Duration (G+Y+Rc), s	35.0			25.0			10.7			14.2			
Change Period (Y+Rc), s	5.5			5.5			5.5			5.5			
Max Green Setting (Gmax), s	20.5			28.5			5.5			17.5			
Max Q Clear Time (g_c+I1), s	3.9			14.6			6.0			4.0			
Green Ext Time (p_c), s	0.3			4.9			0.0			0.7			
Intersection Summary													
HCM 6th Ctrl Delay			13.7										
HCM 6th LOS			B										
Notes													

HCM 6th Signalized Intersection Summary

4: I-25 NB Ramp & Sunport Blvd.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	606	0	0	542	819	54	2	65	0	0	0
Future Volume (veh/h)	64	606	0	0	542	819	54	2	65	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1604	1604	0	0	1604	1604	1604	1604	1604			
Adj Flow Rate, veh/h	64	606	0	0	542	0	54	2	0			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	20	20	0	0	20	20	20	20	20			
Cap, veh/h	259	1023	0	0	829		709	26				
Arrive On Green	0.05	0.34	0.00	0.00	0.19	0.00	0.48	0.48	0.00			
Sat Flow, veh/h	1527	3127	0	0	4522	1359	1475	55	1359			
Grp Volume(v), veh/h	64	606	0	0	542	0	56	0	0			
Grp Sat Flow(s),veh/h/ln	1527	1523	0	0	1459	1359	1530	0	1359			
Q Serve(g_s), s	1.9	9.9	0.0	0.0	6.9	0.0	1.2	0.0	0.0			
Cycle Q Clear(g_c), s	1.9	9.9	0.0	0.0	6.9	0.0	1.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	259	1023	0	0	829		736	0				
V/C Ratio(X)	0.25	0.59	0.00	0.00	0.65		0.08	0.00				
Avail Cap(c_a), veh/h	315	1498	0	0	1350		736	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	17.1	16.5	0.0	0.0	22.5	0.0	8.4	0.0	0.0			
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.9	0.0	0.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.1	5.6	0.0	0.0	4.0	0.0	0.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	17.0	0.0	0.0	23.4	0.0	8.6	0.0	0.0			
LnGrp LOS	B	B	A	A	C		A	A				
Approach Vol, veh/h	670			542			56					
Approach Delay, s/veh	17.1			23.4			8.6					
Approach LOS	B			C			A					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	34.4			25.6			8.8			16.9		
Change Period (Y+Rc), s	5.5			5.5			5.5			5.5		
Max Green Setting (Gmax), s	19.5			29.5			5.5			18.5		
Max Q Clear Time (g_c+I1), s	3.2			11.9			3.9			8.9		
Green Ext Time (p_c), s	0.2			3.8			0.0			2.5		
Intersection Summary												
HCM 6th Ctrl Delay			19.4									
HCM 6th LOS			B									
Notes												

HCM 6th Signalized Intersection Summary 4: I-25 NB Ramp & Sunport Blvd.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	617	0	0	553	819	72	2	65	0	0	0
Future Volume (veh/h)	82	617	0	0	553	819	72	2	65	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1604	1604	0	0	1604	1604	1604	1604	1604			
Adj Flow Rate, veh/h	82	617	0	0	553	0	72	2	0			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	20	20	0	0	20	20	20	20	20			
Cap, veh/h	270	1054	0	0	841		700	19				
Arrive On Green	0.06	0.35	0.00	0.00	0.19	0.00	0.47	0.47	0.00			
Sat Flow, veh/h	1527	3127	0	0	4522	1359	1488	41	1359			
Grp Volume(v), veh/h	82	617	0	0	553	0	74	0	0			
Grp Sat Flow(s),veh/h/ln	1527	1523	0	0	1459	1359	1529	0	1359			
Q Serve(g_s), s	2.4	10.0	0.0	0.0	7.0	0.0	1.6	0.0	0.0			
Cycle Q Clear(g_c), s	2.4	10.0	0.0	0.0	7.0	0.0	1.6	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	270	1054	0	0	841		720	0				
V/C Ratio(X)	0.30	0.59	0.00	0.00	0.66		0.10	0.00				
Avail Cap(c_a), veh/h	341	1549	0	0	1350		720	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	16.8	16.1	0.0	0.0	22.4	0.0	8.8	0.0	0.0			
Incr Delay (d2), s/veh	0.6	0.5	0.0	0.0	0.9	0.0	0.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.4	5.6	0.0	0.0	4.0	0.0	0.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	16.6	0.0	0.0	23.3	0.0	9.1	0.0	0.0			
LnGrp LOS	B	B	A	A	C		A	A				
Approach Vol, veh/h	699			553			74					
Approach Delay, s/veh	16.7			23.3			9.1					
Approach LOS	B			C			A					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	33.7			26.3			9.2			17.0		
Change Period (Y+Rc), s	5.5			5.5			5.5			5.5		
Max Green Setting (Gmax), s	18.5			30.5			6.5			18.5		
Max Q Clear Time (g_c+l1), s	3.6			12.0			4.4			9.0		
Green Ext Time (p_c), s	0.2			4.0			0.0			2.5		
Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									
Notes												

HCM 6th Signalized Intersection Summary

4: I-25 NB Ramp & Sunport Blvd.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	980	0	0	178	496	80	3	199	0	0	0
Future Volume (veh/h)	127	980	0	0	178	496	80	3	199	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1604	1604	0	0	1604	1604	1604	1604	1604			
Adj Flow Rate, veh/h	127	980	0	0	178	0	80	3	0			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	20	20	0	0	20	20	20	20	20			
Cap, veh/h	411	1118	0	0	834		663	25				
Arrive On Green	0.17	0.73	0.00	0.00	0.19	0.00	0.45	0.45	0.00			
Sat Flow, veh/h	1527	3127	0	0	4522	1359	1475	55	1359			
Grp Volume(v), veh/h	127	980	0	0	178	0	83	0	0			
Grp Sat Flow(s),veh/h/ln	1527	1523	0	0	1459	1359	1530	0	1359			
Q Serve(g_s), s	3.8	14.4	0.0	0.0	2.1	0.0	1.9	0.0	0.0			
Cycle Q Clear(g_c), s	3.8	14.4	0.0	0.0	2.1	0.0	1.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	411	1118	0	0	834		688	0				
V/C Ratio(X)	0.31	0.88	0.00	0.00	0.21		0.12	0.00				
Avail Cap(c_a), veh/h	447	1498	0	0	1277		688	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.83	0.83	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	14.3	7.0	0.0	0.0	20.5	0.0	9.6	0.0	0.0			
Incr Delay (d2), s/veh	0.4	4.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.0	4.3	0.0	0.0	1.2	0.0	1.0	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	11.0	0.0	0.0	20.6	0.0	9.7	0.0	0.0			
LnGrp LOS	B	B	A	A	C		A	A				
Approach Vol, veh/h	1107			178			83					
Approach Delay, s/veh	11.4			20.6			9.7					
Approach LOS	B			C			A					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	32.5			27.5			10.6			16.9		
Change Period (Y+Rc), s	5.5			5.5			5.5			5.5		
Max Green Setting (Gmax), s	19.5			29.5			6.5			17.5		
Max Q Clear Time (g_c+l1), s	3.9			16.4			5.8			4.1		
Green Ext Time (p_c), s	0.3			5.6			0.0			0.8		
Intersection Summary												
HCM 6th Ctrl Delay			12.5									
HCM 6th LOS			B									
Notes												

HCM 6th Signalized Intersection Summary

4: I-25 NB Ramp & Sunport Blvd.

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	993	0	0	191	496	101	3	199	0	0	0
Future Volume (veh/h)	148	993	0	0	191	496	101	3	199	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1604	1604	0	0	1604	1604	1604	1604	1604			
Adj Flow Rate, veh/h	148	993	0	0	191	0	101	3	0			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	20	20	0	0	20	20	20	20	20			
Cap, veh/h	438	1229	0	0	1050		589	17				
Arrive On Green	0.06	0.40	0.00	0.00	0.24	0.00	0.40	0.40	0.00			
Sat Flow, veh/h	1527	3127	0	0	4522	1359	1485	44	1359			
Grp Volume(v), veh/h	148	993	0	0	191	0	104	0	0			
Grp Sat Flow(s),veh/h/ln	1527	1523	0	0	1459	1359	1529	0	1359			
Q Serve(g_s), s	3.5	15.9	0.0	0.0	1.9	0.0	2.4	0.0	0.0			
Cycle Q Clear(g_c), s	3.5	15.9	0.0	0.0	1.9	0.0	2.4	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	438	1229	0	0	1050		607	0				
V/C Ratio(X)	0.34	0.81	0.00	0.00	0.18		0.17	0.00				
Avail Cap(c_a), veh/h	438	1468	0	0	1393		607	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.82	0.82	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	13.8	14.5	0.0	0.0	16.6	0.0	10.7	0.0	0.0			
Incr Delay (d2), s/veh	0.4	2.4	0.0	0.0	0.1	0.0	0.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.1	8.1	0.0	0.0	1.0	0.0	1.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	16.9	0.0	0.0	16.7	0.0	11.4	0.0	0.0			
LnGrp LOS	B	B	A	A	B		B	A				
Approach Vol, veh/h	1141			191			104					
Approach Delay, s/veh	16.6			16.7			11.4					
Approach LOS	B			B			B					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	27.3			27.7			9.0			18.7		
Change Period (Y+Rc), s	5.5			5.5			5.5			5.5		
Max Green Setting (Gmax), s	17.5			26.5			3.5			17.5		
Max Q Clear Time (g_c+l1), s	4.4			17.9			5.5			3.9		
Green Ext Time (p_c), s	0.4			4.3			0.0			0.9		
Intersection Summary												
HCM 6th Ctrl Delay			16.2									
HCM 6th LOS			B									
Notes												

HCM 6th Signalized Intersection Summary

4: I-25 NB Ramp & Sunport Blvd.

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	726	0	0	649	980	66	3	80	0	0	0
Future Volume (veh/h)	64	726	0	0	649	980	66	3	80	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1604	1604	0	0	1604	1604	1604	1604	1604			
Adj Flow Rate, veh/h	64	726	0	0	649	0	66	3	0			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	20	20	0	0	20	20	20	20	20			
Cap, veh/h	256	1103	0	0	944		666	30				
Arrive On Green	0.05	0.36	0.00	0.00	0.22	0.00	0.45	0.45	0.00			
Sat Flow, veh/h	1527	3127	0	0	4522	1359	1464	67	1359			
Grp Volume(v), veh/h	64	726	0	0	649	0	69	0	0			
Grp Sat Flow(s),veh/h/ln	1527	1523	0	0	1459	1359	1530	0	1359			
Q Serve(g_s), s	1.8	12.0	0.0	0.0	8.2	0.0	1.5	0.0	0.0			
Cycle Q Clear(g_c), s	1.8	12.0	0.0	0.0	8.2	0.0	1.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	256	1103	0	0	944		696	0				
V/C Ratio(X)	0.25	0.66	0.00	0.00	0.69		0.10	0.00				
Avail Cap(c_a), veh/h	338	1549	0	0	1350		696	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	16.1	16.0	0.0	0.0	21.7	0.0	9.3	0.0	0.0			
Incr Delay (d2), s/veh	0.4	0.6	0.0	0.0	0.9	0.0	0.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.1	6.6	0.0	0.0	4.7	0.0	0.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	16.6	0.0	0.0	22.6	0.0	9.6	0.0	0.0			
LnGrp LOS	B	B	A	A	C		A	A				
Approach Vol, veh/h	790			649			69					
Approach Delay, s/veh	16.6			22.6			9.6					
Approach LOS	B			C			A					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	32.8			27.2			8.8			18.4		
Change Period (Y+Rc), s	5.5			5.5			5.5			5.5		
Max Green Setting (Gmax), s	18.5			30.5			6.5			18.5		
Max Q Clear Time (g_c+l1), s	3.5			14.0			3.8			10.2		
Green Ext Time (p_c), s	0.2			4.6			0.0			2.7		
Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									
Notes												

HCM 6th Signalized Intersection Summary 4: I-25 NB Ramp & Sunport Blvd.

03/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	737	0	0	660	980	84	3	80	0	0	0
Future Volume (veh/h)	94	737	0	0	660	980	84	3	80	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1604	1604	0	0	1604	1604	1604	1604	1604			
Adj Flow Rate, veh/h	94	737	0	0	660	0	84	3	0			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	20	20	0	0	20	20	20	20	20			
Cap, veh/h	273	1145	0	0	955		651	23				
Arrive On Green	0.07	0.38	0.00	0.00	0.22	0.00	0.44	0.44	0.00			
Sat Flow, veh/h	1527	3127	0	0	4522	1359	1477	53	1359			
Grp Volume(v), veh/h	94	737	0	0	660	0	87	0	0			
Grp Sat Flow(s),veh/h/ln	1527	1523	0	0	1459	1359	1530	0	1359			
Q Serve(g_s), s	2.7	12.0	0.0	0.0	8.3	0.0	2.0	0.0	0.0			
Cycle Q Clear(g_c), s	2.7	12.0	0.0	0.0	8.3	0.0	2.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	273	1145	0	0	955		675	0				
V/C Ratio(X)	0.34	0.64	0.00	0.00	0.69		0.13	0.00				
Avail Cap(c_a), veh/h	338	1549	0	0	1350		675	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	15.9	15.4	0.0	0.0	21.6	0.0	9.9	0.0	0.0			
Incr Delay (d2), s/veh	0.6	0.5	0.0	0.0	0.9	0.0	0.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.6	6.5	0.0	0.0	4.8	0.0	1.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	15.9	0.0	0.0	22.5	0.0	10.3	0.0	0.0			
LnGrp LOS	B	B	A	A	C		B	A				
Approach Vol, veh/h	831			660			87					
Approach Delay, s/veh	16.0			22.5			10.3					
Approach LOS	B			C			B					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	32.0			28.0			9.5			18.6		
Change Period (Y+Rc), s	5.5			5.5			5.5			5.5		
Max Green Setting (Gmax), s	18.5			30.5			6.5			18.5		
Max Q Clear Time (g_c+l1), s	4.0			14.0			4.7			10.3		
Green Ext Time (p_c), s	0.3			4.6			0.0			2.8		
Intersection Summary												
HCM 6th Ctrl Delay	18.4											
HCM 6th LOS	B											
Notes												

HCM 6th TWSC
5: Arno St. & Driveway 'A'

03/27/2023

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	27	19	61
Future Vol, veh/h	0	0	0	27	19	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	30	30	50	80
Mvmt Flow	0	0	0	27	19	61

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	77	50	80	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.9	6.7	4.4	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.75	2.47	-	-	-
Pot Cap-1 Maneuver	820	898	1358	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	820	898	1358	-	-	-
Mov Cap-2 Maneuver	820	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1358	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
5: Arno St. & Driveway 'A'

03/27/2023

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	23	16	53
Future Vol, veh/h	0	0	0	23	16	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	30	30	30	80
Mvmt Flow	0	0	0	23	16	53

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	66	43	69
Stage 1	43	-	-
Stage 2	23	-	-
Critical Hdwy	6.9	6.7	4.4
Critical Hdwy Stg 1	5.9	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.95	3.75	2.47
Pot Cap-1 Maneuver	833	906	1372
Stage 1	870	-	-
Stage 2	889	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	833	906	1372
Mov Cap-2 Maneuver	833	-	-
Stage 1	870	-	-
Stage 2	889	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1372	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
5: Arno St. & Driveway 'A'

03/27/2023

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	27	19	61
Future Vol, veh/h	0	0	0	27	19	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	30	30	30	80
Mvmt Flow	0	0	0	27	19	61

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	77	50	80
Stage 1	50	-	-
Stage 2	27	-	-
Critical Hdwy	6.9	6.7	4.4
Critical Hdwy Stg 1	5.9	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.95	3.75	2.47
Pot Cap-1 Maneuver	820	898	1358
Stage 1	863	-	-
Stage 2	885	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	820	898	1358
Mov Cap-2 Maneuver	820	-	-
Stage 1	863	-	-
Stage 2	885	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1358	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
5: Arno St. & Driveway 'A'

03/27/2023

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	23	16	53
Future Vol, veh/h	0	0	0	23	16	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	30	30	50	80
Mvmt Flow	0	0	0	23	16	53

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	66	43	69
Stage 1	43	-	-
Stage 2	23	-	-
Critical Hdwy	6.9	6.7	4.4
Critical Hdwy Stg 1	5.9	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.95	3.75	2.47
Pot Cap-1 Maneuver	833	906	1372
Stage 1	870	-	-
Stage 2	889	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	833	906	1372
Mov Cap-2 Maneuver	833	-	-
Stage 1	870	-	-
Stage 2	889	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1372	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
6: Arno St. & Driveway 'B'

03/27/2023

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	0	0	0	0	33
Future Vol, veh/h	41	0	0	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	30	30	30	30
Mvmt Flow	41	0	0	0	0	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	17	17	33	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.9	6.7	4.4	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.75	2.47	-	-	-
Pot Cap-1 Maneuver	890	938	1416	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	890	938	1416	-	-	-
Mov Cap-2 Maneuver	890	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1416	-	890	-	-
HCM Lane V/C Ratio	-	-	0.046	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
6: Arno St. & Driveway 'B'

03/27/2023

Intersection

Int Delay, s/veh 5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	0	0	0	0	30
Future Vol, veh/h	35	0	0	0	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	30	30	30	30
Mvmt Flow	35	0	0	0	0	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	15	15	30	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.9	6.7	4.4	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.75	2.47	-	-	-
Pot Cap-1 Maneuver	893	941	1420	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	893	941	1420	-	-	-
Mov Cap-2 Maneuver	893	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1420	-	893	-	-
HCM Lane V/C Ratio	-	-	0.039	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
6: Arno St. & Driveway 'B'

03/27/2023

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	0	0	0	0	33
Future Vol, veh/h	41	0	0	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	30	30	30	30
Mvmt Flow	41	0	0	0	0	33

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	17	17	33
Stage 1	17	-	-
Stage 2	0	-	-
Critical Hdwy	6.9	6.7	4.4
Critical Hdwy Stg 1	5.9	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.95	3.75	2.47
Pot Cap-1 Maneuver	890	938	1416
Stage 1	895	-	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	890	938	1416
Mov Cap-2 Maneuver	890	-	-
Stage 1	895	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1416	-	890	-	-
HCM Lane V/C Ratio	-	-	0.046	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
6: Arno St. & Driveway 'B'

03/27/2023

Intersection

Int Delay, s/veh 5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	0	0	0	0	30
Future Vol, veh/h	35	0	0	0	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	30	30	30	30
Mvmt Flow	35	0	0	0	0	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	15	15	30	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.9	6.7	4.4	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.75	2.47	-	-	-
Pot Cap-1 Maneuver	893	941	1420	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	893	941	1420	-	-	-
Mov Cap-2 Maneuver	893	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1420	-	893	-	-
HCM Lane V/C Ratio	-	-	0.039	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
7: Broadway Blvd. & Driveway 'C'

03/27/2023

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	142	853	3	0	479
Future Vol, veh/h	0	142	853	3	0	479
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	20	30	20	20
Mvmt Flow	0	142	853	3	0	479

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	427	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.8	-
Pot Cap-1 Maneuver	0	461	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	461	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	461
HCM Lane V/C Ratio	-	-	0.308
HCM Control Delay (s)	-	-	16.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.3

HCM 6th TWSC
7: Broadway Blvd. & Driveway 'C'

03/27/2023

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	108	538	2	0	1160
Future Vol, veh/h	0	108	538	2	0	1160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	20	30	20	20
Mvmt Flow	0	108	538	2	0	1160

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	269	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.8	-
Pot Cap-1 Maneuver	0	603	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	603	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	603
HCM Lane V/C Ratio	-	-	0.179
HCM Control Delay (s)	-	-	12.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

HCM 6th TWSC
7: Broadway Blvd. & Driveway 'C'

03/27/2023

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	142	895	3	0	500
Future Vol, veh/h	0	142	895	3	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	20	30	20	20
Mvmt Flow	0	142	895	3	0	500

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	448	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.8	-
Pot Cap-1 Maneuver	0	445	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	445	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	445
HCM Lane V/C Ratio	-	-	0.319
HCM Control Delay (s)	-	-	16.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.4

HCM 6th TWSC
7: Broadway Blvd. & Driveway 'C'

03/27/2023

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	108	564	2	0	1215
Future Vol, veh/h	0	108	564	2	0	1215
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	20	30	20	20
Mvmt Flow	0	108	564	2	0	1215

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	282	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.8	-
Pot Cap-1 Maneuver	0	590	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	590	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	590
HCM Lane V/C Ratio	-	-	0.183
HCM Control Delay (s)	-	-	12.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.7

HCM 6th TWSC
8: Broadway Blvd. & Driveway 'D'

03/27/2023

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	35	794	78	95	384
Future Vol, veh/h	51	35	794	78	95	384
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	175	250	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	20	30	30	20
Mvmt Flow	51	35	794	78	95	384

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1176	397	0	0	872
Stage 1	794	-	-	-	-
Stage 2	382	-	-	-	-
Critical Hdwy	7.8	7.9	-	-	4.7
Critical Hdwy Stg 1	6.8	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-
Follow-up Hdwy	4	3.8	-	-	2.5
Pot Cap-1 Maneuver	126	485	-	-	615
Stage 1	302	-	-	-	-
Stage 2	537	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	107	485	-	-	615
Mov Cap-2 Maneuver	212	-	-	-	-
Stage 1	302	-	-	-	-
Stage 2	454	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.5	0	2.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	212	485	615	-
HCM Lane V/C Ratio	-	-	0.241	0.072	0.154	-
HCM Control Delay (s)	-	-	27.3	13	11.9	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.9	0.2	0.5	-

HCM 6th TWSC
8: Broadway Blvd. & Driveway 'D'

03/27/2023

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	19	515	39	106	1054
Future Vol, veh/h	68	19	515	39	106	1054
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	175	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	20	30	30	20
Mvmt Flow	68	19	515	39	106	1054

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1254	258	0	0	554
Stage 1	515	-	-	-	-
Stage 2	739	-	-	-	-
Critical Hdwy	7.8	7.9	-	-	4.7
Critical Hdwy Stg 1	6.8	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-
Follow-up Hdwy	4	3.8	-	-	2.5
Pot Cap-1 Maneuver	110	614	-	-	842
Stage 1	447	-	-	-	-
Stage 2	327	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	96	614	-	-	842
Mov Cap-2 Maneuver	200	-	-	-	-
Stage 1	447	-	-	-	-
Stage 2	286	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.4	0	0.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	200	614	842	-
HCM Lane V/C Ratio	-	-	0.34	0.031	0.126	-
HCM Control Delay (s)	-	-	32	11.1	9.9	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.1	0.4	-

HCM 6th TWSC
8: Broadway Blvd. & Driveway 'D'

03/27/2023

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	35	836	78	95	405
Future Vol, veh/h	51	35	836	78	95	405
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	175	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	20	30	30	20
Mvmt Flow	51	35	836	78	95	405

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1229	418	0	0	914
Stage 1	836	-	-	-	-
Stage 2	393	-	-	-	-
Critical Hdwy	7.8	7.9	-	-	4.7
Critical Hdwy Stg 1	6.8	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-
Follow-up Hdwy	4	3.8	-	-	2.5
Pot Cap-1 Maneuver	115	468	-	-	590
Stage 1	285	-	-	-	-
Stage 2	529	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	96	468	-	-	590
Mov Cap-2 Maneuver	199	-	-	-	-
Stage 1	285	-	-	-	-
Stage 2	444	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	2.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	199	468	590	-
HCM Lane V/C Ratio	-	-	0.256	0.075	0.161	-
HCM Control Delay (s)	-	-	29.2	13.3	12.3	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	1	0.2	0.6	-

HCM 6th TWSC
8: Broadway Blvd. & Driveway 'D'

03/27/2023

Intersection

Int Delay, s/veh 1.9

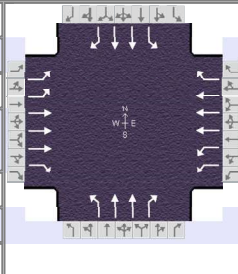
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Lane Configurations						
Traffic Vol, veh/h	68	19	541	39	106	1109
Future Vol, veh/h	68	19	541	39	106	1109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	175	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	50	50	20	30	30	20
Mvmt Flow	68	19	541	39	106	1109

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1308	271	0	0	580
Stage 1	541	-	-	-	-
Stage 2	767	-	-	-	-
Critical Hdwy	7.8	7.9	-	-	4.7
Critical Hdwy Stg 1	6.8	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-
Follow-up Hdwy	4	3.8	-	-	2.5
Pot Cap-1 Maneuver	100	601	-	-	820
Stage 1	431	-	-	-	-
Stage 2	314	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	87	601	-	-	820
Mov Cap-2 Maneuver	190	-	-	-	-
Stage 1	431	-	-	-	-
Stage 2	273	-	-	-	-

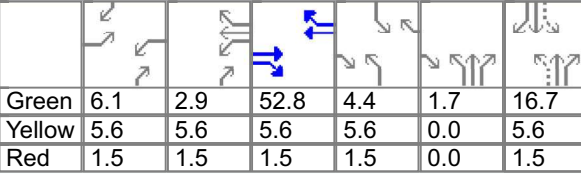
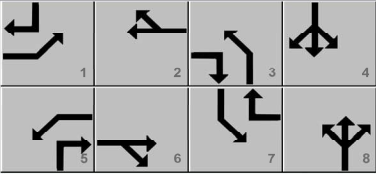
Approach	WB	NB	SB
HCM Control Delay, s	29.1	0	0.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	190	601	820	-
HCM Lane V/C Ratio	-	-	0.358	0.032	0.129	-
HCM Control Delay (s)	-	-	34.1	11.2	10	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	1.5	0.1	0.4	-

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM NO BUILD	PHF	1.00	
Urban Street	RIO BRAVO	Analysis Year	2023	Analysis Period	1> 7:00	
Intersection	9 - Broadway Blvd.	File Name	2022031 2023 ANX RIO BRAVO.xus			
Project Description	AM NO BUILD					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	116	1304	160	392	596	44	80	120	284	56	112	68

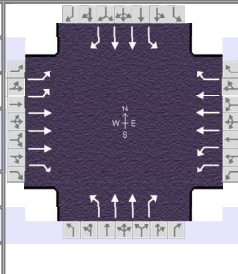
Signal Information											
Cycle, s	120.0	Reference Phase	2		6.1	2.9	52.8	4.4	1.7	16.7	
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Green	6.1	2.9	52.8	4.4	1.7	16.7	
				Yellow	5.6	5.6	5.6	5.6	0.0	5.6	
				Red	1.5	1.5	1.5	1.5	0.0	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.2	59.9	23.2	69.9	13.2	25.5	11.5	23.8
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	6.0		15.3		6.6	20.4	5.2	6.4
Green Extension Time (g_e), s	0.2	0.0	0.8	0.0	0.0	0.0	0.0	1.0
Phase Call Probability	0.98		1.00		0.93	1.00	0.85	1.00
Max Out Probability	0.00		0.00		1.00	1.00	1.00	0.01

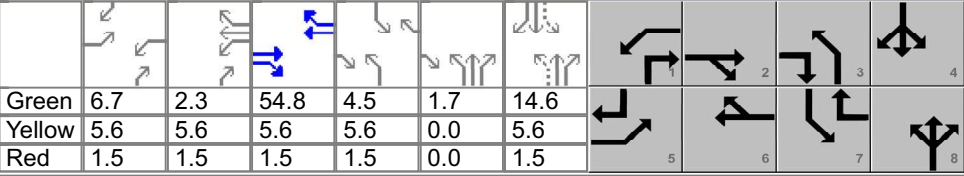
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	116	1304	160	392	596	44	80	120	284	56	112	68
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	4.0	23.1	6.9	13.3	7.6	1.5	4.6	3.5	18.4	3.2	3.4	4.4
Cycle Queue Clearance Time (g_c), s	4.0	23.1	6.9	13.3	7.6	1.5	4.6	3.5	18.4	3.2	3.4	4.4
Green Ratio (g/C)	0.05	0.44	0.49	0.13	0.52	0.56	0.19	0.15	0.29	0.18	0.14	0.19
Capacity (c), veh/h	174	2240	778	463	2664	887	293	545	455	261	495	300
Volume-to-Capacity Ratio (X)	0.665	0.582	0.206	0.847	0.224	0.050	0.273	0.220	0.624	0.214	0.226	0.227
Back of Queue (Q), ft/ln (95 th percentile)	79.4	359.7	116.9	246.1	131.4	24.6	88.6	69.1	291	62.4	65.5	75.2
Back of Queue (Q), veh/ln (95 th percentile)	3.1	14.2	4.6	9.7	5.2	1.0	3.5	2.7	11.5	2.5	2.6	3.0
Queue Storage Ratio (RQ) (95 th percentile)	0.29	0.00	0.47	0.65	0.00	0.00	0.15	0.00	0.40	0.62	0.00	0.18
Uniform Delay (d_1), s/veh	56.0	25.3	17.3	50.8	15.5	12.0	41.3	44.5	37.2	42.2	45.9	41.2
Incremental Delay (d_2), s/veh	1.6	1.1	0.6	1.7	0.2	0.1	0.2	0.1	2.0	0.2	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	57.6	26.4	17.9	52.5	15.7	12.1	41.5	44.6	39.2	42.3	46.0	41.3
Level of Service (LOS)	E	C	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	27.9	C		29.5	C		40.9	D		43.8	D	
Intersection Delay, s/veh / LOS	31.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.42	B	2.86	C	2.86	C
Bicycle LOS Score / LOS	1.36	A	1.06	A	0.89	A	0.68	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM BUILD	PHF	1.00	
Urban Street	Rio Bravo Blvd	Analysis Year	2023	Analysis Period	1> 7:00	
Intersection	9 - Broadway Blvd.	File Name	2022031 2023 ABX RIO BRAVO.xus			
Project Description	2023 AM BUILD					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	132	1304	160	392	596	44	80	124	284	56	116	84

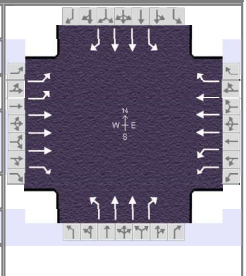
Signal Information											
Cycle, s	120.0	Reference Phase	2		Green	6.7	2.3	54.8	4.5	1.7	14.6
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	5.6	5.6	5.6	5.6	0.0	5.6	
				Red	1.5	1.5	1.5	1.5	0.0	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.8	61.9	23.2	71.2	13.3	23.4	11.6	21.7
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	6.5		15.3		6.7	18.3	5.3	7.5
Green Extension Time (g_e), s	0.3	0.0	0.8	0.0	0.0	0.0	0.0	0.8
Phase Call Probability	0.99		1.00		0.93	1.00	0.85	1.00
Max Out Probability	0.00		0.00		1.00	1.00	1.00	0.10

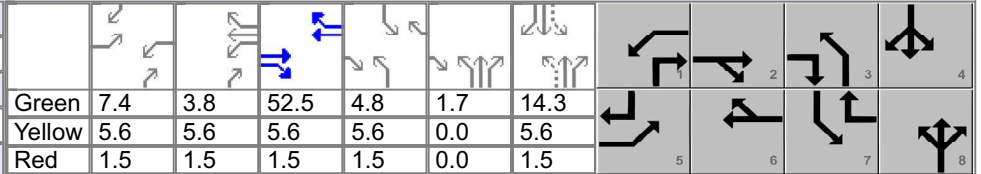
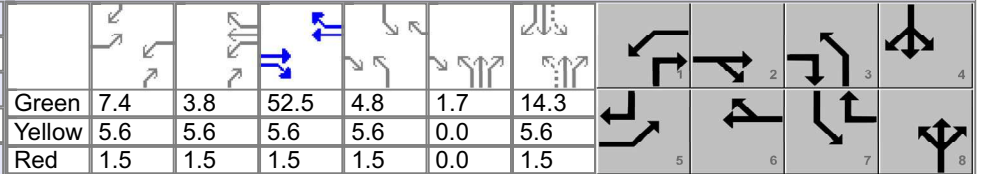
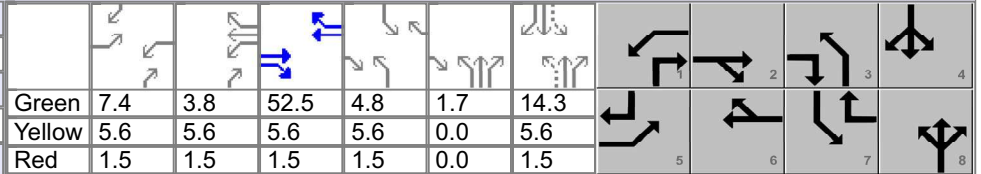
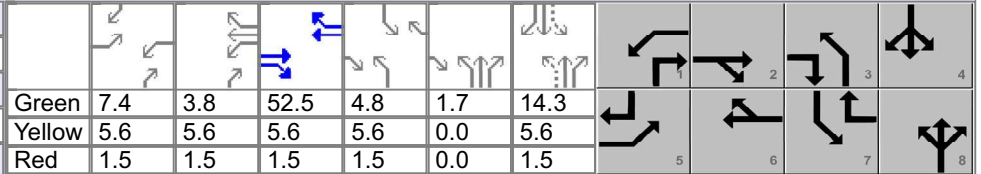
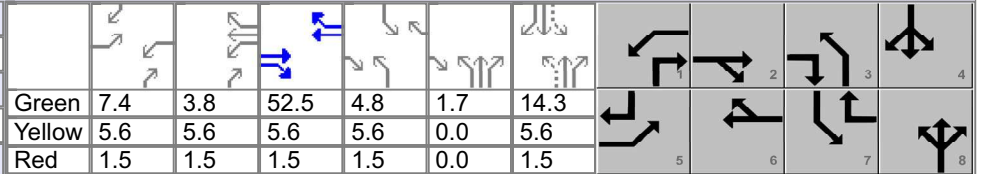
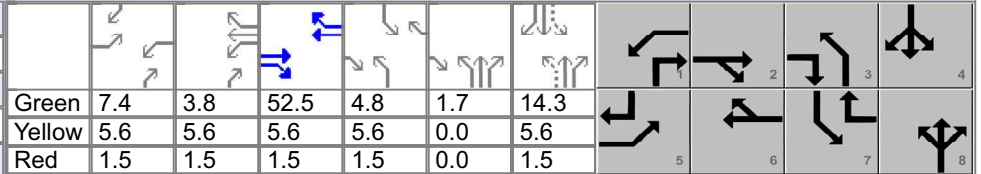
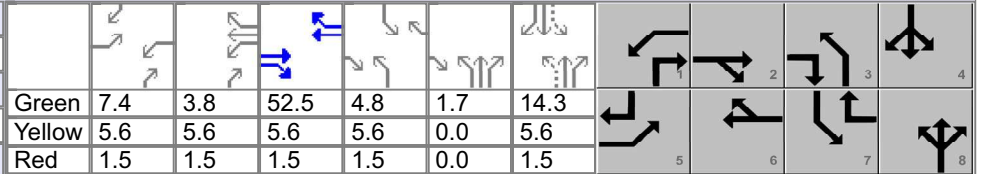
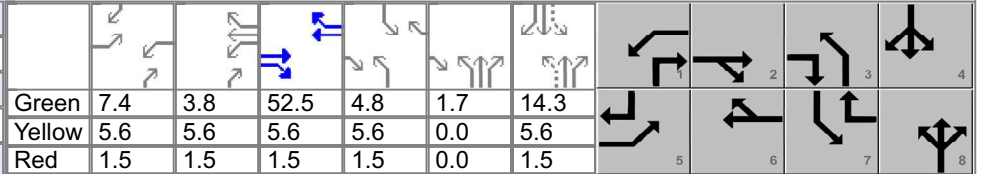
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	132	1304	160	392	596	44	80	124	284	56	116	84
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	4.5	22.4	6.6	13.3	7.4	1.5	4.7	3.7	16.3	3.3	3.5	5.5
Cycle Queue Clearance Time (g_c), s	4.5	22.4	6.6	13.3	7.4	1.5	4.7	3.7	16.3	3.3	3.5	5.5
Green Ratio (g/C)	0.06	0.46	0.51	0.13	0.53	0.57	0.17	0.14	0.27	0.16	0.12	0.18
Capacity (c), veh/h	192	2325	805	463	2723	906	269	484	428	238	433	281
Volume-to-Capacity Ratio (X)	0.686	0.561	0.199	0.847	0.219	0.049	0.297	0.256	0.664	0.235	0.268	0.299
Back of Queue (Q), ft/ln (95 th percentile)	90.3	348.5	111.7	246.1	127.3	23.8	90.8	73.1	301.3	64.1	69.6	95.7
Back of Queue (Q), veh/ln (95 th percentile)	3.6	13.7	4.4	9.7	5.0	0.9	3.6	2.9	11.9	2.5	2.7	3.8
Queue Storage Ratio (RQ) (95 th percentile)	0.33	0.00	0.45	0.65	0.00	0.00	0.16	0.00	0.42	0.64	0.00	0.23
Uniform Delay (d_1), s/veh	55.6	23.8	16.2	50.8	14.7	11.3	43.0	46.4	39.0	43.9	47.9	42.9
Incremental Delay (d_2), s/veh	1.6	1.0	0.6	1.7	0.2	0.1	0.2	0.1	3.1	0.2	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	57.3	24.8	16.7	52.5	14.9	11.4	43.2	46.5	42.1	44.1	48.0	43.1
Level of Service (LOS)	E	C	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	26.7	C		29.0	C		43.4	D		45.5	D	
Intersection Delay, s/veh / LOS	31.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.86	C	2.86	C
Bicycle LOS Score / LOS	1.37	A	1.06	A	0.89	A	0.70	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM BUILD	PHF	1.00	
Urban Street	Rio Bravo Blvd	Analysis Year	2033	Analysis Period	1> 7:00	
Intersection	9 - Broadway Blvd.	File Name	2022031 2033 ABX RIO BRAVO MIT.xus			
Project Description	2033 AM BUILD Mitigated					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	152	1512	184	456	692	52	84	132	300	60	120	88

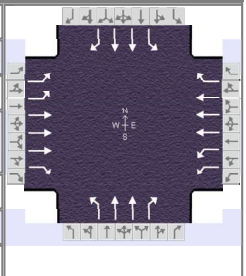
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Green	7.4	3.8	52.5	4.8	1.7	14.3	
				Yellow	5.6	5.6	5.6	5.6	0.0	5.6	
				Red	1.5	1.5	1.5	1.5	0.0	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.5	59.6	25.4	70.5	13.6	23.1	11.9	21.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	7.2		17.4		6.9	18.0	5.5	7.8
Green Extension Time (g_e), s	0.3	0.0	0.9	0.0	0.0	0.0	0.0	0.9
Phase Call Probability	0.99		1.00		0.94	1.00	0.86	1.00
Max Out Probability	0.00		0.00		1.00	1.00	1.00	0.14

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	152	1512	184	456	692	52	84	132	300	60	120	88
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.2	28.5	8.0	15.4	8.9	1.8	4.9	4.0	16.0	3.5	3.7	5.8
Cycle Queue Clearance Time (g_c), s	5.2	28.5	8.0	15.4	8.9	1.8	4.9	4.0	16.0	3.5	3.7	5.8
Green Ratio (g/C)	0.06	0.44	0.49	0.15	0.53	0.57	0.17	0.13	0.29	0.16	0.12	0.18
Capacity (c), veh/h	214	2229	779	527	2691	900	269	475	453	236	424	287
Volume-to-Capacity Ratio (X)	0.709	0.678	0.236	0.865	0.257	0.058	0.313	0.278	0.662	0.254	0.283	0.307
Back of Queue (Q), ft/ln (95 th percentile)	103.7	429.6	136.5	282.9	154.1	28.5	95.7	78.3	310.8	68.8	72.4	99.9
Back of Queue (Q), veh/ln (95 th percentile)	4.1	16.9	5.4	11.1	6.1	1.1	3.8	3.1	12.2	2.7	2.8	3.9
Queue Storage Ratio (RQ) (95 th percentile)	0.38	0.00	0.55	0.74	0.00	0.00	0.16	0.00	0.43	0.69	0.00	0.24
Uniform Delay (d_1), s/veh	55.2	27.0	17.5	49.6	15.5	11.6	43.1	46.8	37.7	44.0	48.2	42.6
Incremental Delay (d_2), s/veh	1.6	1.7	0.7	4.1	0.2	0.1	0.2	0.1	2.9	0.2	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.8	28.7	18.2	53.8	15.7	11.7	43.3	46.9	40.6	44.2	48.3	42.8
Level of Service (LOS)	E	C	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	30.0	C		30.0	C		42.7	D		45.6	D	
Intersection Delay, s/veh / LOS	32.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.86	C	2.86	C
Bicycle LOS Score / LOS	1.50	B	1.15	A	0.91	A	0.71	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM NO BUILD	PHF	1.00	
Urban Street	Rio Bravo Blvd	Analysis Year	2023	Analysis Period	3> 16:30	
Intersection	9 - Broadway Blvd.	File Name	2022031 2023 PNx RIO BRAVO.xus			
Project Description	2023 PM NO BUILD					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	148	644	92	260	1144	36	228	160	360	44	184	132

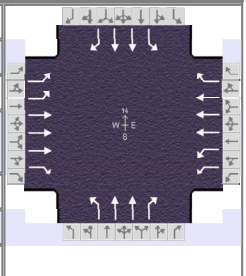
Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.3	4.2	48.9	3.8	4.0	16.4		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.6	0.0	5.6	5.6	5.6	5.6		
				Red	1.5	0.0	1.5	1.5	1.5	1.5		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.4	56.0	18.5	60.1	22.0	34.6	10.9	23.5
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	7.0		10.8		14.7	25.8	4.5	10.8
Green Extension Time (g_e), s	0.3	0.0	0.6	0.0	0.2	1.6	0.0	1.7
Phase Call Probability	0.99		1.00		1.00	1.00	0.77	1.00
Max Out Probability	0.00		0.00		0.04	0.00	0.00	0.00

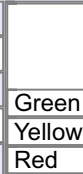
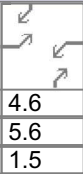
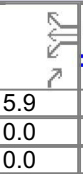
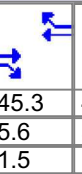
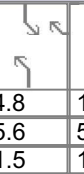
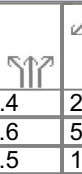
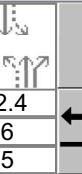
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	148	644	92	260	1144	36	228	160	360	44	184	132
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.0	10.3	3.5	8.8	19.4	1.5	12.7	4.4	23.8	2.5	5.6	8.8
Cycle Queue Clearance Time (g_c), s	5.0	10.3	3.5	8.8	19.4	1.5	12.7	4.4	23.8	2.5	5.6	8.8
Green Ratio (g/C)	0.06	0.41	0.53	0.10	0.44	0.47	0.28	0.23	0.32	0.17	0.14	0.20
Capacity (c), veh/h	209	2075	842	329	2251	751	389	815	514	285	487	313
Volume-to-Capacity Ratio (X)	0.708	0.310	0.109	0.790	0.508	0.048	0.586	0.196	0.701	0.154	0.378	0.422
Back of Queue (Q), ft/ln (95 th percentile)	101.2	187.7	57.6	175.8	310.6	25	230.1	83.2	344.7	49.1	110.3	151.1
Back of Queue (Q), veh/ln (95 th percentile)	4.0	7.4	2.3	6.9	12.2	1.0	9.1	3.3	13.6	1.9	4.3	5.9
Queue Storage Ratio (RQ) (95 th percentile)	0.37	0.00	0.23	0.46	0.00	0.00	0.40	0.00	0.48	0.49	0.00	0.36
Uniform Delay (d_1), s/veh	55.3	24.1	14.0	53.1	24.1	17.0	36.2	37.3	35.5	42.5	47.1	42.2
Incremental Delay (d_2), s/veh	1.7	0.4	0.3	1.6	0.8	0.1	0.5	0.0	0.7	0.1	0.2	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	57.0	24.5	14.2	54.8	24.9	17.1	36.7	37.4	36.1	42.6	47.3	42.5
Level of Service (LOS)	E	C	B	D	C	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	28.9		C	30.1		C	36.6		D	45.0		D
Intersection Delay, s/veh / LOS	32.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.43	B	2.85	C	2.86	C
Bicycle LOS Score / LOS	0.97	A	1.28	A	1.10	A	0.78	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM BUILD	PHF	1.00	
Urban Street	Rio Bravo Blvd	Analysis Year	2023	Analysis Period	1> 16:00	
Intersection	9 - Broadway Blvd.	File Name	2022031 2023 PBX RIO BRAVO.xus			
Project Description	2023 PM BUILD					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	76	592	84	236	1284	36	212	168	404	64	212	196

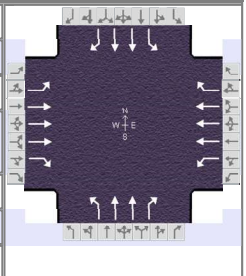
Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	4.6	5.9	45.3	4.8	1.4	22.4		
				Yellow	5.6	0.0	5.6	5.6	5.6	5.6		
				Red	1.5	0.0	1.5	1.5	1.5	1.5		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.7	52.4	17.6	58.4	20.4	38.0	11.9	29.5
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	2.9	3.1	2.9	3.1
Queue Clearance Time (g_s), s	4.6		10.0		13.1	28.9	5.5	15.1
Green Extension Time (g_e), s	0.1	0.0	0.5	0.0	0.2	2.0	0.0	2.0
Phase Call Probability	0.92		1.00		1.00	1.00	0.88	1.00
Max Out Probability	0.00		0.00		0.01	0.00	0.02	0.00

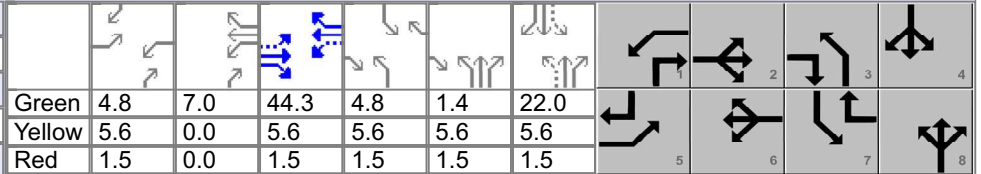
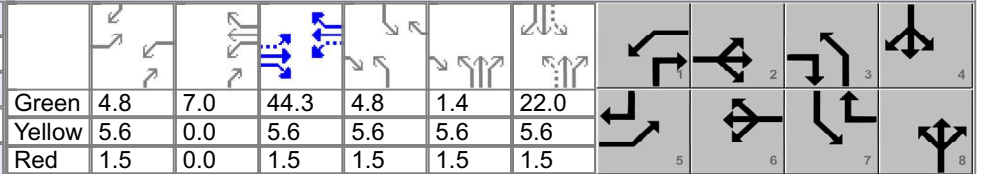
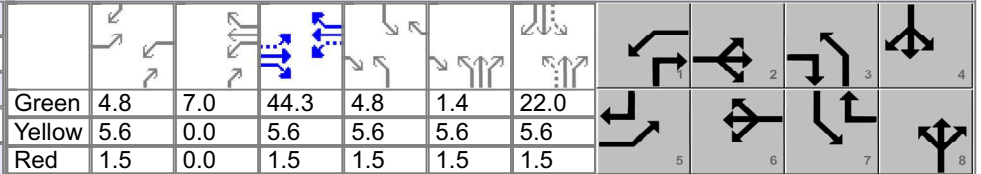
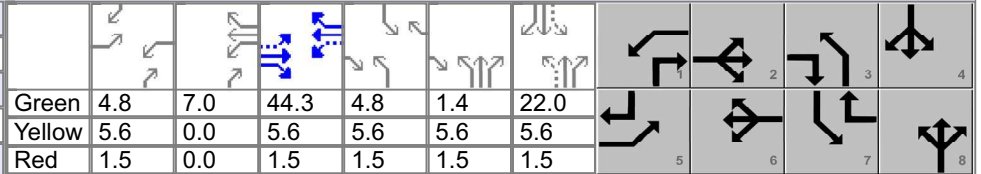
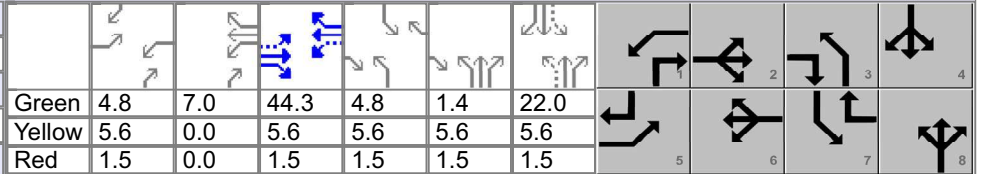
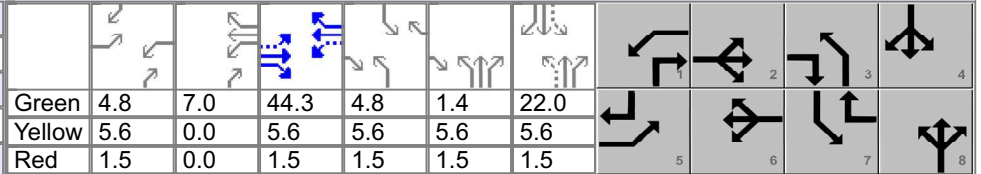
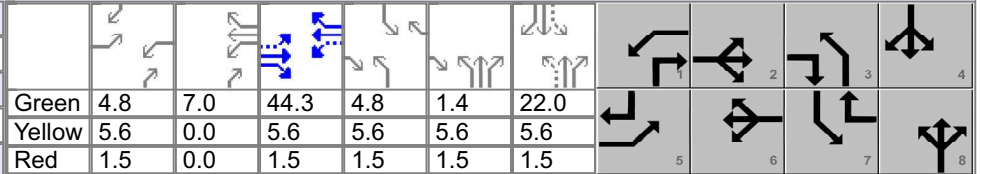
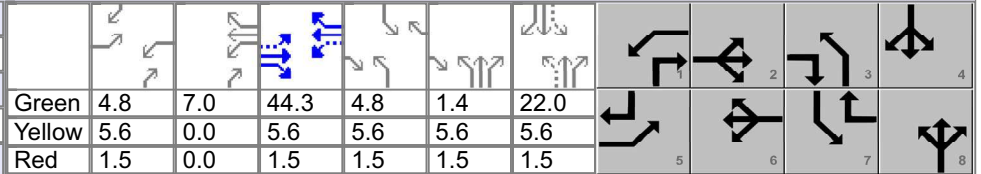
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	76	592	84	236	1284	36	212	168	404	64	212	196
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	2.6	9.8	4.2	8.0	23.2	1.5	11.1	4.4	26.9	3.5	6.2	13.1
Cycle Queue Clearance Time (g_c), s	2.6	9.8	4.2	8.0	23.2	1.5	11.1	4.4	26.9	3.5	6.2	13.1
Green Ratio (g/C)	0.04	0.38	0.38	0.09	0.43	0.47	0.31	0.26	0.35	0.23	0.19	0.23
Capacity (c), veh/h	133	1925	599	304	2177	741	416	916	547	359	665	357
Volume-to-Capacity Ratio (X)	0.573	0.308	0.140	0.776	0.590	0.049	0.510	0.183	0.738	0.178	0.319	0.549
Back of Queue (Q), ft/ln (95 th percentile)	52.2	181.1	74.2	159.9	361.6	25.4	204.9	83.9	378.4	66.3	119.4	217.6
Back of Queue (Q), veh/ln (95 th percentile)	2.1	7.1	2.9	6.3	14.2	1.0	8.1	3.3	14.9	2.6	4.7	8.6
Queue Storage Ratio (RQ) (95 th percentile)	0.19	0.00	0.30	0.42	0.00	0.00	0.35	0.00	0.52	0.66	0.00	0.51
Uniform Delay (d_1), s/veh	56.7	26.3	24.5	53.6	26.3	17.4	32.4	34.7	34.5	37.2	42.2	41.1
Incremental Delay (d_2), s/veh	1.4	0.4	0.5	1.6	1.2	0.1	0.4	0.0	0.7	0.1	0.1	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	58.2	26.7	25.0	55.2	27.5	17.5	32.7	34.8	35.3	37.3	42.3	41.6
Level of Service (LOS)	E	C	C	E	C	B	C	C	D	D	D	D
Approach Delay, s/veh / LOS	29.7	C		31.5	C		34.5	C		41.3	D	
Intersection Delay, s/veh / LOS	33.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.43	B	2.85	C	2.85	C
Bicycle LOS Score / LOS	0.90	A	1.34	A	1.13	A	0.88	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM BUILD	PHF	1.00	
Urban Street	Rio Bravo Blvd	Analysis Year	2023	Analysis Period	1> 16:00	
Intersection	9 - Broadway Blvd.	File Name	2022031 2023 PBX RIO BRAVO MIT.xus			
Project Description	2023 PM BUILD Mitigated					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	76	592	84	236	1284	36	212	168	404	64	212	196

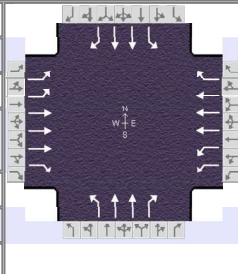
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Green	4.8	7.0	44.3	4.8	1.4	22.0	
				Yellow	5.6	0.0	5.6	5.6	5.6	5.6	
				Red	1.5	0.0	1.5	1.5	1.5	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.9	51.4	19.0	58.5	20.5	37.6	11.9	29.1
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	2.9	3.1	2.9	3.1
Queue Clearance Time (g_s), s	5.2		11.4		13.2	28.5	5.5	15.1
Green Extension Time (g_e), s	0.1	0.0	0.4	0.0	0.2	2.0	0.0	2.0
Phase Call Probability	0.92		1.00		1.00	1.00	0.88	1.00
Max Out Probability	0.00		0.00		0.01	0.00	0.02	0.00

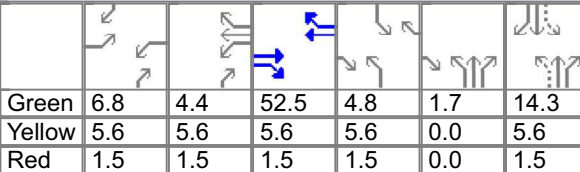
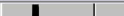
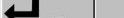
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	76	592	84	236	1284	36	212	168	404	64	212	196
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698	1585	1781	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	3.2	9.9	3.5	9.4	23.1	1.5	11.2	4.4	26.5	3.5	6.2	13.1
Cycle Queue Clearance Time (g_c), s	3.2	9.9	3.5	9.4	23.1	1.5	11.2	4.4	26.5	3.5	6.2	13.1
Green Ratio (g/C)	0.41	0.37	0.48	0.48	0.43	0.47	0.31	0.25	0.35	0.22	0.18	0.22
Capacity (c), veh/h	226	1883	762	473	2181	743	413	906	560	355	654	355
Volume-to-Capacity Ratio (X)	0.336	0.314	0.110	0.499	0.589	0.048	0.514	0.185	0.721	0.180	0.324	0.552
Back of Queue (Q), ft/ln (95 th percentile)	60.1	183.9	59.4	173.9	361.2	25.4	206	84.3	373.5	66.6	120	218.1
Back of Queue (Q), veh/ln (95 th percentile)	2.4	7.2	2.3	6.8	14.2	1.0	8.1	3.3	14.7	2.6	4.7	8.6
Queue Storage Ratio (RQ) (95 th percentile)	0.22	0.00	0.24	0.46	0.00	0.00	0.36	0.00	0.52	0.67	0.00	0.51
Uniform Delay (d_1), s/veh	23.5	27.0	17.1	19.2	26.2	17.3	32.6	35.0	33.7	37.5	42.5	41.2
Incremental Delay (d_2), s/veh	0.3	0.4	0.3	0.3	1.2	0.1	0.4	0.0	0.7	0.1	0.1	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	23.8	27.4	17.4	19.5	27.4	17.5	33.0	35.0	34.3	37.6	42.6	41.7
Level of Service (LOS)	C	C	B	B	C	B	C	D	C	D	D	D
Approach Delay, s/veh / LOS	25.9	C		26.0	C		34.1	C		41.6	D	
Intersection Delay, s/veh / LOS	29.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.43	B	2.72	C	2.73	C
Bicycle LOS Score / LOS	0.90	A	1.34	A	1.13	A	0.88	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM NO BUILD	PHF	1.00	
Urban Street	RIO BRAVO	Analysis Year	2033	Analysis Period	1> 7:00	
Intersection	9 - Broadway Blvd.	File Name	2022031 2033 ANX RIO BRAVO.xus			
Project Description	AM NO BUILD					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	136	1512	184	456	692	52	84	128	300	60	116	72

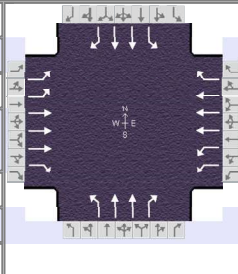
Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	6.8	4.4	52.5	4.8	1.7	14.3				
				Yellow	5.6	5.6	5.6	5.6	0.0	5.6				
				Red	1.5	1.5	1.5	1.5	0.0	1.5				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.9	59.6	25.4	71.1	13.6	23.1	11.9	21.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	6.6		17.4		6.9	18.0	5.5	6.7
Green Extension Time (g_e), s	0.3	0.0	0.9	0.0	0.0	0.0	0.0	0.9
Phase Call Probability	0.99		1.00		0.94	1.00	0.86	1.00
Max Out Probability	0.00		0.00		1.00	1.00	1.00	0.07

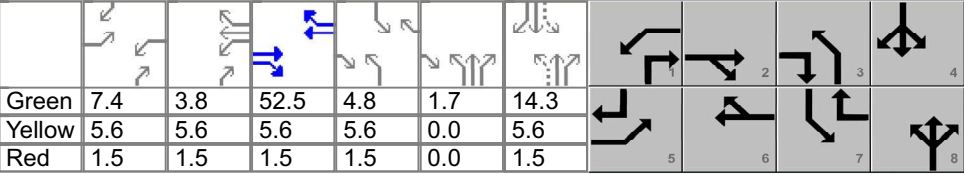
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	136	1512	184	456	692	52	84	128	300	60	116	72
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	4.6	28.5	8.0	15.4	8.8	1.7	4.9	3.9	16.0	3.5	3.6	4.7
Cycle Queue Clearance Time (g_c), s	4.6	28.5	8.0	15.4	8.8	1.7	4.9	3.9	16.0	3.5	3.6	4.7
Green Ratio (g/C)	0.06	0.44	0.49	0.15	0.53	0.57	0.17	0.13	0.29	0.16	0.12	0.18
Capacity (c), veh/h	197	2229	779	527	2716	908	271	475	453	238	424	279
Volume-to-Capacity Ratio (X)	0.691	0.678	0.236	0.865	0.255	0.057	0.310	0.269	0.662	0.253	0.273	0.258
Back of Queue (Q), ft/ln (95 th percentile)	92.9	429.6	136.5	282.9	152	28.1	95.7	75.8	310.8	68.8	69.8	81.5
Back of Queue (Q), veh/ln (95 th percentile)	3.7	16.9	5.4	11.1	6.0	1.1	3.8	3.0	12.2	2.7	2.7	3.2
Queue Storage Ratio (RQ) (95 th percentile)	0.34	0.00	0.55	0.74	0.00	0.00	0.16	0.00	0.43	0.69	0.00	0.19
Uniform Delay (d_1), s/veh	55.5	27.0	17.5	49.6	15.1	11.3	43.1	46.7	37.7	44.0	48.1	42.7
Incremental Delay (d_2), s/veh	1.6	1.7	0.7	4.1	0.2	0.1	0.2	0.1	2.9	0.2	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	57.2	28.7	18.2	53.8	15.4	11.4	43.3	46.8	40.6	44.2	48.2	42.9
Level of Service (LOS)	E	C	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	29.7	C		29.8	C		42.6	D		45.7	D	
Intersection Delay, s/veh / LOS	32.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.86	C	2.86	C
Bicycle LOS Score / LOS	1.50	A	1.15	A	0.91	A	0.69	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM BUILD	PHF	1.00	
Urban Street	Rio Bravo Blvd	Analysis Year	2033	Analysis Period	1> 7:00	
Intersection	9 - Broadway Blvd.	File Name	2022031 2033 ABX RIO BRAVO.xus			
Project Description	2033 AM BUILD					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	152	1512	184	456	692	52	84	132	300	60	120	88

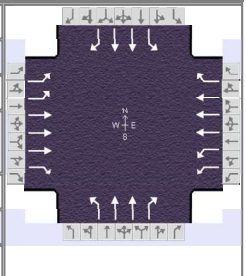
Signal Information											
Cycle, s	120.0	Reference Phase	2		Green	7.4	3.8	52.5	4.8	1.7	14.3
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	5.6	5.6	5.6	5.6	0.0	5.6	
				Red	1.5	1.5	1.5	1.5	0.0	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.5	59.6	25.4	70.5	13.6	23.1	11.9	21.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	7.2		17.4		6.9	18.0	5.5	7.8
Green Extension Time (g_e), s	0.3	0.0	0.9	0.0	0.0	0.0	0.0	0.9
Phase Call Probability	0.99		1.00		0.94	1.00	0.86	1.00
Max Out Probability	0.00		0.00		1.00	1.00	1.00	0.14

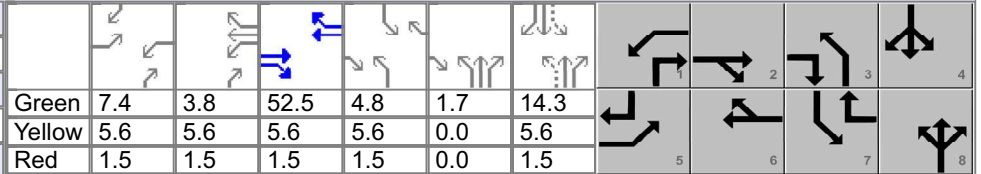
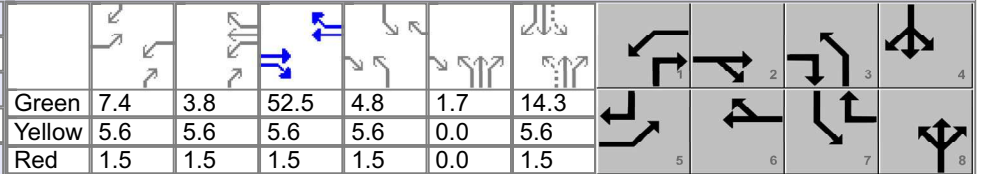
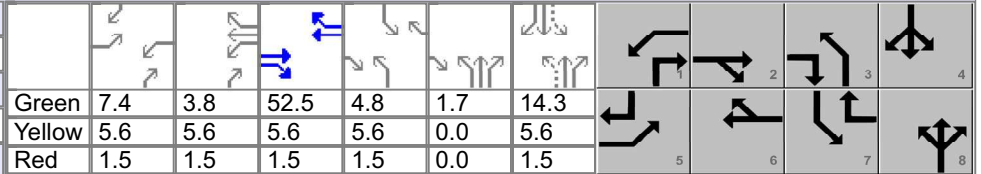
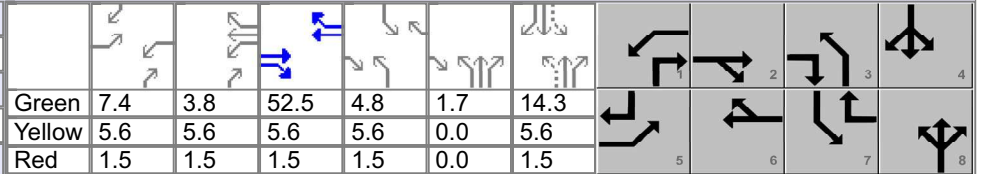
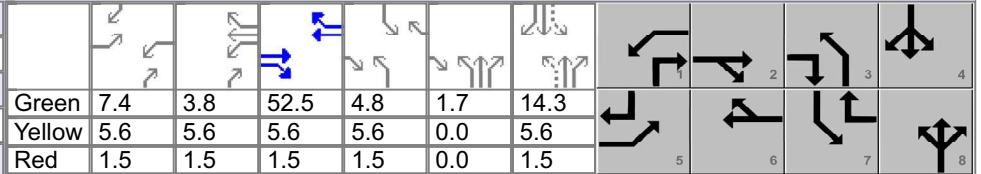
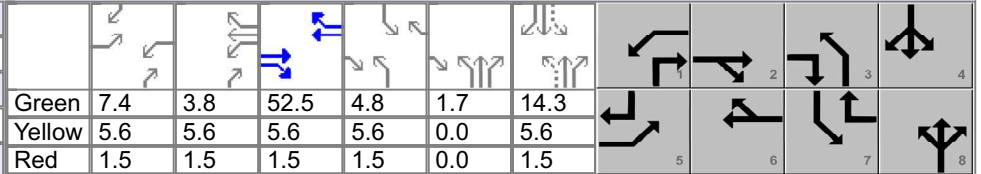
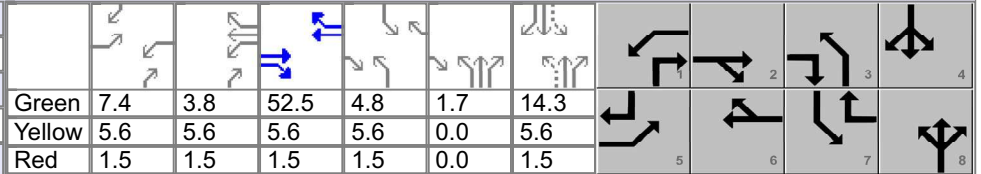
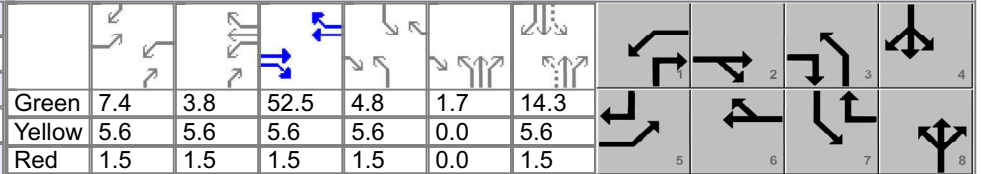
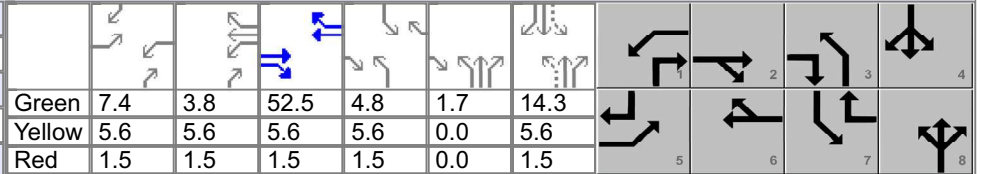
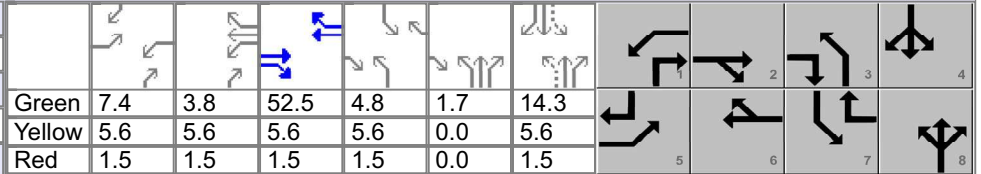
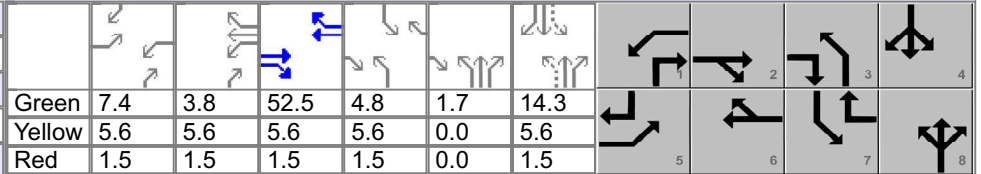
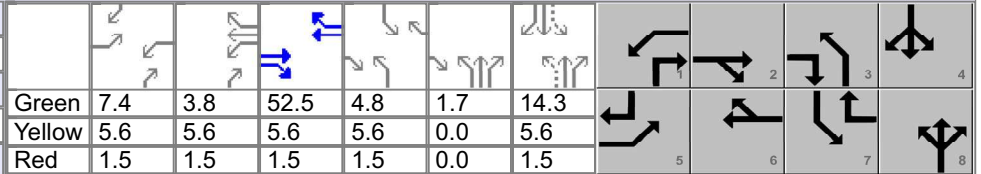
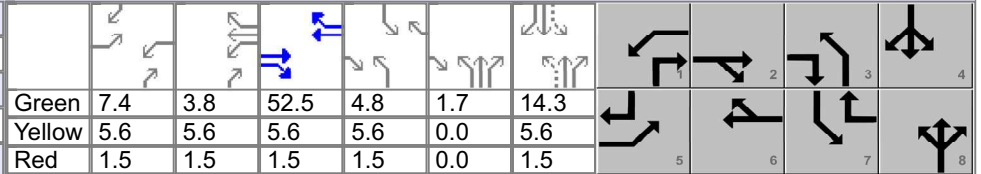
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	152	1512	184	456	692	52	84	132	300	60	120	88
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.2	28.5	8.0	15.4	8.9	1.8	4.9	4.0	16.0	3.5	3.7	5.8
Cycle Queue Clearance Time (g_c), s	5.2	28.5	8.0	15.4	8.9	1.8	4.9	4.0	16.0	3.5	3.7	5.8
Green Ratio (g/C)	0.06	0.44	0.49	0.15	0.53	0.57	0.17	0.13	0.29	0.16	0.12	0.18
Capacity (c), veh/h	214	2229	779	527	2691	900	269	475	453	236	424	287
Volume-to-Capacity Ratio (X)	0.709	0.678	0.236	0.865	0.257	0.058	0.313	0.278	0.662	0.254	0.283	0.307
Back of Queue (Q), ft/ln (95 th percentile)	103.7	429.6	136.5	282.9	154.1	28.5	95.7	78.3	310.8	68.8	72.4	99.9
Back of Queue (Q), veh/ln (95 th percentile)	4.1	16.9	5.4	11.1	6.1	1.1	3.8	3.1	12.2	2.7	2.8	3.9
Queue Storage Ratio (RQ) (95 th percentile)	0.38	0.00	0.55	0.74	0.00	0.00	0.16	0.00	0.43	0.69	0.00	0.24
Uniform Delay (d_1), s/veh	55.2	27.0	17.5	49.6	15.5	11.6	43.1	46.8	37.7	44.0	48.2	42.6
Incremental Delay (d_2), s/veh	1.6	1.7	0.7	4.1	0.2	0.1	0.2	0.1	2.9	0.2	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.8	28.7	18.2	53.8	15.7	11.7	43.3	46.9	40.6	44.2	48.3	42.8
Level of Service (LOS)	E	C	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	30.0	C		30.0	C		42.7	D		45.6	D	
Intersection Delay, s/veh / LOS	32.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.86	C	2.86	C
Bicycle LOS Score / LOS	1.50	B	1.15	A	0.91	A	0.71	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM BUILD	PHF	1.00	
Urban Street	Rio Bravo Blvd	Analysis Year	2033	Analysis Period	1> 7:00	
Intersection	9 - Broadway Blvd.	File Name	2022031 2033 ABX RIO BRAVO MIT.xus			
Project Description	2033 AM BUILD Mitigated					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	152	1512	184	456	692	52	84	132	300	60	120	88

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
Green	7.4	3.8	52.5	4.8	1.7	14.3					
Yellow	5.6	5.6	5.6	5.6	0.0	5.6					
Red	1.5	1.5	1.5	1.5	0.0	1.5					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.5	59.6	25.4	70.5	13.6	23.1	11.9	21.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	7.2		17.4		6.9	18.0	5.5	7.8
Green Extension Time (g_e), s	0.3	0.0	0.9	0.0	0.0	0.0	0.0	0.9
Phase Call Probability	0.99		1.00		0.94	1.00	0.86	1.00
Max Out Probability	0.00		0.00		1.00	1.00	1.00	0.14

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	152	1512	184	456	692	52	84	132	300	60	120	88
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.2	28.5	8.0	15.4	8.9	1.8	4.9	4.0	16.0	3.5	3.7	5.8
Cycle Queue Clearance Time (g_c), s	5.2	28.5	8.0	15.4	8.9	1.8	4.9	4.0	16.0	3.5	3.7	5.8
Green Ratio (g/C)	0.06	0.44	0.49	0.15	0.53	0.57	0.17	0.13	0.29	0.16	0.12	0.18
Capacity (c), veh/h	214	2229	779	527	2691	900	269	475	453	236	424	287
Volume-to-Capacity Ratio (X)	0.709	0.678	0.236	0.865	0.257	0.058	0.313	0.278	0.662	0.254	0.283	0.307
Back of Queue (Q), ft/ln (95 th percentile)	103.7	429.6	136.5	282.9	154.1	28.5	95.7	78.3	310.8	68.8	72.4	99.9
Back of Queue (Q), veh/ln (95 th percentile)	4.1	16.9	5.4	11.1	6.1	1.1	3.8	3.1	12.2	2.7	2.8	3.9
Queue Storage Ratio (RQ) (95 th percentile)	0.38	0.00	0.55	0.74	0.00	0.00	0.16	0.00	0.43	0.69	0.00	0.24
Uniform Delay (d_1), s/veh	55.2	27.0	17.5	49.6	15.5	11.6	43.1	46.8	37.7	44.0	48.2	42.6
Incremental Delay (d_2), s/veh	1.6	1.7	0.7	4.1	0.2	0.1	0.2	0.1	2.9	0.2	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.8	28.7	18.2	53.8	15.7	11.7	43.3	46.9	40.6	44.2	48.3	42.8
Level of Service (LOS)	E	C	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	30.0		C	30.0		C	42.7		D	45.6		D
Intersection Delay, s/veh / LOS	32.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.86	C	2.86	C
Bicycle LOS Score / LOS	1.50	B	1.15	A	0.91	A	0.71	A

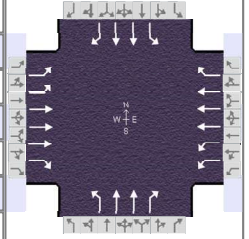
HCS Signalized Intersection Results Summary

General Information

Agency	Tierra West LLC		
Analyst	J. Becker, P.E	Analysis Date	
Jurisdiction	NMDOT, COA & BERNCO	Time Period	PM NO BUILD
Urban Street	Rio Bravo Blvd.	Analysis Year	2033
Intersection	9 - Broadway Blvd.	File Name	2022031 2033 PNx RIO BRAVO.xus
Project Description	2033 PM NO BUILD		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	2> 16:15



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	88	684	120	172	1552	12	340	288	740	172	672	548

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.9	35.9	17.1	41.1	22.0	54.0	13.0	45.0
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	5.0		7.8		16.9	48.9	7.9	39.9
Green Extension Time (g_e), s	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.95		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.00		1.00	1.00	1.00	1.00

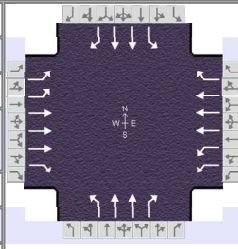
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	88	684	120	172	1552	12	340	288	740	172	672	548
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	3.0	14.1	6.2	5.8	34.0	0.6	14.9	6.4	46.9	5.9	19.1	37.9
Cycle Queue Clearance Time (g_c), s	3.0	14.1	6.2	5.8	34.0	0.6	14.9	6.4	46.9	5.9	19.1	37.9
Green Ratio (g/C)	0.04	0.24	0.36	0.08	0.28	0.33	0.46	0.39	0.47	0.37	0.32	0.36
Capacity (c), veh/h	137	1224	578	287	1446	528	401	1392	751	492	1125	563
Volume-to-Capacity Ratio (X)	0.642	0.559	0.208	0.599	1.074	0.023	0.847	0.207	0.985	0.349	0.597	0.973
Back of Queue (Q), ft/ln (95 th percentile)	61.4	254.1	111.7	114.1	725.5	11	341.7	116.9	1140.4	151.3	317.4	678
Back of Queue (Q), veh/ln (95 th percentile)	2.4	10.0	4.4	4.5	28.6	0.4	13.5	4.6	44.9	6.0	12.5	26.7
Queue Storage Ratio (RQ) (95 th percentile)	0.22	0.00	0.45	0.30	0.00	0.00	0.59	0.00	1.57	1.51	0.00	1.60
Uniform Delay (d_1), s/veh	56.8	40.0	26.2	53.1	43.0	26.9	27.6	24.2	31.6	26.9	34.6	38.1
Incremental Delay (d_2), s/veh	2.6	1.8	0.8	0.7	46.2	0.1	14.8	0.0	29.0	0.2	0.6	30.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	54.1	0.0	0.0	0.0
Control Delay (d), s/veh	59.4	41.8	27.0	53.8	89.1	27.0	49.6	24.3	114.6	27.1	35.2	68.9
Level of Service (LOS)	E	D	C	D	F	C	D	C	F	C	D	E
Approach Delay, s/veh / LOS	41.6		D	85.2		F	79.4		E	47.5		D
Intersection Delay, s/veh / LOS	66.8						E					

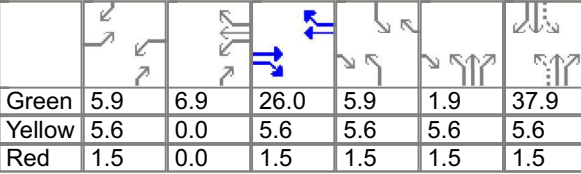
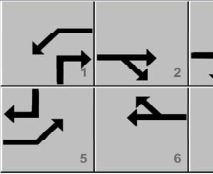
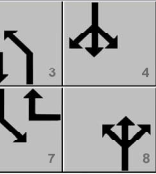
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.45		B	2.45		B	2.83		C	2.84		C
Bicycle LOS Score / LOS	0.98		A	1.44		A	1.62		B	1.64		B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM BUILD	PHF	1.00	
Urban Street	Rio Bravo Blvd	Analysis Year	2033	Analysis Period	3> 16:30	
Intersection	9 - Broadway Blvd.	File Name	2022031 2033 PBX RIO BRAVO.xus			
Project Description	2033 PM BUILD					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	172	704	100	284	1272	40	448	332	776	176	620	520

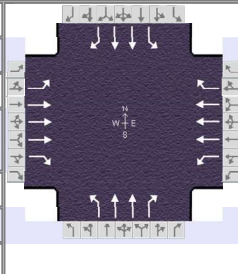
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Green	5.9	6.9	26.0	5.9	1.9	37.9	
				Yellow	5.6	0.0	5.6	5.6	5.6	5.6	
				Red	1.5	0.0	1.5	1.5	1.5	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.0	33.1	19.9	40.0	22.0	54.0	13.0	45.0
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	4.6	0.0	4.6	0.0	2.9	4.0	2.4	4.0
Queue Clearance Time (g_s), s	7.9		11.6		16.9	48.9	7.9	39.2
Green Extension Time (g_e), s	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.00		1.00	1.00	1.00	1.00

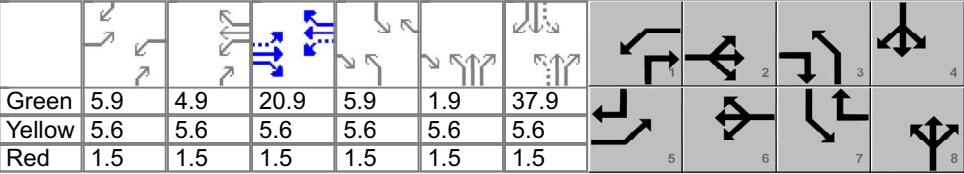
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	172	704	100	284	1272	40	448	332	776	176	620	520
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.9	15.1	5.3	9.6	29.0	2.1	14.9	7.5	46.9	5.9	17.3	37.2
Cycle Queue Clearance Time (g_c), s	5.9	15.1	5.3	9.6	29.0	2.1	14.9	7.5	46.9	5.9	17.3	37.2
Green Ratio (g/C)	0.05	0.22	0.34	0.11	0.27	0.32	0.46	0.39	0.50	0.37	0.32	0.37
Capacity (c), veh/h	170	1105	540	368	1397	512	419	1392	788	474	1125	579
Volume-to-Capacity Ratio (X)	1.011	0.637	0.185	0.771	0.911	0.078	1.069	0.239	0.984	0.371	0.551	0.899
Back of Queue (Q), ft/ln (95 th percentile)	193.7	270.9	96	195.8	685.1	37.9	472.8	137.4	1043.8	157.1	292.8	573
Back of Queue (Q), veh/ln (95 th percentile)	7.6	10.7	3.8	7.7	27.0	1.5	18.6	5.4	41.1	6.2	11.5	22.6
Queue Storage Ratio (RQ) (95 th percentile)	0.70	0.00	0.38	0.52	0.00	0.00	0.82	0.00	1.44	1.57	0.00	1.35
Uniform Delay (d_1), s/veh	57.1	42.7	27.8	52.2	43.6	28.2	31.6	24.6	30.2	27.2	34.0	36.0
Incremental Delay (d_2), s/veh	72.0	2.8	0.8	4.1	10.4	0.3	63.5	0.1	28.1	0.2	0.6	16.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	45.8	0.0	0.0	0.0	30.0	0.0	0.0	0.0
Control Delay (d), s/veh	129.0	45.5	28.6	56.3	99.8	28.5	95.2	24.6	88.2	27.3	34.6	53.0
Level of Service (LOS)	F	D	C	E	F	C	F	C	F	C	C	D
Approach Delay, s/veh / LOS	58.5	E		90.3	F		76.6	E		40.9	D	
Intersection Delay, s/veh / LOS	68.7						E					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.45	B		2.45	B		2.83	C		2.84	C	
Bicycle LOS Score / LOS	1.02	A		1.37	A		1.77	B		1.57	B	

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other	
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM BUILD	PHF	1.00	
Urban Street	Rio Bravo Blvd	Analysis Year	2033	Analysis Period	3> 16:30	
Intersection	9 - Broadway Blvd.	File Name	2022031 2033 PBX RIO BRAVO MIT.xus			
Project Description	2033 PM BUILD Mitigated					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	172	704	100	284	1272	40	448	332	776	176	620	520

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On	Green	5.9	4.9	20.9	5.9	1.9	37.9	
				Yellow	5.6	5.6	5.6	5.6	5.6	5.6	
				Red	1.5	1.5	1.5	1.5	1.5	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.0	28.0	25.0	40.0	22.0	54.0	13.0	45.0
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (MAH), s	4.6	0.0	4.6	0.0	2.9	4.0	2.4	4.0
Queue Clearance Time (g_s), s	7.9		17.0		16.9	48.9	7.9	39.2
Green Extension Time (g_e), s	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.07		1.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	172	704	100	284	1272	40	448	332	776	176	620	520
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698	1585	1781	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.9	15.9	5.7	15.0	29.0	2.1	14.9	7.5	46.9	5.9	17.3	37.2
Cycle Queue Clearance Time (g_c), s	5.9	15.9	5.7	15.0	29.0	2.1	14.9	7.5	46.9	5.9	17.3	37.2
Green Ratio (g/C)	0.22	0.17	0.30	0.34	0.27	0.32	0.46	0.39	0.54	0.36	0.32	0.37
Capacity (c), veh/h	148	888	473	357	1397	512	419	1392	856	474	1125	579
Volume-to-Capacity Ratio (X)	1.165	0.793	0.211	0.796	0.911	0.078	1.069	0.239	0.907	0.371	0.551	0.899
Back of Queue (Q), ft/ln (95 th percentile)	288.4	293.8	103.8	287.4	763	37.9	472.8	137.4	705.8	157.3	292.8	573
Back of Queue (Q), veh/ln (95 th percentile)	11.4	11.6	4.1	11.3	30.0	1.5	18.6	5.4	27.8	6.2	11.5	22.6
Queue Storage Ratio (RQ) (95 th percentile)	1.05	0.00	0.42	0.76	0.00	0.00	0.82	0.00	0.97	1.57	0.00	1.35
Uniform Delay (d_1), s/veh	45.8	47.5	31.5	33.0	43.6	28.2	31.6	24.6	24.9	27.2	34.0	36.0
Incremental Delay (d_2), s/veh	125.4	7.2	1.0	6.9	10.4	0.3	63.5	0.1	13.3	0.2	0.6	16.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	69.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	171.3	54.7	32.5	39.9	123.5	28.5	95.2	24.6	38.2	27.3	34.6	53.0
Level of Service (LOS)	F	D	C	D	F	C	F	C	D	C	C	D
Approach Delay, s/veh / LOS	72.9		E	106.2		F	51.7		D	40.9		D
Intersection Delay, s/veh / LOS	68.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.45	B	2.71	C	2.72	C
Bicycle LOS Score / LOS	1.02	A	1.37	A	1.77	B	1.57	B

Technical Memorandum
Sunport Boulevard Extension
Bernalillo County Project No. TS 09-06
NMDOT Control No. A300160

Traffic Volume Forecasts

November, 2017

Prepared by: **AECOM**
6501 Americas Parkway NE, Suite 900
Albuquerque, New Mexico 87110



Submitted to:
Bernalillo County
Public Works Division
2400 Broadway Boulevard SE, Building N
Albuquerque, New Mexico 87102

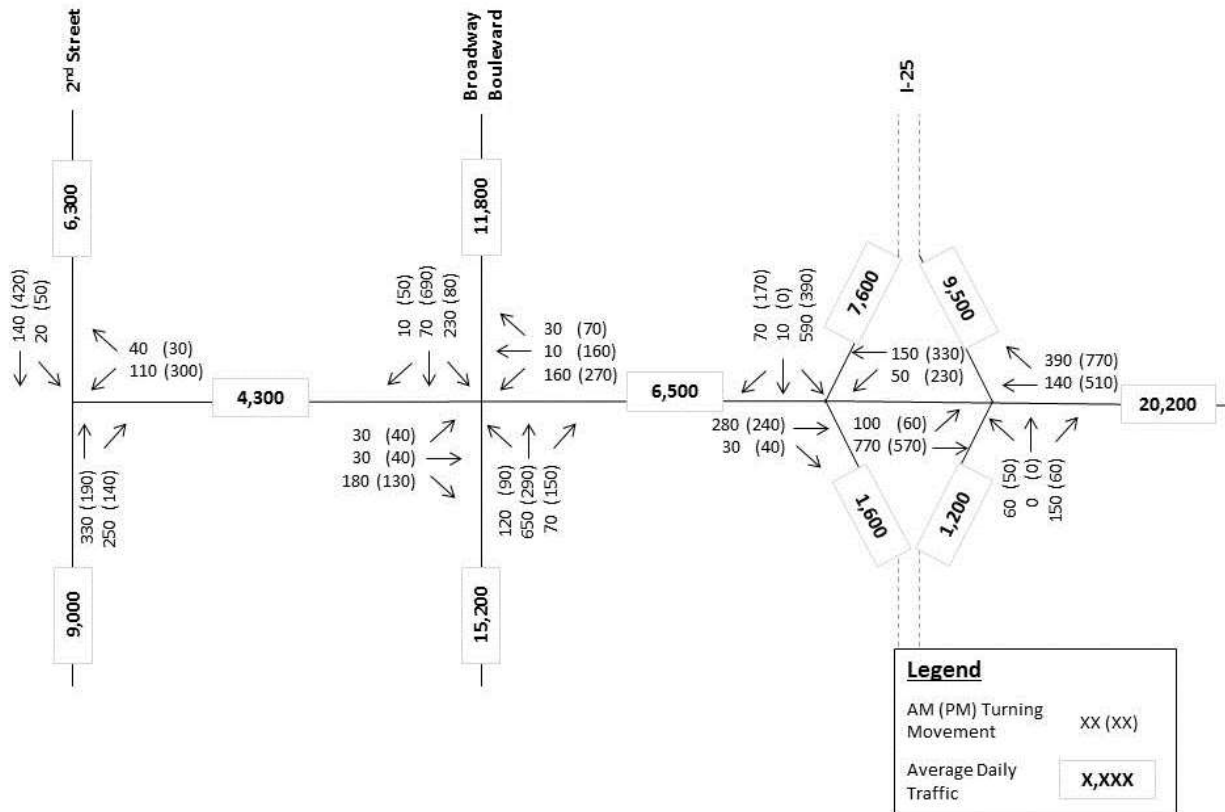


Figure 2: 2020 Volumes

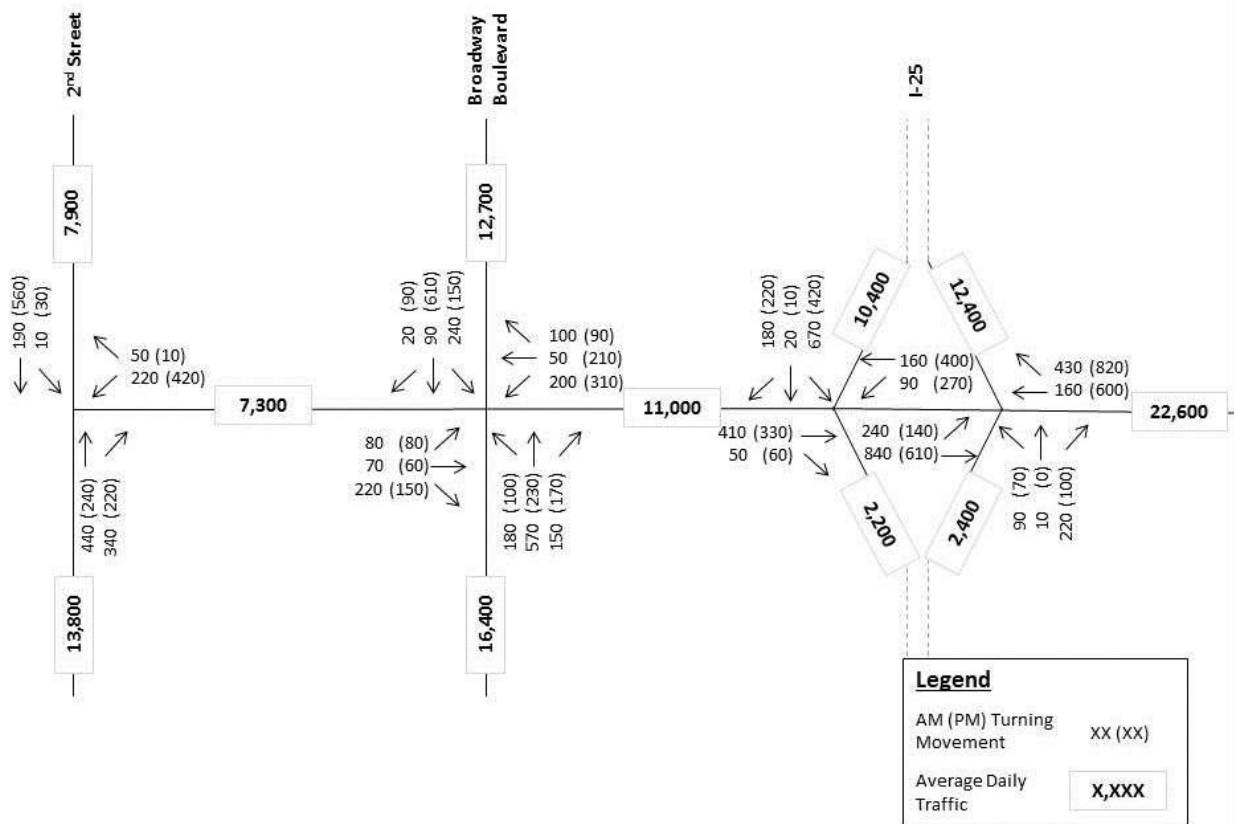


Figure 3: 2040 Volumes

Traffic Count Data Sheet (Raw Count)

Love's Sunport Station

Year Counts Taken: **2023**E-W Street **Rio Bravo Blvd.**Speed Limit (Rio Bravo Blvd.)= **55** MPHN-S Street: **Broadway Blvd.**Speed Limit (Broadway Blvd.)= **55** MPHDate of Count: **1/25/23**

Begin Time	End Time	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
6:45 AM	7:00 AM	26	296	38	97	146	44	49	29	69	42	26	45
7:00 AM	7:15 AM	27	314	23	68	127	6	22	32	71	11	25	8
7:15 AM	7:30 AM	30	329	20	56	125	12	23	40	75	9	23	6
7:30 AM	7:45 AM	33	360	12	32	125	8	21	46	72	16	18	26
7:45 AM	8:00 AM	38	322	21	56	152	6	29	45	68	14	13	21
8:00 AM	8:15 AM	36	279	49	35	156	43	24	35	54	8	36	47
8:15 AM	8:30 AM	56	253	49	44	135	40	15	34	66	7	34	28
8:30 AM	8:45 AM	27	294	48	49	128	9	25	29	59	45	26	43
AM Peak Hour Volumes		128	1325	76	212	529	32	95	163	286	50	79	61
% of Total Traffic		8.4%	86.7%	5.0%	27.4%	68.4%	4.1%	17.5%	30.0%	52.6%	26.3%	41.6%	32.1%
% Directional			50.4%			25.5%			17.9%			6.3%	

Begin Time	End Time	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	15	146	24	54	294	8	53	44	104	14	47	40
4:15 PM	4:30 PM	20	156	28	41	379	3	30	30	81	11	61	46
4:30 PM	4:45 PM	35	151	21	62	265	8	57	40	90	11	46	33
4:45 PM	5:00 PM	24	168	16	57	303	9	34	39	71	23	33	40
5:00 PM	5:15 PM	26	160	18	44	267	6	50	37	110	17	52	50
5:15 PM	5:30 PM	23	157	44	35	293	4	37	47	75	46	44	34
5:30 PM	5:45 PM	24	165	48	33	247	5	30	44	49	40	34	45
5:45 PM	6:00 PM	26	154	42	44	272	4	46	9	35	9	24	24
PM Peak Hour Volumes		105	635	83	204	1214	26	171	146	352	62	192	169
% of Total Traffic		12.8%	77.2%	10.1%	25.6%	21.8%	52.6%	14.1%	84.1%	1.8%	14.7%	45.4%	40.0%
% Directional			24.5%			19.9%			43.0%			12.6%	

Love's Sunport Station

Turning Movement Demand Worksheet: **AM PEAK HOUR**

Laneage:		1	2	1	2	2	1	1	2	1	2	1	
Lane Length (Ft.):		260	1000	200	380	1000	1000	580	1000	725	100	1000	425
Lane Capacity (veh.):		10	40	8	15	40	40	23	40	29	4	40	17
% Turns		8.4%	86.7%	5.0%	27.4%	68.4%	4.1%	17.5%	30.0%	52.6%	26.3%	41.6%	32.1%
Begin Time	End Time	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
6:45 AM	7:00 AM	26	296	38	97	146	11	19	29	69	12	26	15
End of Period Queue		35				5				4		6	
Distributed Queue		3	30	2	1	3	0	1	1	2	2	2	2
15-Minute Demand		29	326	40	98	149	11	20	30	71	14	28	17
7:00 AM	7:15 AM	27	314	23	68	127	6	22	32	71	11	25	8
End of Period Queue		15				3				4		13	
Distributed Queue		1	13	1	1	2	0	1	1	2	3	5	4
Prev. Queue Credit		-3	-30	-2	-1	-3	0	-1	-1	-2	-2	-2	-2
15-Minute Demand		25	297	22	68	126	6	22	32	71	12	28	10
7:15 AM	7:30 AM	30	329	20	56	125	12	23	40	75	9	23	6
End of Period Queue		35				0				6		4	
Distributed Queue		3	30	2	0	0	0	1	2	3	1	2	1
Prev. Queue Credit		-1	-13	-1	-1	-2	0	-1	-1	-2	-3	-5	-4
15-Minute Demand		32	346	21	55	123	12	23	41	76	7	20	3
7:30 AM	7:45 AM	33	360	12	32	125	8	21	46	72	16	18	26
End of Period Queue		3				5				6		4	
Distributed Queue		0	3	0	1	3	0	1	2	3	1	2	1
Prev. Queue Credit		-3	-30	-2	0	0	0	-1	-2	-3	-1	-2	-1
15-Minute Demand		30	333	10	33	128	8	21	46	72	16	18	26
7:45 AM	8:00 AM	38	322	21	56	152	6	29	45	68	11	13	21
End of Period Queue		0				0				0		0	
Distributed Queue		0	0	0	0	0	0	0	0	0	0	0	0
Prev. Queue Credit		0	-3	0	-1	-3	0	-1	-2	-3	-1	-2	-1
15-Minute Demand		38	319	21	55	149	6	28	43	65	13	11	20
8:00 AM	8:15 AM	36	279	19	35	156	13	21	35	54	8	36	17
End of Period Queue		0				0				0		0	
Distributed Queue		0	0	0	0	0	0	0	0	0	0	0	0
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	0	0	0
15-Minute Demand		36	279	19	35	156	13	21	35	54	8	36	17
8:15 AM	8:30 AM	56	253	19	44	135	10	15	31	66	7	34	28
End of Period Queue		0				0				0		0	
Distributed Queue		0	0	0	0	0	0	0	0	0	0	0	0
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	0	0	0
15-Minute Demand		56	253	19	44	135	10	15	31	66	7	34	28
8:30 AM	8:45 AM	27	291	18	49	128	9	25	29	59	15	26	13
End of Period Queue		0				0				0		0	
Distributed Queue		0	0	0	0	0	0	0	0	0	0	0	0
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	0	0	0
15-Minute Demand		27	291	18	49	128	9	25	29	59	15	26	13

Love's Sunport Station

Turning Movement Demand Worksheet: **PM PEAK HOUR**

Laneage:	1	2	1	2	2	1	1	2	1	1	2	1	
Lane Length (Ft.):	260	1000	200	380	1000	1000	580	1000	725	100	1000	425	
Lane Capacity (veh.)	10	40	8	15	40	40	23	40	29	4	40	17	
% Turns	12.8%	77.2%	10.1%	25.6%	21.8%	52.6%	14.1%	84.1%	1.8%	14.7%	45.4%	40.0%	
Begin Time	End Time	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	15	146	21	54	294	8	53	41	101	14	47	40
End of Period Queue		3			32			6			12		
Distributed Queue		0	2	0	5	27	1	0	0	0	2	5	5
15-Minute Demand		15	148	21	59	321	9	53	41	101	16	52	45
4:15 PM	4:30 PM	20	156	28	41	379	3	30	30	81	11	61	46
End of Period Queue		3			5			6			8		
Distributed Queue		0	2	0	1	4	0	0	0	0	1	4	3
Prev. Queue Credit		0	-2	0	-5	-27	-1	0	0	0	-2	-5	-5
15-Minute Demand		20	156	28	37	356	2	30	30	81	10	60	44
4:30 PM	4:45 PM	35	151	21	62	265	8	57	40	90	11	46	33
End of Period Queue		15			30			19			8		
Distributed Queue		2	12	2	4	25	1	0	0	0	1	4	3
Prev. Queue Credit		0	-2	0	-1	-4	0	0	0	0	-1	-4	-3
15-Minute Demand		37	161	23	65	286	9	57	40	90	11	46	33
4:45 PM	5:00 PM	24	168	16	57	303	9	34	39	71	23	33	40
End of Period Queue		15			44			6			16		
Distributed Queue		2	12	2	6	37	1	0	0	0	2	7	6
Prev. Queue Credit		-2	-12	-2	-4	-25	-1	0	0	0	-1	-4	-3
15-Minute Demand		24	168	16	59	315	9	34	39	71	24	36	43
5:00 PM	5:15 PM	26	160	18	44	267	6	50	37	110	17	52	50
End of Period Queue		0			0			0			0		
Distributed Queue		0	0	0	0	0	0	0	0	0	0	0	0
Prev. Queue Credit		-2	-12	-2	-6	-37	-1	0	0	0	-2	-7	-6
15-Minute Demand		24	148	16	38	230	5	50	37	110	15	45	44
5:15 PM	5:30 PM	23	157	14	35	293	4	37	17	75	16	41	31
End of Period Queue		0			0			0			0		
Distributed Queue		0	0	0	0	0	0	0	0	0	0	0	0
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	0	0	0
15-Minute Demand		23	157	14	35	293	4	37	17	75	16	41	31
5:30 PM	5:45 PM	24	165	18	33	247	5	30	14	49	10	34	45
End of Period Queue		0			0			0			0		
Distributed Queue		0	0	0	0	0	0	0	0	0	0	0	0
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	0	0	0
15-Minute Demand		24	165	18	33	247	5	30	14	49	10	34	45
5:45 PM	6:00 PM	26	154	12	41	272	4	16	9	35	9	21	21
End of Period Queue		0			0			0			0		
Distributed Queue		0	0	0	0	0	0	0	0	0	0	0	0
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	0	0	0
15-Minute Demand		26	154	12	41	272	4	16	9	35	9	21	21

Signal Timing and Phase Assignments
Rio Bravo & Broadway

Direction	W-SB	EB	N-WB	SB	E-NB	WB	S-EB	NB
Camera	3	1	4	2	1	3	2	4
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
Min. Green	10	5	5	10	5	5	5	10
Max. 1	100	60	30	100	45	100	30	100
Max. 2	45	65	35	100	50	65	25	45
Max. 3	70	70	40	100	55	70	35	65
Veh. Ext.	3.5	3.5	2.0	3.0	2.5	3.5	1.5	3.0
Yellow + Red	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Yellow (3-6)	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Red Cir. (1-2)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk		7		7		7		7
Ped. Cir.		31		35		31		35

Broadway & Rio Bravo, EW

Yellow + All Red Signal Change Interval		Metric Units	
English Units		Metric Units	
Input Items In Red Only			
Approach speed V	45	MPH	72
grade (g)	0.00%		0.00%
Width of Intersection	163	Feet	49.68
Length of Vehicle	20	Feet	6
Perception Time (t) (seconds)	1	Sec	1
Gravity (G)	32.2	Fi/Sec ²	9.8
Deceleration Rate (a)	10	Fi/Sec ²	3.0
Change Plus clearance Time at signalized intersections CP=	7.07	Seconds	7.07

Source: ITE Traffic Engineering Handbook - 5th Ed. (Page 481)
Formula
 $CP = T + (V/(2a+2gG)) + (W+L)/V$
Where V is in FEET/SEC in Formula above
Red clearance Interval shall be 1-2 Seconds

Source: Toolbox On Intersection Safety And Design
By ITE Dated September, 2004
Formula
(D/S) - Y

Broadway & Rio Bravo, EW

Minimum Pedestrian Green Time @ Signalized Intersections	
Input Items In Red Only	
Pedestrian Start off Time (P)	7
Walking Distance (D)	128
Walking Speed (S)	3.5
Yellow Change Interval (Y)	5.6
G _{min} =	30.97

Broadway & Rio Bravo, NS

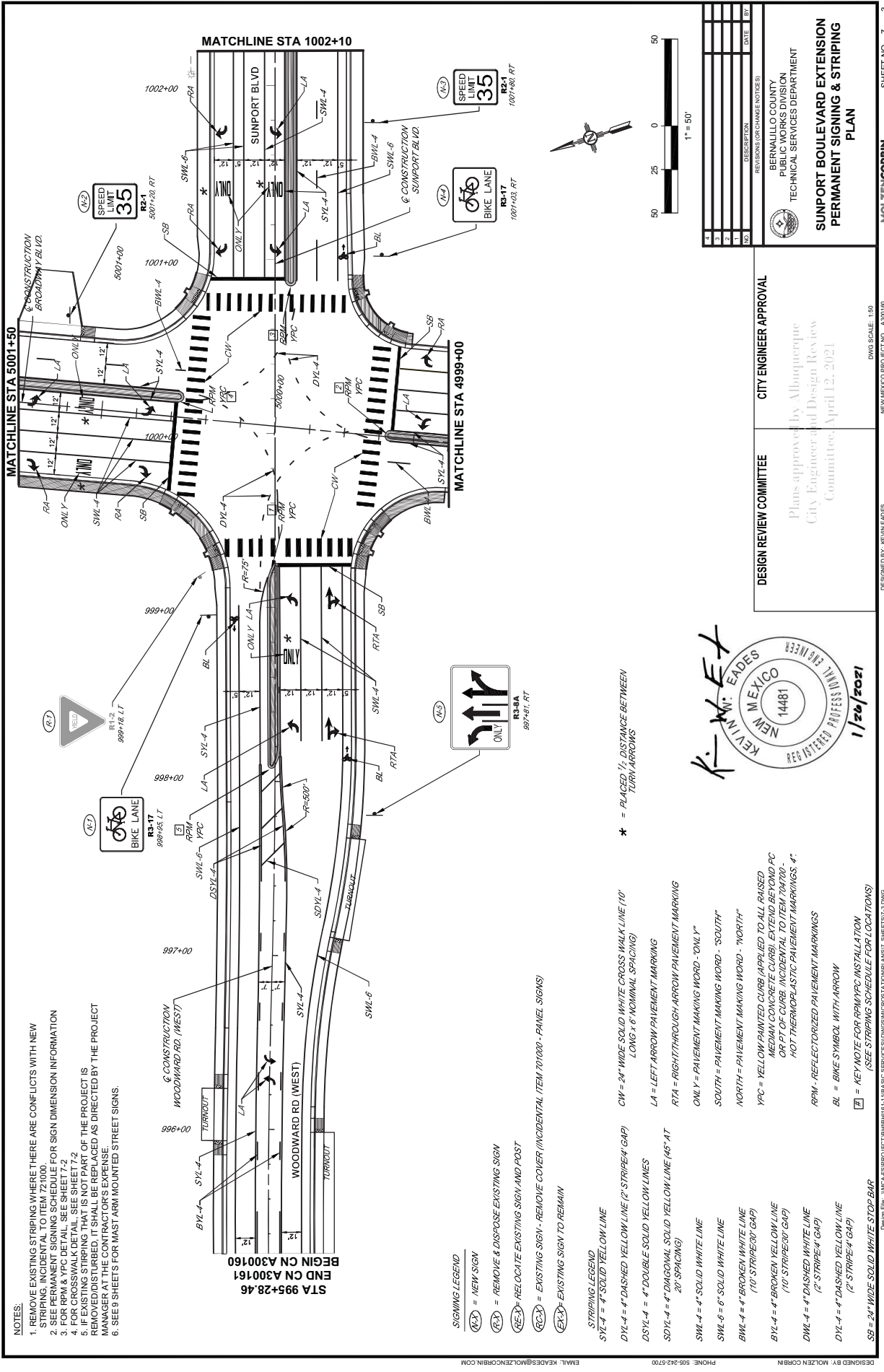
Yellow + All Red Signal Change Interval		Metric Units	
English Units		Metric Units	
Input Items In Red Only			
Approach speed V	50	MPH	80
grade (g)	0.00%		0.00%
Width of Intersection	155	Feet	47.24
Length of Vehicle	20	Feet	6
Perception Time (t) (seconds)	1	Sec	1
Gravity (G)	32.2	Fi/Sec ²	9.8
Deceleration Rate (a)	10	Fi/Sec ²	3.0
Change Plus clearance Time at signalized intersections CP=	7.05	Seconds	7.05

Source: ITE Traffic Engineering Handbook - 5th Ed. (Page 481)
Formula
 $CP = T + (V/(2a+2gG)) + (W+L)/V$
Where V is in FEET/SEC in Formula above
Red clearance Interval shall be 1-2 Seconds

Source: Toolbox On Intersection Safety And Design
By ITE Dated September, 2004
Formula
(D/S) - Y

Broadway & Rio Bravo, NS

Minimum Pedestrian Green Time @ signalized Intersections	
Input Items In Red Only	
Pedestrian Start off Time (P)	7
Walking Distance (D)	141
Walking Speed (S)	3.5
Yellow Change Interval (Y)	5.6
G _{min} =	34.69



- NOTES:
1. REMOVE EXISTING STRIPING WHERE THERE ARE CONFLICTS WITH NEW STRIPING. INCIDENTAL TO ITEM 721000.
 2. SEE PERMANENT SIGNING SCHEDULE FOR SIGN DIMENSION INFORMATION
 3. FOR RPM & YPC DETAIL, SEE SHEET 7-2
 4. IF EXISTING STRIPING THAT IS NOT PART OF THE PROJECT IS REMOVED/DISTURBED, IT SHALL BE REPLACED AS DIRECTED BY THE PROJECT MANAGER AT THE CONTRACTOR'S EXPENSE.
 5. SEE 9 SHEETS FOR MAST ARM MOUNTED STREET SIGNS.

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 - (R-X) = REMOVE & DISPOSE EXISTING SIGN
 - (RE-X) = RELOCATE EXISTING SIGN AND POST
 - (EX-X) = EXISTING SIGN - REMOVE COVER (INCIDENTAL ITEM 101000 - PANEL SIGNS)
 - (EX-X) = EXISTING SIGN TO REMAIN

- STIPING LEGEND
- SYL-4 = 4" SOLID YELLOW LINE
 - DYL-4 = 4" DASHED YELLOW LINE (2" STRIPE/4" GAP)
 - DSYL-4 = 4" DOUBLE SOLID YELLOW LINES (2" STRIPE/4" GAP)
 - SDYL-4 = 4" DIAGONAL SOLID YELLOW LINE (45° AT 20' SPACING)
 - SWL-4 = 4" SOLID WHITE LINE
 - SWL-6 = 6" SOLID WHITE LINE
 - BML-4 = 4" BROKEN WHITE LINE (10' STRIPE/20' GAP)
 - BYL-4 = 4" BROKEN YELLOW LINE (10' STRIPE/20' GAP)
 - DWL-4 = 4" DASHED WHITE LINE (2" STRIPE/4" GAP)
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- * = PLACED 1/2 DISTANCE BETWEEN TURN ARROWS
- CW = 24" WIDE SOLID WHITE CROSS WALK LINE (10' LONG x 6' NOMINAL SPACING)
 - LA = LEFT ARROW PAVEMENT MARKING
 - RTA = RIGHT-THROUGH-ARROW PAVEMENT MARKING
 - ONLY = PAVEMENT MARKING WORD - "ONLY"
 - SOUTH = PAVEMENT MARKING WORD - "SOUTH"
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 - YPC = YELLOW PAINTED CURB (APPLIED TO ALL RAISED MEDIAN CONCRETE CURB, EXTEND BEYOND PC OR PT OF CURB, INCIDENTAL TO ITEM 701000 - HOT THERMOPLASTIC PAVEMENT MARKINGS: 4")
 - RPM = REFLECTORIZED PAVEMENT MARKINGS
 - BL = BIKE SYMBOL WITH ARROW
- [KEY] = KEY NOTE FOR RPM/YPC INSTALLATION (SEE STRIPING SCHEDULE FOR LOCATIONS)



DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

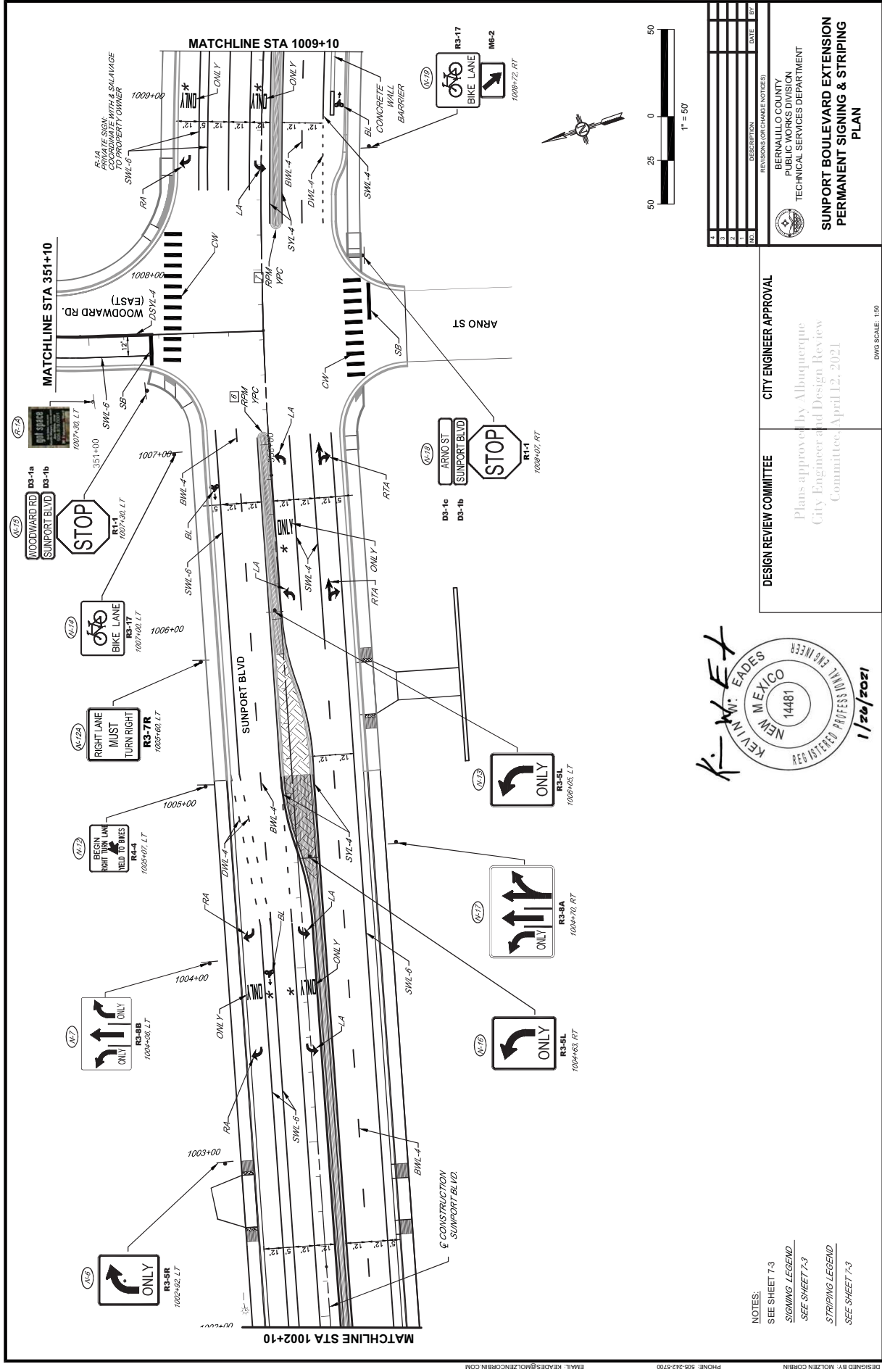
Plans approved by Albuquerque City Engineer and Design Review Committee, April 12, 2021

NO.	DESCRIPTION	DATE	BY
1	REVISIONS (OR CHANGE NOTICES)		
2			
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BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

**SUNPORT BOULEVARD EXTENSION
PERMANENT SIGNING & STRIPING
PLAN**

DESIGNED BY: MOLZENCORBIN
NEW MEXICO PROJECT NO.: A30116
DWG SCALE: 1/80



NOTES:
 SEE SHEET 7-3
 SIGNING LEGEND
 SEE SHEET 7-3
 STRIPING LEGEND
 SEE SHEET 7-3



DESIGN REVIEW COMMITTEE
 Plans approved by Albuquerque
 City Engineer and Design Review
 Committee, April 12, 2021

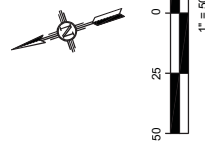
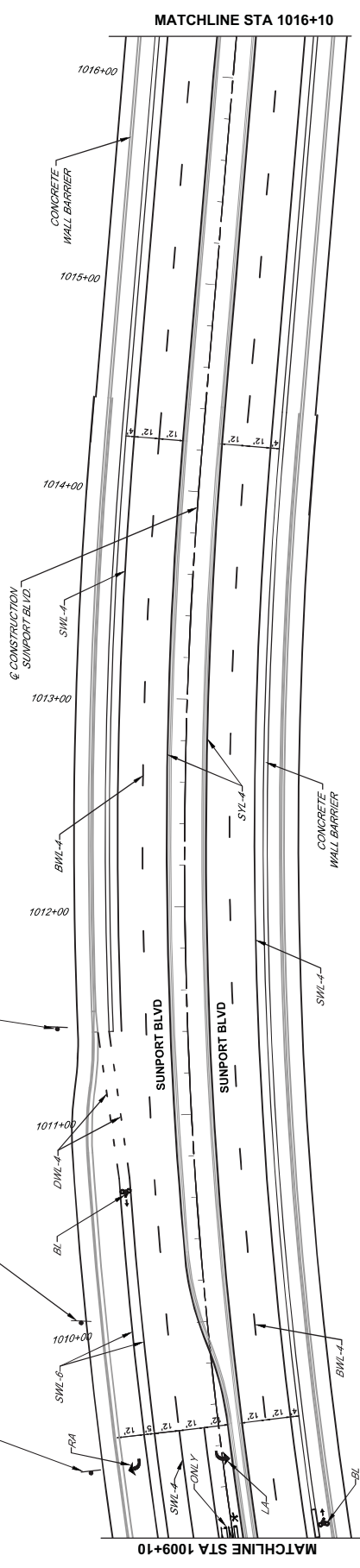
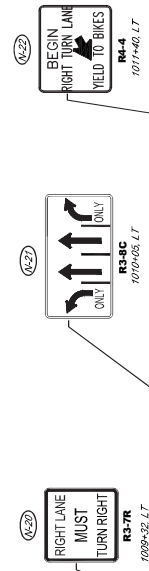
CITY ENGINEER APPROVAL

NO.	DESCRIPTION	DATE	BY
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**SUNPORT BOULEVARD EXTENSION
 PERMANENT SIGNING & STRIPING
 PLAN**

BERNALILLO COUNTY
 PUBLIC WORKS DIVISION
 TECHNICAL SERVICES DEPARTMENT

NOTES:
SEE SHEET 7-3
SIGNING LEGEND
SEE SHEET 7-3
STRIPING LEGEND
SEE SHEET 7-3



K. W. E. A.
KEVIN W. EADES
NEW MEXICO
14481
PROFESSIONAL ENGINEER
7/10/2020

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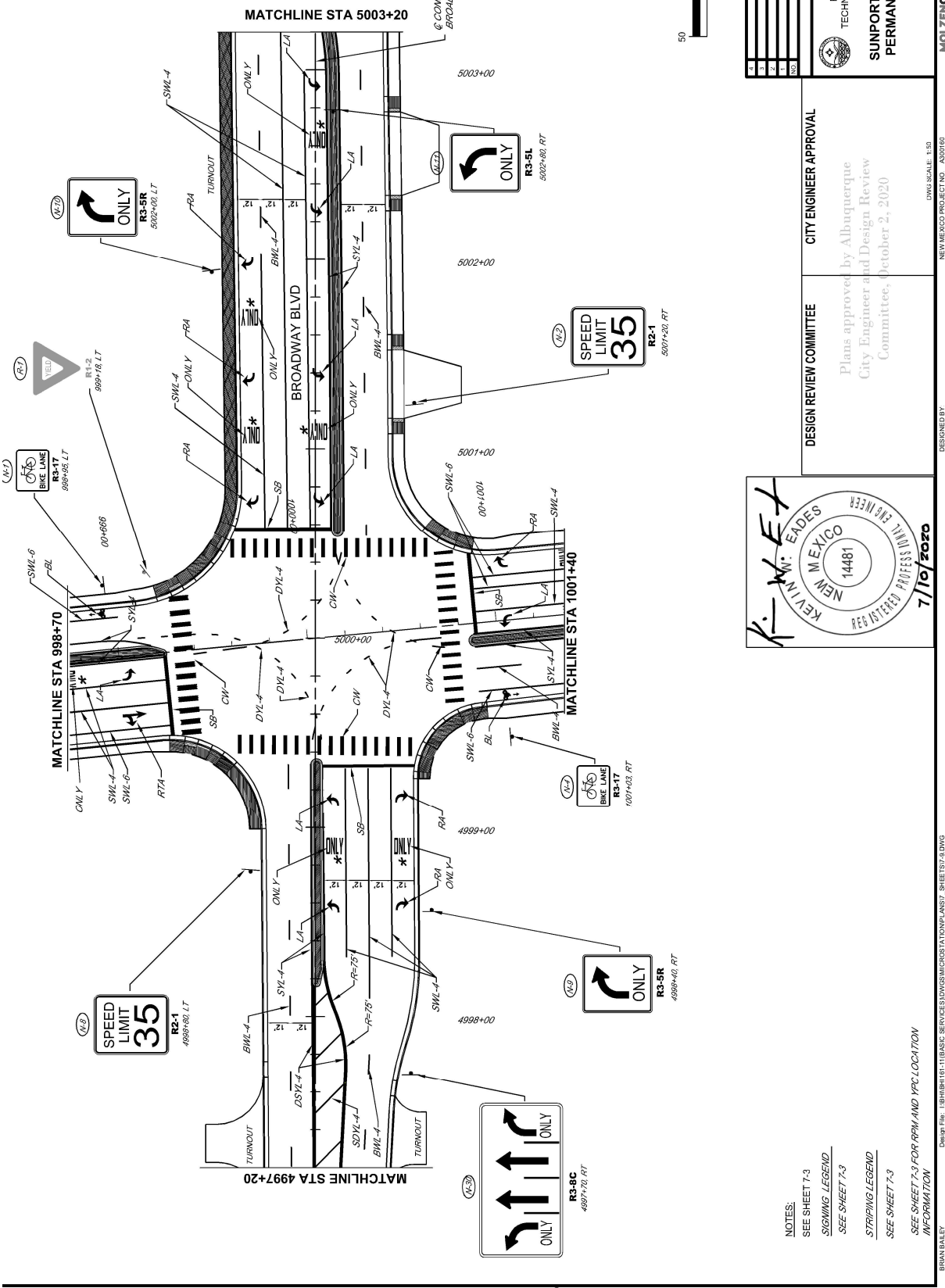
BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT
**SUNPORT BOULEVARD EXTENSION
PERMANENT SIGNING & STRIPING
PLAN**

DESIGN REVIEW COMMITTEE
Plans approved by Albuquerque
City Engineer and Design Review
Committee, October 2, 2020

CITY ENGINEER APPROVAL

DESIGNED BY: MOLZENCORBIN
DRAWN BY: J. L. GARCIA
CHECKED BY: J. L. GARCIA
DATE: 7/10/2020
DWG SCALE: 1/8" = 1'-0"
NEW MEXICO PROJECT NO.: A300180

Design File: I:\BASIC SERVICES\DWGS\MICROS\TAI\NONPLANS\7_SHEETS\7-45DWG



DESIGNED BY: MOLZEN CORBIN

PHONE: 505-242-5700

EMAIL: KEVIN@MOLZENCORBIN.COM

NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

SEE SHEET 7-3 FOR R/W AND VPC LOCATION

INFORMATION

DESIGNED BY: MOLZEN CORBIN

NEW MEXICO PROJECT NO. A300160

DWG. SCALE: 1"=50'

DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

Plans approved by Albuquerque City Engineer and Design Review Committee, October 2, 2020

KEVIN W. EADES

NEW MEXICO

14481

REGISTERED PROFESSIONAL ENGINEER

7/10/2020

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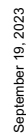
TECHNICAL

SUNPORT B

PERMANENT

MOLZEN CORBIN





SEE SHEET 7-3

DWG SCALE: 1:50
NEW MEXICO PROJECT NO. A300160

CITY ENGINEER APPROVAL

Plans approved by Albuquerque
City Engineer and Design Review
Committee, October 2, 2020

DWG SCALE: 1:50
NEW MEXICO PROJECT NO. A300160

DESIGNED BY:

Design File: I:\BIBI\HI 161-1\1(BASIC SERVICES)\DWGS\MICROSTATION\PLANS\7_SHEETS\7-11.DWG

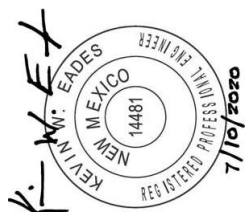
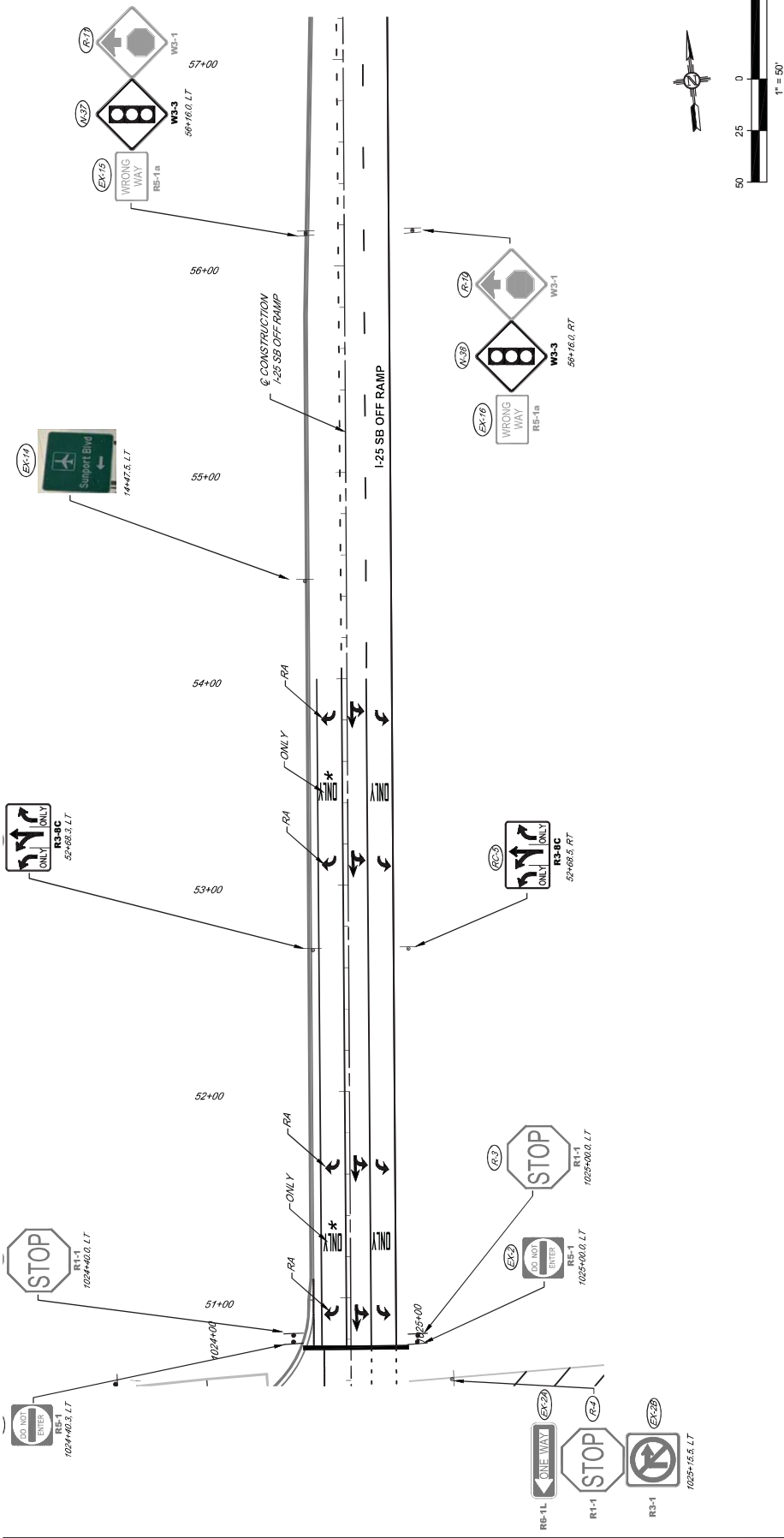
MOLZENCORBIN

SHEET NO. 7 - 11

September 19, 2023

Love's Sunport Station
Project #2022031

A-105



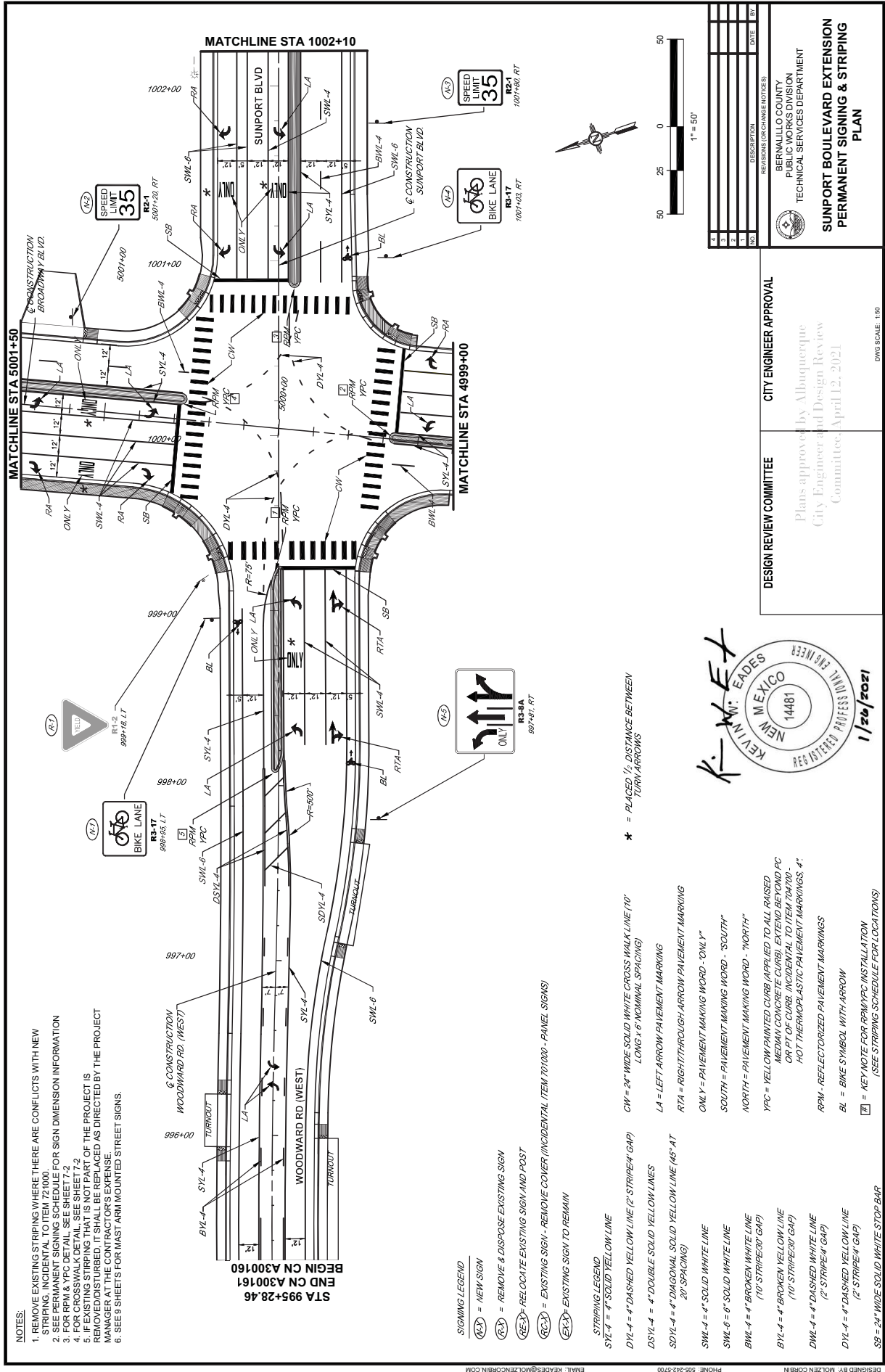
NOTES:
SEE SHEET 7-3
SIGNING LEGEND
SEE SHEET 7-3
STRIPING LEGEND
SEE SHEET 7-3

DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

Plans approved by Albuquerque City Engineer and Design Review Committee, October 2, 2020

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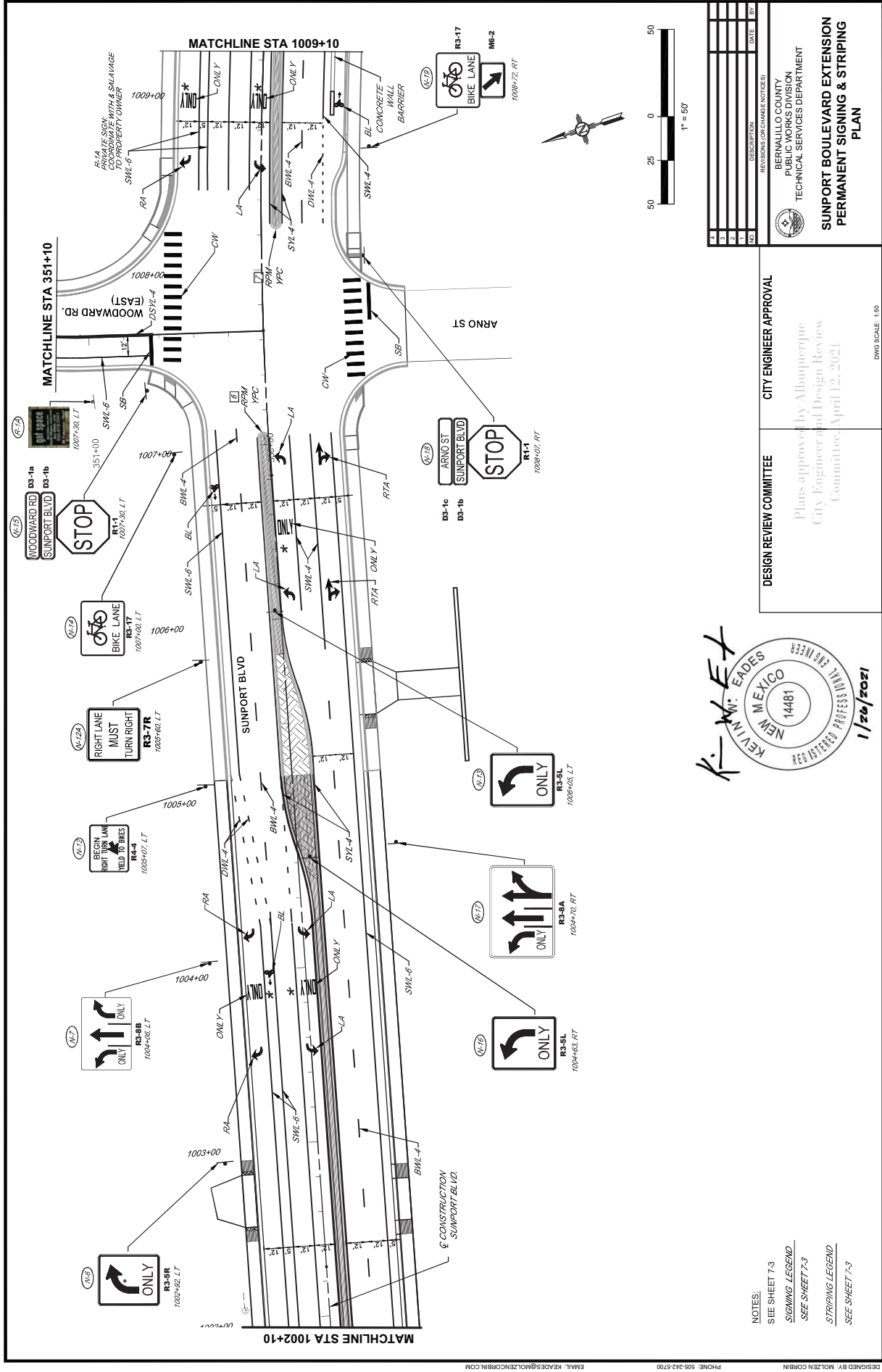
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DESIGN REVIEW COMMITTEE		CITY ENGINEER APPROVAL	
Planned by Albuquerque City Engineer and Design Review Committee, April 12, 2021		Planned by Albuquerque City Engineer and Design Review Committee, April 12, 2021	
DESIGNED BY: KEVIN EADES		DESIGNED BY: KEVIN EADES	
NEW MEXICO PROJECT NO.: A300160		NEW MEXICO PROJECT NO.: A300160	
SHEET NO. 7 - 3		SHEET NO. 7 - 3	



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MATCHLINE STA 1009+10

7/10/2020



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BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

REVISIONS (OR CHANGE NOTICES)

**SUNPORT BOULEVARD EXTENSION
PERMANENT SIGNING & STRIPING
PLAN**

DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL



PUBLIC WORKS DIVISION
 TECHNICAL SERVICES DEPARTMENT

**SUNPORT BOULEVARD EXTENSION
 PERMANENT SIGNING & STRIPING**

Plans approved by Albuquerque
City Engineer and Design Review
Committee, October 2, 2020

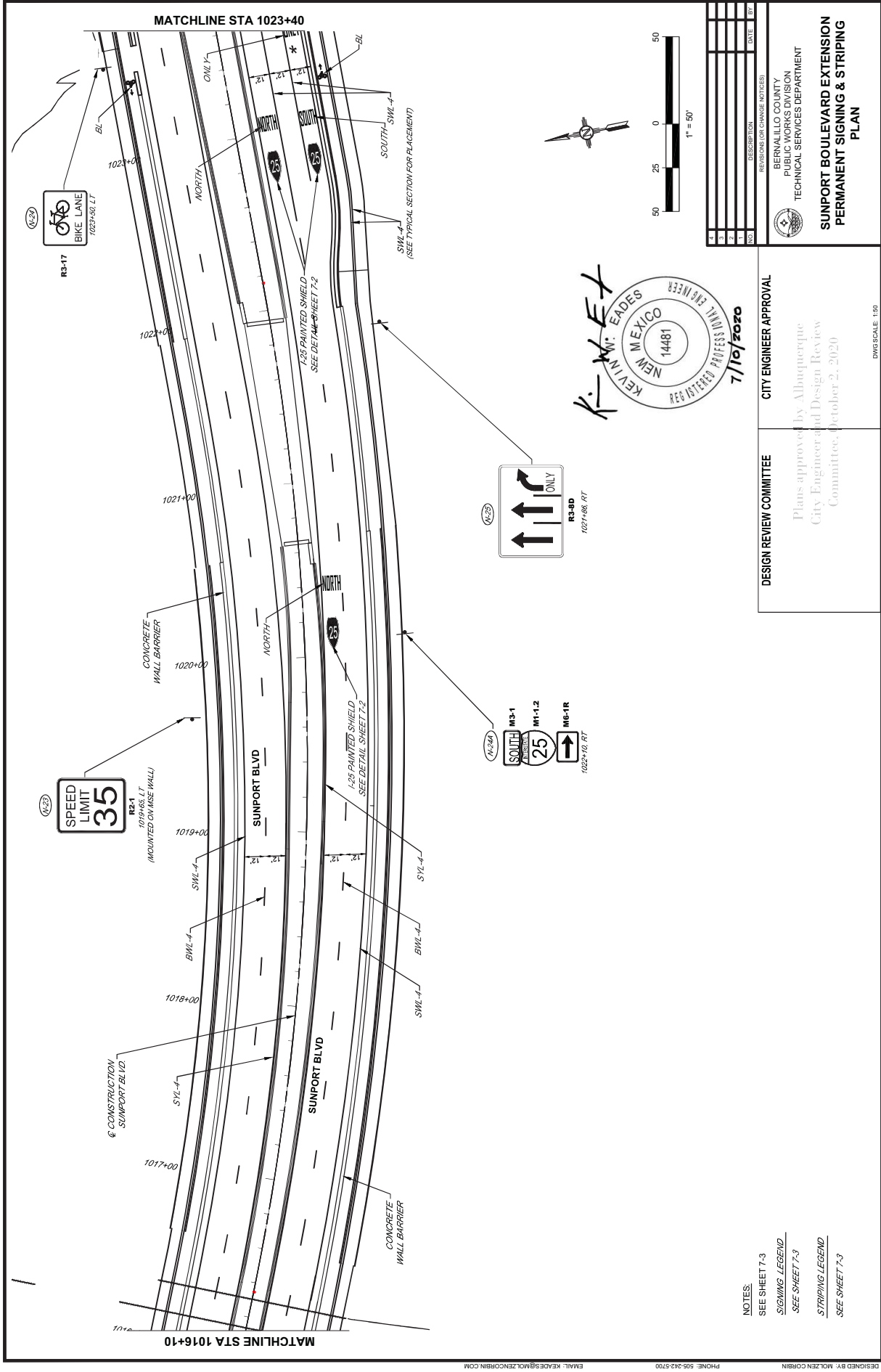
MOI ZENCORBIN SHEET NO 7 - 5

DESIGNED BY: _____ DWG SCALE: 1:50

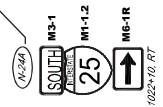
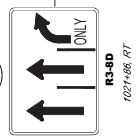
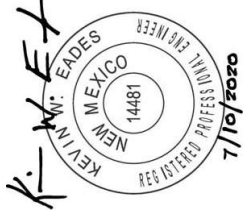
NEW MEXICO PROJECT NO. A300160

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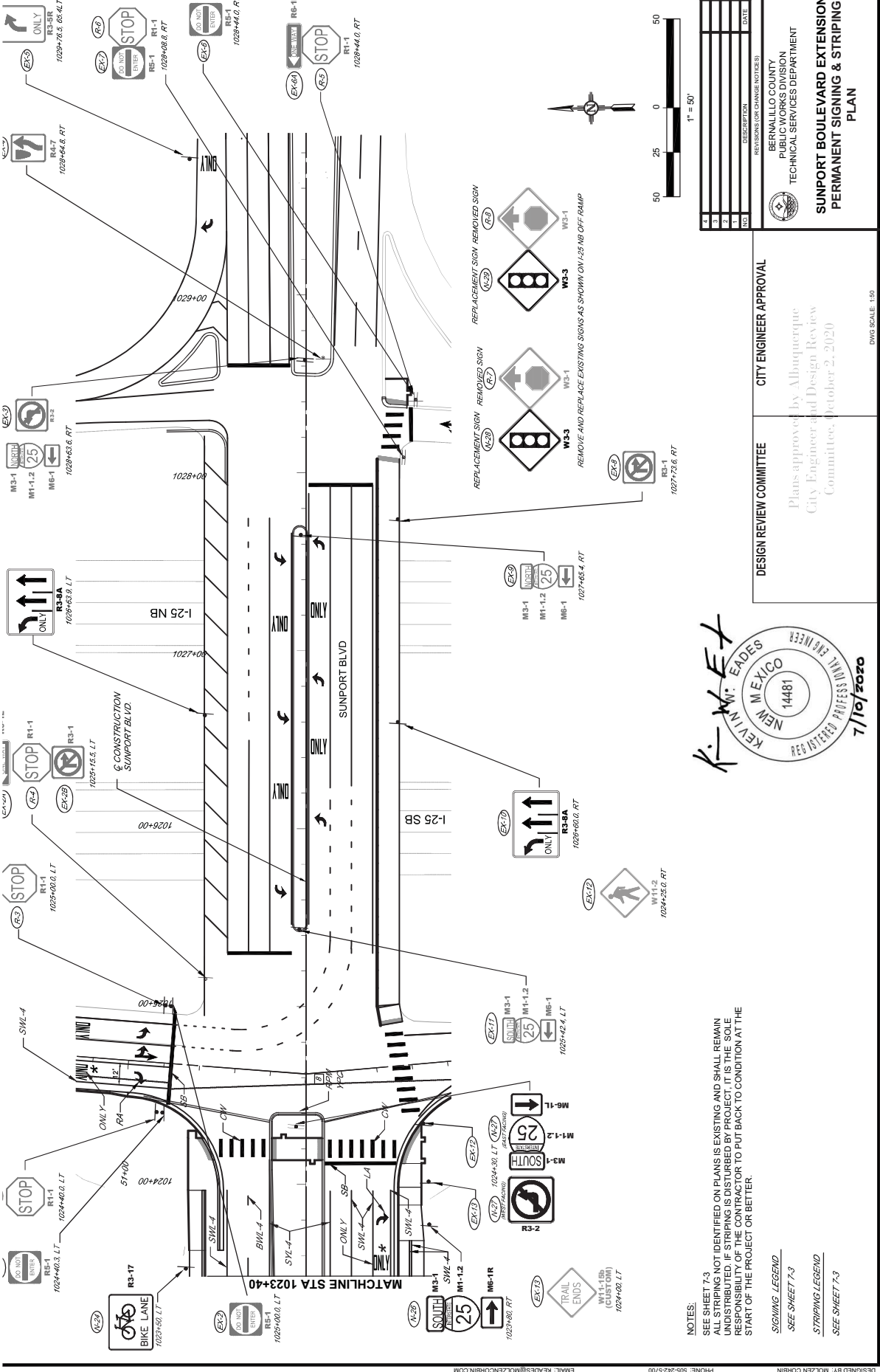


NOTES:
SEE SHEET 7-3
SIGNING LEGEND
SEE SHEET 7-3
STRIPING LEGEND
SEE SHEET 7-3



DESIGN REVIEW COMMITTEE		CITY ENGINEER APPROVAL	
Plans approved by Albuquerque City Engineer and Design Review Committee, October 2, 2020		Bernalillo County Public Works Division Technical Services Department	
DESIGNED BY: MOLZENCORBIN		SHEET NO. 7 - 6	
DRAWN BY: A-111		PROJECT NO. 2022031	
CHECKED BY: LOVE'S SUNPORT STATION		DATE: 7/10/2020	
APPROVED BY: LOVE'S SUNPORT STATION		REVISIONS (OR CHANGE NOTES)	
DESIGNED BY: MOLZENCORBIN		NO.	DATE
DRAWN BY: A-111		1	
CHECKED BY: LOVE'S SUNPORT STATION		2	
APPROVED BY: LOVE'S SUNPORT STATION		3	
DESIGNED BY: MOLZENCORBIN		4	
DRAWN BY: A-111		5	
CHECKED BY: LOVE'S SUNPORT STATION		6	
APPROVED BY: LOVE'S SUNPORT STATION		7	

DESIGNED BY: MOLZENCORBIN
DRAWN BY: A-111
CHECKED BY: LOVE'S SUNPORT STATION
APPROVED BY: LOVE'S SUNPORT STATION
PROJECT NO. 2022031
SHEET NO. 7 - 6
DATE: 7/10/2020
REVISIONS (OR CHANGE NOTES)



NOTES:
SEE SHEET 7-3
ALL STRIPING NOT IDENTIFIED ON PLANS IS EXISTING AND SHALL REMAIN
UNDISTURBED. IF STRIPING IS DISTURBED BY PROJECT, IT IS THE SOLE
RESPONSIBILITY OF THE CONTRACTOR TO PUT BACK TO CONDITION AT THE
START OF THE PROJECT OR BETTER.

SIGNING LEGEND
SEE SHEET 7-3
STRIPING LEGEND
SEE SHEET 7-3

KEVIN M. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER
7/10/2020

DESIGN REVIEW COMMITTEE
Planned by Albuquerque
City Engineer and Design Review
Committee, October 2, 2020

CITY ENGINEER APPROVAL

NO.	DESCRIPTION	DATE
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BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

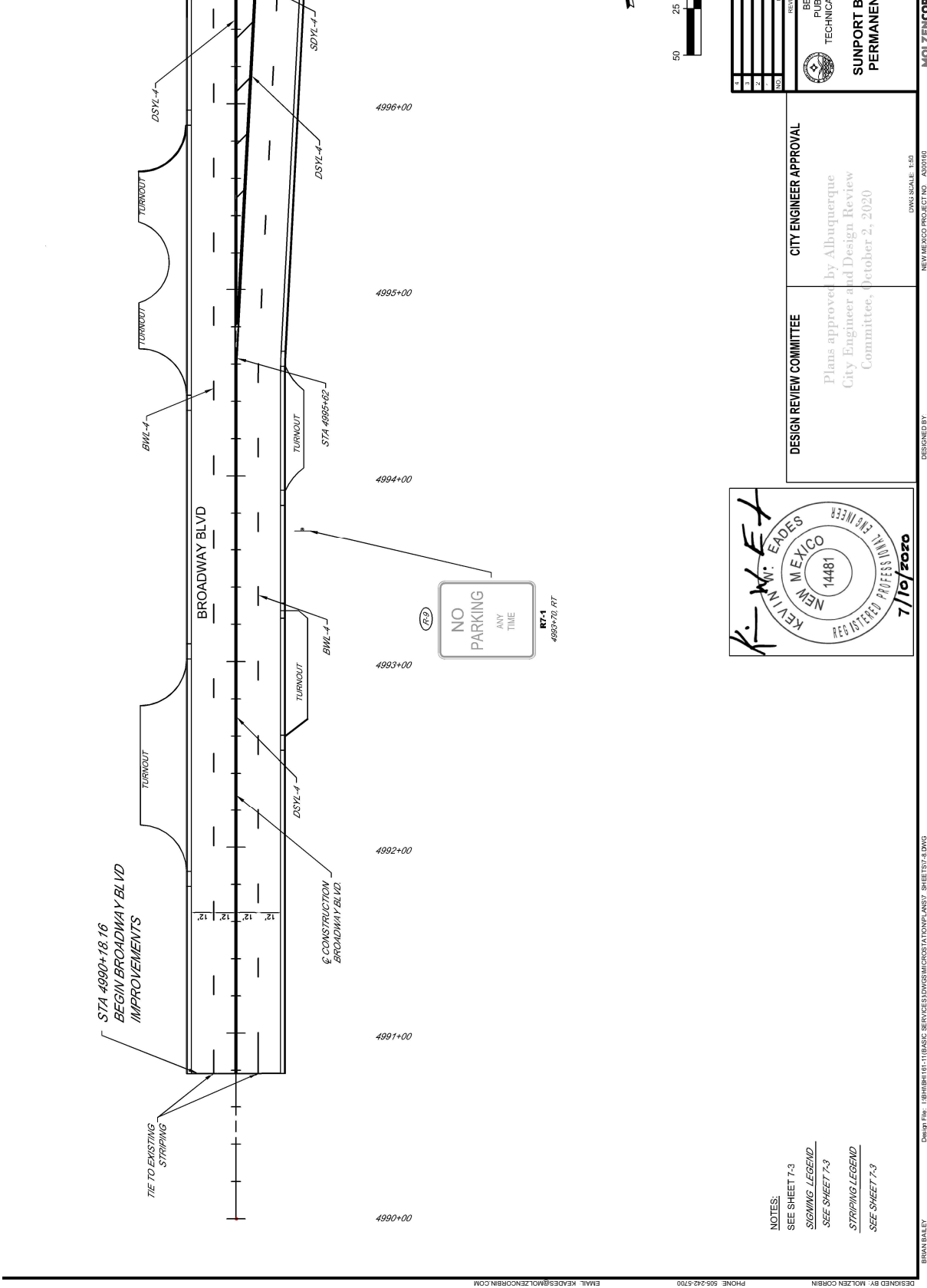
SUNPORT BOULEVARD EXTENSION
PERMANENT SIGNING & STRIPING
PLAN

MOLZENCORBIN

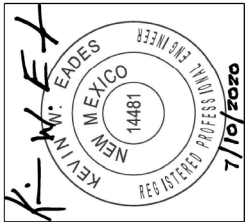
SHEET NO. 7

DESIGNED BY: KEVIN EADES
NEW MEXICO PROJECT NO. A30160
DWG SCALE: 1/32

Design File: I:\BIB\BIB\11\BASIC SERVICES\JOWNS\BASIC\STATION PLAN\PLAN_7_SHEETS\7-3.DWG



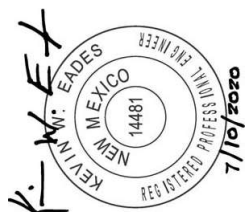
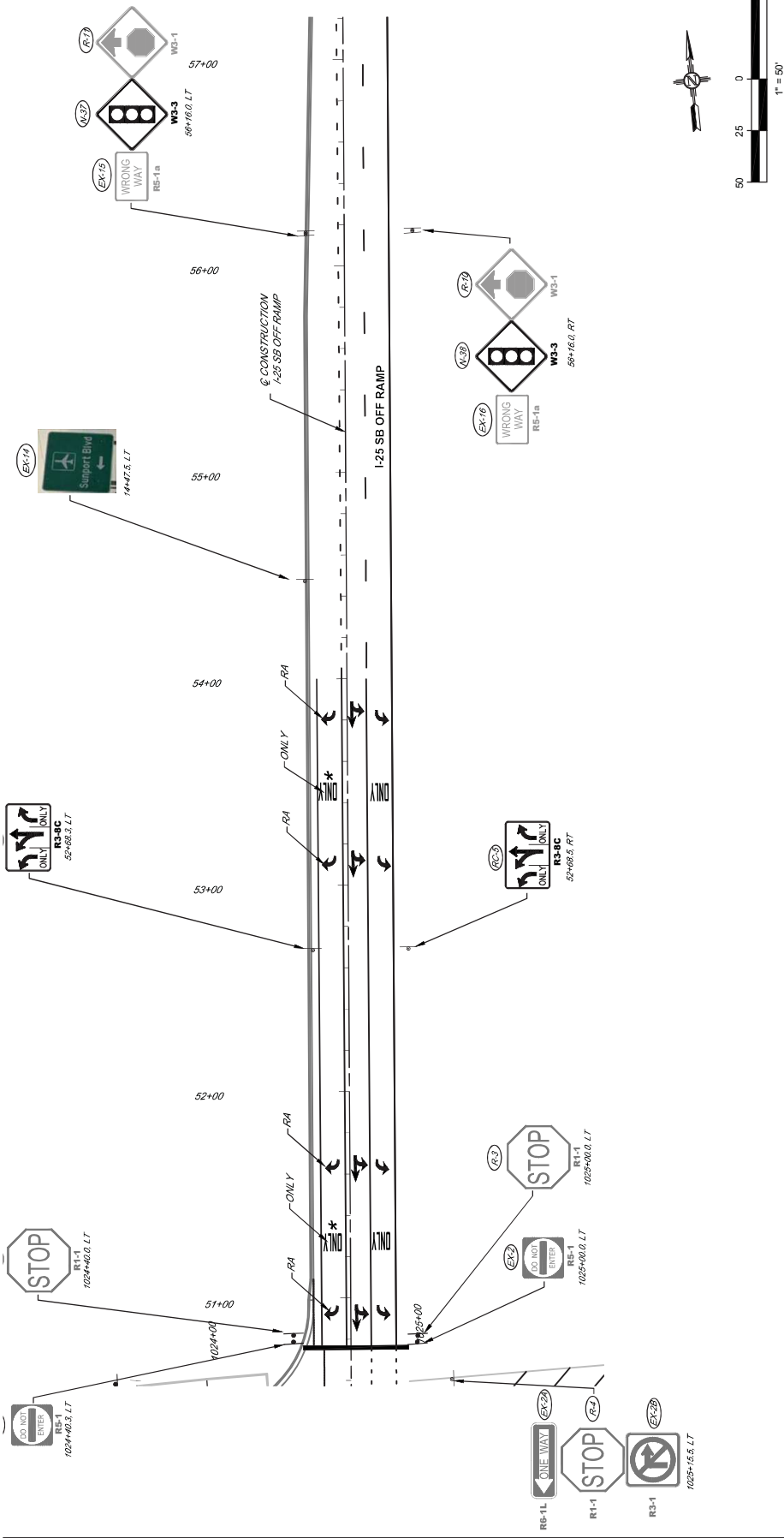
NOTES:
SEE SHEET 7-3
SIGNING LEGEND
SEE SHEET 7-3
STRIPING LEGEND
SEE SHEET 7-3



DESIGN REVIEW COMMITTEE		CITY ENGINEER APPROVAL
Plans approved by Albuquerque City Engineer and Design Review Committee, October 2, 2020		

DESIGNED BY: MOLZEN CORBIN
DWG SCALE: 1"=50'
NEW MEXICO PROJECT NO: A300160

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NOTES:
SEE SHEET 7-3
SIGNING LEGEND
SEE SHEET 7-3
STRIPING LEGEND
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DESIGN REVIEW COMMITTEE

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Plans approved by Albuquerque City Engineer and Design Review Committee, October 2, 2020

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TW

TIERRA WEST, LLC

Traffic Impact Study Scoping Letter

Project Name:	[#2022031] – Love's – Sunport Station
Location:	Sunport Blvd. / Broadway Blvd.
Project Descr.	Love's Travel Center – 12 Passenger vehicle fueling positions plus 5 truck fueling positions (8,600 S.F. convenience store building)
Date / Time:	Thursday, 11/03/2022 – 1:00 PM
Attendees:	Margaret Haynes (NM DOT), Julie Luna (Bernalillo County), Matt Grush (CoA), Vince Carrica, Amanda Herrera, and Terry Brown (Tierra West)

Scope of Report:

Traffic Data Collection:	For this Study, collect all new traffic count data.
Demand Volumes?	Yes
Traffic Count Data:	7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM
Trip Generation:	ITE Trip Generation, 11 th Edition (see attached)
Growth Rates:	Based on MRCOG AADT data (10 year history)
Implementation Year:	2023
Horizon Year:	2033
Trip Distribution:	Based on MRCOG Socioeconomic Data (Population data distribution within a two-mile radius of the site.
Other Projects:	Sunport connection to Broadway Blvd.

Study Area:

Intersection	Control	Comment
Sunport Blvd. / Broadway Blvd.	Signalized	New Signal Timing
Sunport Blvd. / Arno Rd.	Unsignalized	
Sunport Blvd. / I-25 W. Ramp	Signalized	Request Signal Timing (City)
Sunport Blvd. / I-25 E. Ramp	Signalized	Request Signal Timing (City)
Rio Bravo Blvd. / Broadway Blvd.*	Signalized	Signal Timing - County
Access to Site	Unsignalized	

- NOTE: Analysis of Rio Bravo Blvd. / Broadway Blvd. required only if developer proposes a full access driveway on Broadway for their project.

Analysis Conditions Required:

	Condition	Yes / No	Year
	Existing Analysis	No*	N/A
	Implementation Year Analysis (AM/PM)	Yes	2023
	Horizon Year Analysis (AM/PM)	Yes	2033

* - 2023 NO BUILD Analysis will approximate Existing Analysis

Crash Analysis: Crash Analysis for 5-years (2015, 2016, 2017, 2018, & 2019 – report 2020 for comparative purposes only)

Report Submittals:

To:	Hard Copies	Electronic Copy
NM DOT D5 Traffic Engr (Margaret Haynes)	1	Yes
Bernalillo County (Julie Luna)	1	Yes
City of Albuquerque (Matt Grush)	None	Yes

Comments: The NM DOT will require new traffic counts (demand turning movements volumes) for this Study. Traffic count data may be collectible until after the new Sunport connection to Broadway is completed (Julie reported that the estimated completion date is May 2023). Julie will research and report an estimated date of completion. Julie will also send out any forecast traffic volumes that the County may have from their design files for the new interchange. She sent those out subsequently and they are of little or no value to us to derive turning movements volumes.

NOTES: Trip Distribution / Trip Assignments will consider the Arno extension south of Sunport Blvd. to be implemented with the Love's Travel Center project that can provide access to trucks.

Margaret stated that access will need to comply with the SAMM and with the NM 47 Access Management Plan or we would need to go through the appeal process.

The City of Albuquerque will charge a \$ 1,365 review fee to review the TIS.

Traffic Signal Timing Sheets Needed?:

Intersection	Agency
Sunport Blvd. / Broadway Blvd.	CoA
Sunport Blvd. / I-25 Ramps (Assume signalized)	CoA
Rio Bravo Blvd. / Broadway Blvd.	CoA

Site Plan Received from Developer? Y

Land Use List Received from Developer? Y

Determination of Warrants for Auxiliary Lanes

Project Name: **Love's Sunport Station**
 Name of Highway: **Broadway Blvd.**
 Name of Cross Street: **Driveway C**

Determination of Warrants for: Westbound Driveway

Implementation Year Volumes - 2023 Posted Speed Limit: 35

Right Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Right Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	2023	3	9,999	-		N/A		-	N/A	N/A
AM Peak Hour BUILD	2023	3	9,999	448		N/A		-	N/A	N/A
PM Peak Hour NO BUILD	2023	2	9,999	-		N/A		-	N/A	N/A
PM Peak Hour BUILD	2023	2	9,999	282		N/A		-	N/A	N/A

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

Left Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Left Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	2023	-	-	32		N/A		N/A	N/A	N/A
AM Peak Hour BUILD	2023	-	-	250		N/A		N/A	N/A	N/A
PM Peak Hour NO BUILD	2023	-	-	27		N/A		N/A	N/A	N/A
PM Peak Hour BUILD	2023	-	-	608		N/A		N/A	N/A	N/A

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

* Lane Length Requirements based on Table 18.K-1 (Deceleration and Acceleration Lengths)

** Enter Grade Adjustment Factor from Table 18.K-2 or other criteria.

*** Lane Storage Length is Based on a calculated 3-minute queue based on average arrival rate per minute.

= Volume/Hr. divided by 60 times three (rounded) times 25 feet per vehicle.

Lane Storage Length for right turn decel lanes is zero unless there is a stop condition.

Determination of Warrants for Auxiliary Lanes

Project Name: **Love's Sunport Station**
 Name of Highway: **Broadway Blvd.**
 Name of Cross Street: **Driveway D**

Determination of Warrants for: Westbound Driveway

Implementation Year Volumes - 2023 Posted Speed Limit: 35

Right Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Right Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	2023	16	332	2		N/A		-	N/A	N/A
AM Peak Hour BUILD	2023	78	1	418	✓	230	1.00	-	230	8:1
PM Peak Hour NO BUILD	2023	14	378	1		N/A		-	N/A	N/A
PM Peak Hour BUILD	2023	39	172	271	✓	230	1.00	-	230	8:1

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

Left Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Left Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	2023	63	1	-		N/A		N/A	N/A	N/A
AM Peak Hour BUILD	2023	95	1	203	✓	250	1.00	-	250	8:1
PM Peak Hour NO BUILD	2023	54	1	-		N/A		N/A	N/A	N/A
PM Peak Hour BUILD	2023	106	1	555	✓	250	1.00	-	250	8:1

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

* Lane Length Requirements based on Table 18.K-1 (Deceleration and Acceleration Lengths)

** Enter Grade Adjustment Factor from Table 18.K-2 or other criteria.

*** Lane Storage Length is Based on a calculated 3-minute queue based on average arrival rate per minute.

= Volume/Hr. divided by 60 times three (rounded) times 25 feet per vehicle.

Lane Storage Length for right turn decel lanes is zero unless there is a stop condition.