Love's Sunport Station

(Albuquerque, New Mexico | Sunport Blvd. & Broadway Blvd.)

Traffic Impact Study

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DRAFT

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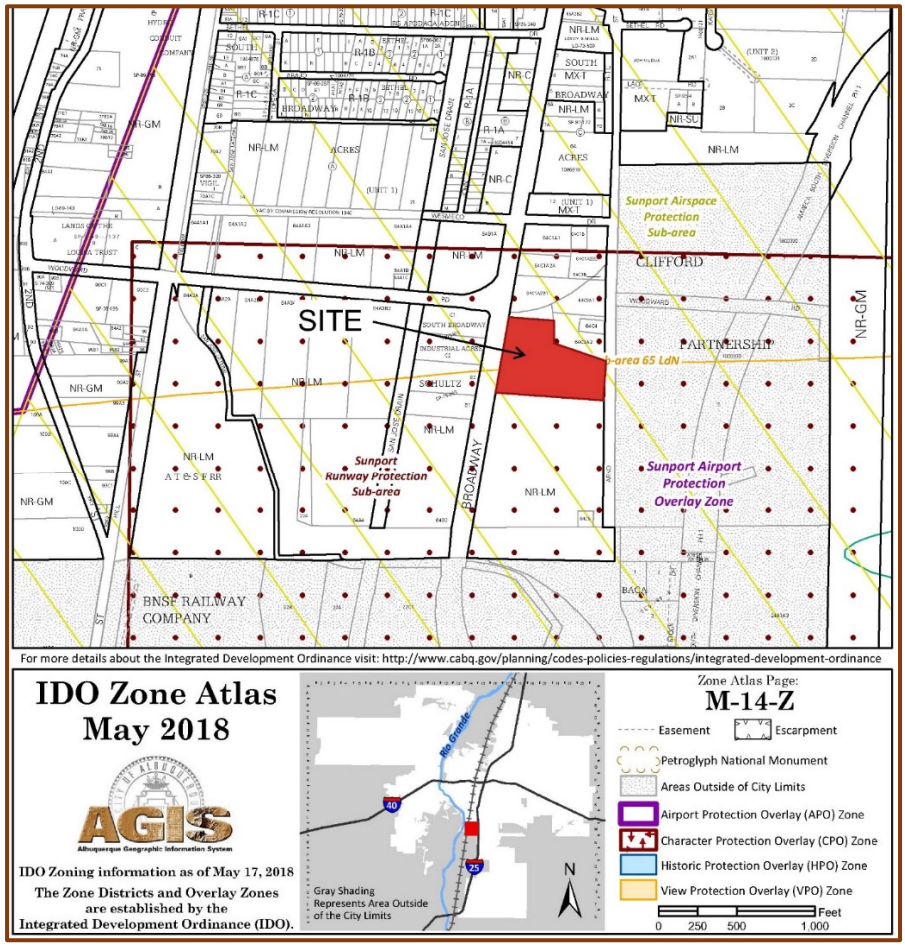
Love's Sunport Station
3200 Broadway Blvd. SE- Albuquerque, NM
Traffic Impact Study

Executive Summary

The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed Love's Sunport Station to determine the impact of the development on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared in accordance with the requirements of the City of Albuquerque (COA), Bernalillo County (BERNCO), and the New Mexico Department of Transportation, District 3 (NMDOT). The scoping summary for this TIS is in Appendix pages A-117 thru A-118.

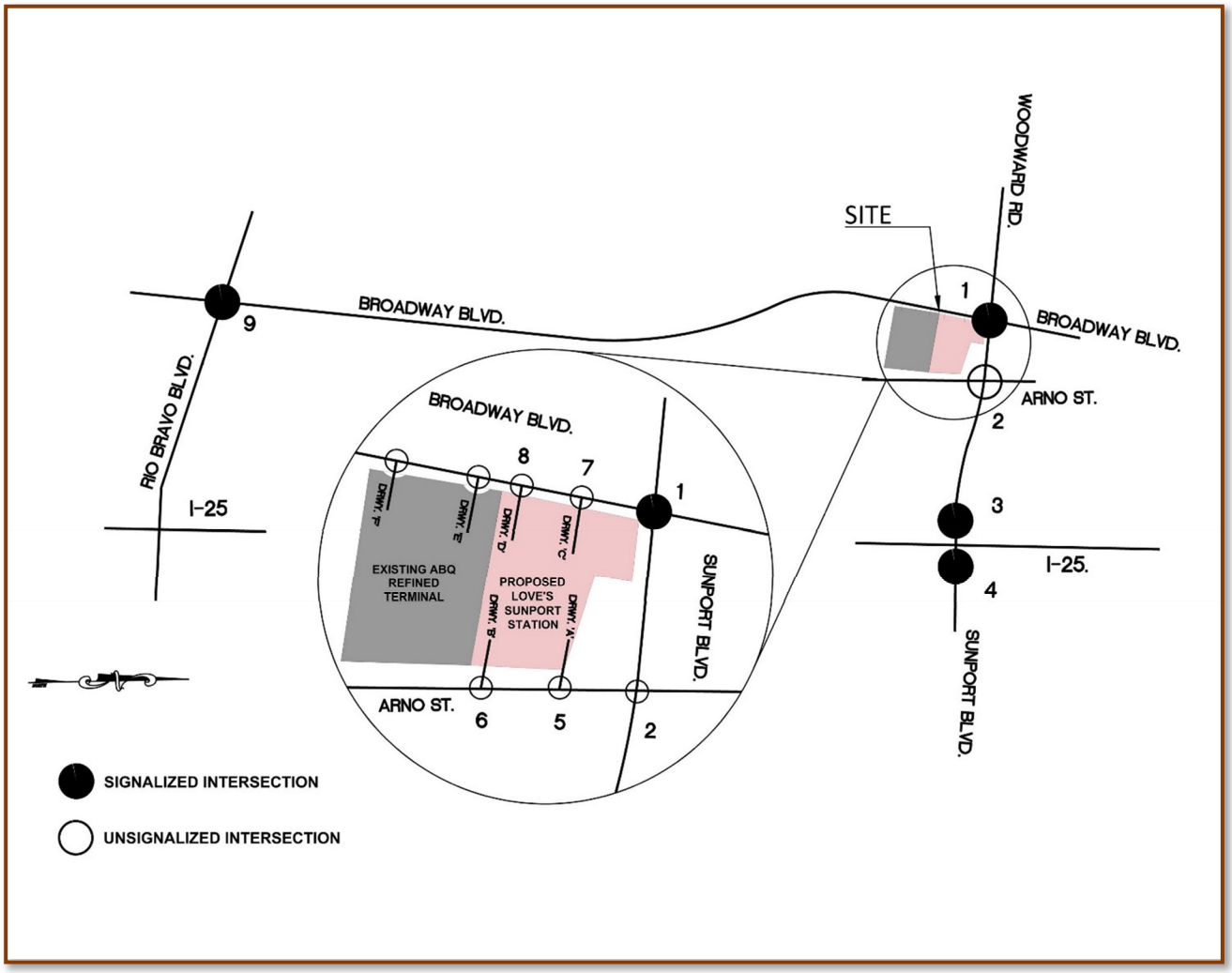
Site Location and Study Area

The proposed Love's Sunport Station is to be in the southeast quadrant of Woodward Rd./Sunport Blvd.& Broadway Blvd. in the City of Albuquerque, NM at 3200 BROADWAY BLVD SE ALBUQUERQUE NM. See the IDO Zone Atlas map below for the site location.



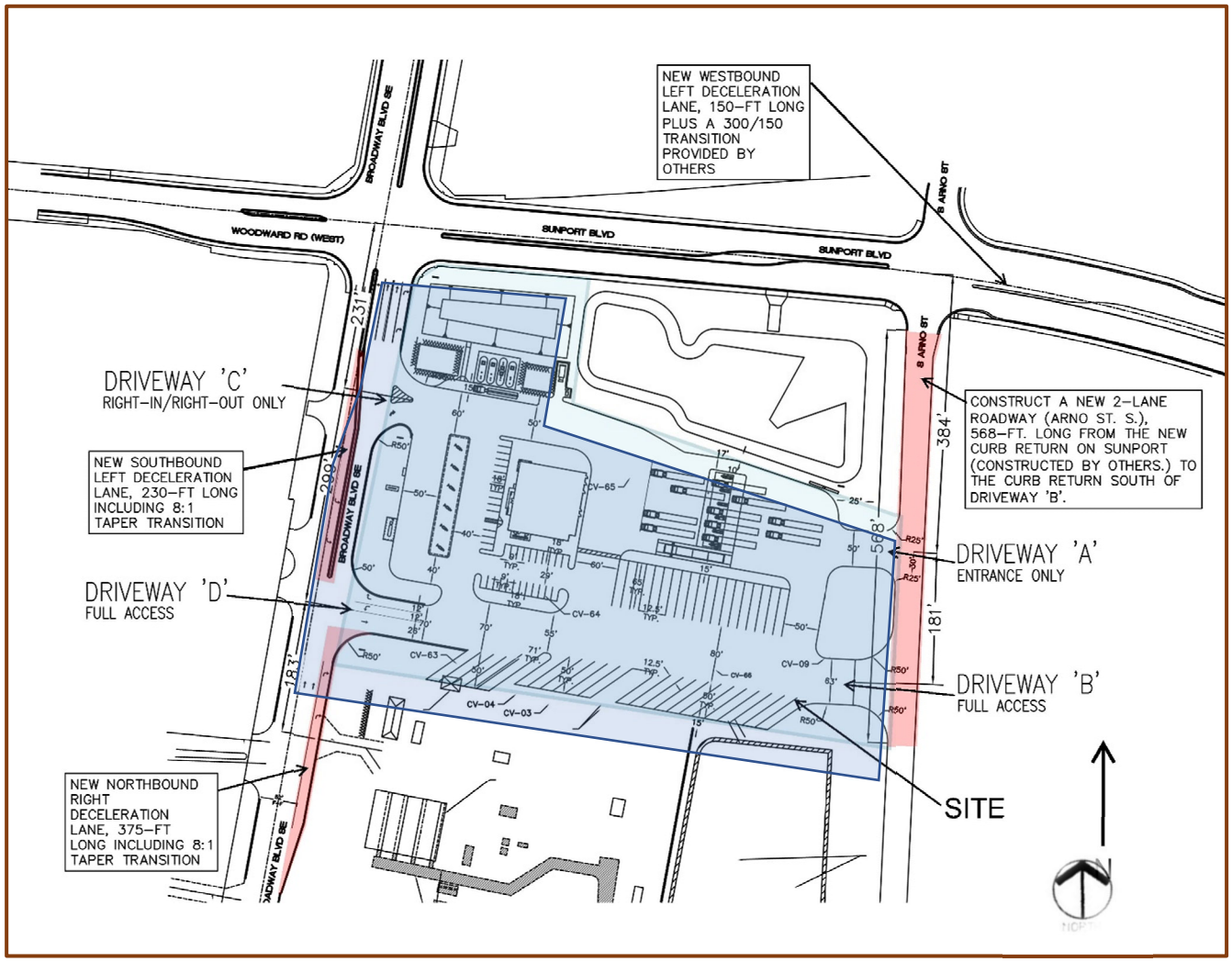
The study area includes the nine intersections listed below and shown on the following map:

1. Woodward Rd./Sunport Blvd. & Broadway Blvd. (Signalized, Existing)
2. Sunport Blvd. & Arno Rd. (unsignalized, Under Construction)
3. Sunport Blvd. & I-25 SB Ramp
4. Sunport Blvd. & I-25 NB Ramp
5. Driveway 'A' & Arno St. (Unsignalized, Proposed)
6. Driveway 'B' & Arno St. (Unsignalized, Proposed)
7. Driveway 'C' & Broadway (Unsignalized, Existing)
8. Driveway 'D' & Broadway Blvd. (Unsignalized, Existing
9. Rio Bravo Blvd. & Broadway Blvd. (Signalized, Existing)



Development Description

The proposed project is to be developed as Convenience Market / Gas Station (ITE Land Use 945) w/17 fueling positions and 8725 square feet of floor area. The land for the project is currently developed and the study area is mostly developed. There are two proposed access driveways (Driveway 'A and' Driveway 'B') and two existing driveways (Driveway 'C' and Driveway 'D'). Driveway 'A' is to be entrance-only access located on the west side of Arno St. 384-feet south of Sunport Blvd.(centerline to centerline). Driveway 'B' is a proposed full access unsignalized driveway 181-ft south of Driveway 'A' on Arno St. Driveway 'C' is to be a right-in/right-out access on the east side of Broadway Blvd., 231-feet south of Sunport Blvd. (centerline to centerline). Driveway 'D' is to be a full-access driveway on the east side of Broadway Blvd., 299-feet south of Driveway 'C'. The proposed site plan, with the access points identified, is shown below. The full site plan is in Appendix pg. A-2.



The full build out anticipated **implementation year for this project is 2023 and the horizon year is 2033**.

Trips Generated by the project: According to the Institute of Traffic Engineers Trip Generation Manual, 11th Edition, the project is anticipated to generate 134 new entering trips and 134 new exiting trips during the weekday AM Peak Hour period and 114 new entering trips and 114 new exiting trips during the PM Peak Hour period. A 50%pass-by trip rate reduction is included in the trips generated. These trips and pass-by rates were agreed to in the scoping meeting for the project.

There are no other recent or planned developments in the study area, however, there is a major transportation project. The new Sunport Blvd. Extension project is currently under construction. The project involves creating an extension of Sunport Blvd. from the I-25 southbound ramp west to Broadway Blvd., extending the southbound left-turn lane on Broadway Blvd. and modifying the median on Broadway Blvd. south of Sunport Blvd. Base lane geometries and traffic volumes are based on the completed project.

Traffic Volumes

As agreed in the scoping meeting for the project**, Existing traffic volumes** along Woodward Rd./Sunport Blvd. and Broadway Blvd. are based on 2022 traffic volumes published in the Traffic Volume Forecasts related to the Sunport Blvd. Extension project prepared by AECOM for Bernalillo County on November, 2017 (See Appendix pages A-88 thru A-90). New traffic counts were not collected due to extended construction activity on these roadways and significant geometric modifications to the existing infrastructure currently underway. Base volumes for the thru traffic at the driveway intersections were extrapolated from the forecasted volumes at the Sunport & Broadway intersection. Existing traffic volumes for the Rio Bravo Blvd. & Broadway Blvd. intersection were counted in the field on January 25, 2023 (Appendix page A-91)

Background traffic volumes are calculated by applying historical annual background traffic growth rates to the existing traffic volumes for the implementation year. As agreed in the scoping meeting, the growth rates for the study are based on 2020 -2040 Traffic Flows (ADT) published in the AECOM report referenced above. The table on the following page is a summary of the data and calculated growth rates for each roadway in the study area.

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 2020	AADT 2040	Annual Growth(%)	Volume Weighted Growth
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 2020	AADT 2040	Annual Growth(%)	Volume Weighted Growth
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 2015	AADT 2040	Annual Growth(%)
Rio Bravo	27225	39626	1.6%
TOTAL	29240	41666	

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Traffic Analysis

A capacity analysis of the study area intersections was conducted in accordance with the Highway Capacity Manual (HCM6) V.6. The intersection of Broadway Blvd. & Rio Bravo Blvd. was analyzed using The Highway Capacity Software (HCS), Version 8.2, because several movements had Volume to Capacity Ratios (V/Cs) greater than 1 which required a multiple period analysis of the intersection. A single period analysis was conducted on the remaining intersections using Synchro 11 (Build 11.1.2.9) modeling software. See Appendix pages A-24 thru A-87 for detailed results of the analysis. Summaries of the analysis results for the 2023 Implementation Year and 2033 Horizon Year are presented in the following table:

Executive Summary Results Table

Love's Sunport Station - Sunport Blvd./Broadway Blvd., Albuquerque, NM

				2023 Conditions		2033 Conditions		2023 Queueing			2033 Queueing		
				Level of Service (LOS) - Delay (s/vehicle)				Approaches w/			Approaches w/		
	Intersection No. / Name	Signalization	Case	AM Peak	PM Peak	AM Peak	PM Peak	V/C >1[1]	QSR>1[2]	Additional Lane Length Required (ft)	V/C >1[1]	QSR>1[2]	Additional Lane Length Required (ft)
Single Period Analysis Using Synchro 11	1: Broadway Blvd. & Woodward Rd./Sunport Blvd.	Signalized	NO BUILD	C - 25.4	C - 22.1	C - 28.7	C - 27.3			0			0
			BUILD	C - 25.7	C - 24.3	C - 34.7	C - 32.3			0			0
	2: Arno St. & Sunport Blvd.	Unsignalized	NO BUILD	B-13.2	C-16.2	B-14.2	C-18.4			0			0
			BUILD	B-11.9	B-15.4	B-12.6	B-18.0			0			0
	3: Sunport Blvd. & I-25 SB Ramp	Signalized	NO BUILD	B - 14.3	B - 14.2	B - 16.3	B - 15.3			0			0
			BUILD	B - 13.7	B - 14.3	B - 13.3	B - 15.2			0			0
	4 - Sunport Blvd. & I-25 NB Ramp	Signalized	NO BUILD	B - 18.2	B - 19.4	B - 12.5	B - 18.9			0			0
			BUILD	B - 13.7	B - 19.0	B - 16.2	B - 18.4			0			0
	5: Arno St. & Driveway 'A'	Unsignalized	NO BUILD	-	-	-	-			0			0
			BUILD	A-0.0	A-0.0	A-0.0	A-0.0			0			0
	6: Arno St. & Driveway 'A'	Unsignalized	NO BUILD	-	-	-	-			0			0
			BUILD	A-9.2	A-9.2	A-9.2	A-9.2			0			0
	7 - Broadway Blvd. & Driveway 'C'	Unsignalized	NO BUILD	-	-	-	-			0			0
			BUILD	C-16.2	B-12.3	B-16.8	B-12.5			0			0
	8: Broadway Blvd. & Driveway 'D'	Unsignalized	NO BUILD	-	-	-	-			0			0
			BUILD	D-27.3	B-12.3	C-21.1	C-23.6			0			0
Muliple Period Analysis Using HCS 7	9: Rio Bravo Blvd. & Broadway Blvd. Multiple Period Analysis	Signalized	NO BUILD	C-33.9	C-33.2	D-40.9	F-76.0			0	NBL	NBR	80
												SBL	59*
												SBR	128*
			BUILD	C-34.1	C - 33.6	D-41.1	F-82.0			0	NBL	NBR	167*
												SBL	56
												SBR	94

1. V/C = Volume to Capacity Ratio

2. QSR = Queue Storage Ratio

* CONDITION WITH MOST ADDITIONAL LANE LENGTH REQUIRED FOR MOVEMENT

3/20/2023

Auxillary Lane Warrant Analysis

Auxiliary Lane Warrant Analysis was conducted for the driveway intersections and the Broadway & Arno St. intersection. Analysis for the Arno St. intersections was performed using the City of Albuquerque DPM criteria. Analysis of the driveways on Broadway Blvd. were performed using the NMDOT Auxiliary Lane Warrant Analysis criteria. Below is a summary of the results.

Summary of Auxillary Lane Warrant Analysis

Love's Sunport Station

Access	Major Street	Speed Limit (Mph)	Left Turn Warrant					Right Turn Warrant				
			Left Turn Warrant Volume (veh/hr)[1]	Maximum Left Turn Volume (Veh/hr)	Left Turn Lane Warranted ?	Minimum Storage Length (ft)4	Minimum Left-turn Transition Length (ft)[2]	Right Turn Warrant Volume (veh/hr)[1]	Maximum Right Turn Volume (Veh/hr)	Right Turn Lane Warranted?	Minimum Storage Length (ft)[3]	Minimum Right-turn Transition Length (ft)[2]
City of Albuquerque Auxillary Lane Warrant Analysis												
Driveway 'A'	Arno St.	35	40	0	No		-	50	61	Yes	240	300/150
Driveway 'B'	Arno St.	35	40	0	No		-	50	33	No		-
Arno St.[6]	Sunport Blvd.	35	40	51	Yes	50	300/150	50	41	No	-	-
NMDOT Auxillary Lane Warrant Analysis[5]												
Driveway 'C'	Broadway Blvd.	35	9999	3	No		-	-	-	No		-
Driveway 'D'	Broadway Blvd.	35	1	78	Yes	250	8:1 Taper	1	106	Yes	230	8:1 Taper

1. City of Albuquerque DPM, Table 7.4.67
2. City of Albuquerque DPM, Table 7.4.70
3. City of Albuquerque DPM, Table 7.4.68
4. Storage Length based on maximum 2033 left-turn queue length
5. See NMDOT Auxillary Lane Warrant Analysis in Appendix pages A- thru A-.
6. Construction plans for the new Sunport Blvd. extention show a 150-ft left-turn lane plus a 300/150 transition

A summary of the impacts and recommendations based on the results of the analysis, are stated below.

Summary of Impacts

Intersection 1 - Woodward Rd./Sunport Blvd. & Broadway Blvd. (Signalized, Existing w/ Major Modifications)

- **2023 LOS Analysis** of Intersection 1 demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. LOS remains at C or better for all movements in the intersection. Intersection LOS remains at LOS=C for the NO BUILD and BUILD conditions with less than 2 seconds per vehicle increase in delays. LOS for each movement is C or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions.
- **2033 LOS Analysis** of Intersection 1 demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. LOS remains at C or better for all movements in the intersection. Intersection LOS remains at LOS=C for the NO BUILD and BUILD conditions with less than 6 seconds per vehicle increase in delays. LOS for each movement is D or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions.
- **2023 and 2033 Queueing Analysis** demonstrates that based on the geometry of the intersection presented on the Sunport Blvd. Extension construction plans, no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

Intersection 2 - Sunport Blvd. & Arno St. (Unsignalized, Currently Under Construction)

- **2023 and 2033 LOS Analysis** of this intersection demonstrates that the proposed Love's Sunport Station will not significantly impact the LOS or delays at this intersection. In fact, intersection delays decrease with additional traffic from the development because in the weighted average calculation for delays, traffic is being introduced to movements with LOS=A, thereby improving the overall delay of the intersection.
- **2023 and 2033 Queueing Analysis** demonstrates that based on the geometry of the intersection presented on the Sunport Blvd. Extension construction plans, no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.
- **City of Albuquerque Deceleration Lane Warrant Analysis** shows that a westbound left-turn lane with 50-ft of queueing capacity and a 300/150 transition is warranted at this intersection, however, Sunport Blvd. Extension construction plans show a westbound left-turn lane with 150-ft of capacity so no additional capacity is required on the part of the development.

Intersections 3 & 4 - Sunport Blvd. & I-25 NB & SB Ramp Intersections (Signalized, Existing w/ Major Modifications)

- **2023 and 2033 LOS Analysis** of these intersections demonstrate that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. Intersection LOS remains at LOS=C for the NO BUILD and BUILD conditions with less than 2 seconds per vehicle increase in average control delays. LOS for each movement is C or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions. In fact, for 2033 intersection delays decrease with additional traffic from the development because in

the weighted average calculation for delays, traffic is being introduced to movements with LOS=A, thereby improving the overall delay of the intersection.

- **2023 and 2033 Queueing Analysis** demonstrates that based on the geometry of the intersections presented on the Sunport Blvd. Extension construction plans, no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

Intersection 5 (Enter ONLY) - Driveway 'A' & Arno St. (Unsignalized, Proposed)

- **2023 and 2033 LOS Analysis** of this intersection demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. Intersection LOS is LOS=A for the BUILD conditions.
- **2023 and 2033 Queueing Analysis** demonstrates that no additional queueing capacity is required at this intersection. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.
- **City of Albuquerque Deceleration Lane Warrant Analysis** shows that a southbound right-turn lane 240-ft long including a 300/150 transition is warranted at this intersection, however, since Arno St. South is a dead-end roadway that only services the Love's Sunport Station, no deceleration lane is recommended.

Intersection 6 (FULL ACCESS) - Driveway 'B' & Arno (Unsignalized, Proposed)

- **2023 and 2033 LOS Analysis** of this intersection demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. Intersection LOS is LOS=A for the BUILD conditions.
- **2023 and 2033 Queueing Analysis** demonstrates that no additional queueing capacity is required at this intersection. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.
- **City of Albuquerque Deceleration Lane Warrant Analysis** shows that no deceleration lanes are warranted at this intersection.

Intersection 7 (Right-in/Right-out Only) - Driveway 'C' Broadway Blvd.

- **2023 and 2033 LOS Analysis** of these intersections demonstrate that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. Intersection LOS remains at LOS=C for the NO BUILD and BUILD conditions with less than 2 seconds per vehicle increase in delays. LOS for each movement is C or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions.
- **2023 and 2033 Queueing Analysis** demonstrates that no additional queueing capacity is required at these intersections. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.
- **NMDOT Deceleration Lane Warrant Analysis** shows that no turn lanes are warranted at Driveway 'C'.

Intersection 8 (Full Access) - Driveway 'D' & Broadway Blvd. (Unsignalized, Proposed)

- **2023 and 2033 LOS Analysis** of these intersections demonstrate that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. LOS=C for the intersection and LOS=C or better for all movements in the intersection.

- **2023 and 2033 Queueing Analysis** demonstrates that no additional queueing capacity is required at these intersections. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.
- **NMDOT Deceleration Lane Warrant Analysis** shows that a southbound left-turn lane, 250-ft long plus an 8:1 taper transition and a northbound right-turn lane, 230-ft long (including transition) are warranted at the Driveway 'D' Intersection.

Intersection 9 Rio Bravo Bld. & Broadway Blvd. (Signalized, Existing)

- **2023 LOS Analysis** of this intersections demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions; LOS remains the same for the NO BUILD and BUILD conditions. LOS also remains the same for all movements in the intersection. The eastbound left turn movement has LOS=E for the NO BUILD and BUILD conditions but this an existing problem not made significantly worse by traffic from the development, so no mitigation is recommended.
- **2033 LOS Analysis** of this intersections demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions; LOS and delays remain the same for the NO BUILD and BUILD conditions. Based on the analysis, by 2033 conditions at the intersection degrade significantly especially during the PM peak hour. LOS for EBL, EBT, WBL, WBR and NBT movements are LOS=E or F but this an existing problem not made significantly worse by the development, so no mitigation is recommended by the development.
- **2023 and 2033 Queueing Analysis** demonstrates that additional queueing capacity is required at this intersection for most of the turn lanes by 2033. V/C ratios (a measure of congestion) are less than 1 for all movements except for the NBL in 2033. Lane capacities are less than calculated queues for the EBL, NBR, SBL, and SBR turn lanes. But these are existing problems not made significantly worse by the development so no mitigation is recommended by the development.

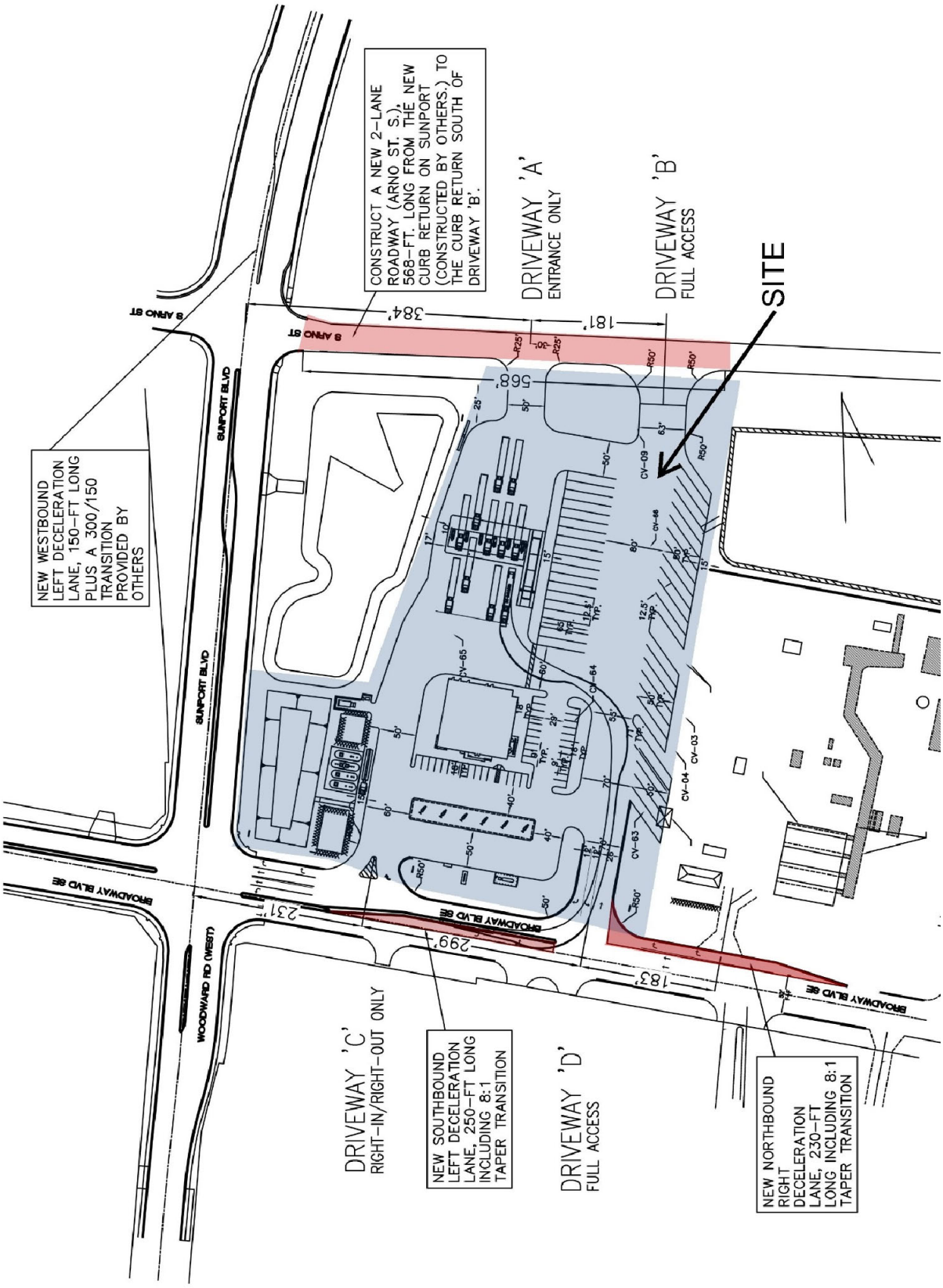
Access Spacing

All driveways meet the minimum access spacing requirements of the COA and the NMDOT except Driveway 'C', however, this is an existing driveway which has been reconstructed as a full-access driveway this year by NMDOT as part of the Sunport Blvd. Extension Project (NM Project NO. A300160). Also, the Love's Sunport Station project is proposing to improve safety at this access intersection by converting it from a full-Access driveway to a restricted access driveway, thereby significantly reducing the number of conflict points. Additionally, Driveway "C" provides for separation of passenger car vehicles from heavy commercial vehicles to a large degree, thus improving safety of the project.

In summary, the proposed Love's Sunport Station will have minimal adverse impact to the adjacent transportation system provided the recommendations below are implemented.

Recommendations (See Site Plan on the following page)

1. **Arno St. S.**
   Construct Arno St. S. as a dead-end asphalt paved 2-lane roadway, at least 568-ft long, from the new curb return on Sunport Blvd. south to the curb return south of Driveway 'B' in accordance with the City of Albuquerque construction standards.
2. **Driveway "A"**
   a) Driveway "A" should be designed and constructed as an unsignalized enter-only access with one entering lane.
   b) Driveway 'A' should be designed to accommodate WB-60 trucks.
3. **Driveway "B"**
   a) Driveway 'B' should be designed as an unsignalized full access driveway with at least one entering lane and one exiting lane.
   b) Onsite queue storage at Driveway "C" should be at least 100 feet long. (150 feet preferrable to provide some buffer).
   c) Driveway 'B' should be designed to accommodate WB-60 trucks.
4. **Driveway 'C'**
   a) Driveway "C" should be designed and constructed as an unsignalized right-in/right-out only access with one entering lane and one exiting lane.
   b) Onsite queue storage at Driveway "C" should be at least 100 feet long. (150 feet preferrable to provide some buffer).
   c) Driveway 'C' should be designed to accommodate WB-60 trucks.
5. **Driveway 'D'**
   a) Driveway "D" should be designed and constructed as an unsignalized full access driveway with one entering lane and two exiting lanes.
   b) Construct a new southbound left-turn deceleration lane at least 250-ft long including an 8:1 transition taper.
   c) Construct a new northbound right-turn deceleration lane at least 230-ft long including an 8:1 transition taper.
   d) Onsite queue storage at Driveway "D" should be at least 100 feet long. (150 feet preferrable to provide some buffer).
   e) Driveway 'D' should be designed to accommodate WB-60 trucks.
6. The developer shall coordinate site plan development and roadway design with COA. Once a project CPN number is assigned by the COA, it will be sent to the appropriate parties.


CONSTRUCT A NEW 2-LANE ROADWAY (ARNO ST. S.), 568-FT. LONG FROM THE NEW CURB RETURN ON SUNPORT (CONSTRUCTED BY OTHERS.) TO THE CURB RETURN SOUTH OF DRIVEWAY 'B'.
DRIVEWAY 'A'
ENTRANCE ONLY
DRIVEWAY 'B'
FULL ACCESS
SITE
NEW WESTBOUND LEFT DECELERATION LANE, 150-FT LONG PLUS A 300/150 TRANSITION PROVIDED BY OTHERS
DRIVEWAY 'C'
RIGHT-IN/RIGHT-OUT ONLY
NEW SOUTHBOUND LEFT DECELERATION LANE, 250-FT LONG INCLUDING 8:1 TAPER TRANSITION
DRIVEWAY 'D'
FULL ACCESS
NEW NORTHBOUND RIGHT DECELERATION LANE, 230-FT LONG INCLUDING 8:1 TAPER TRANSITION
S ARNO ST
SUNPORT BLVD
BROADWAY BLVD SE
WOODWARD RD (WEST)
384'
181'
568'
231'
299'
183'

Love's Sunport Station
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Traffic Impact Study

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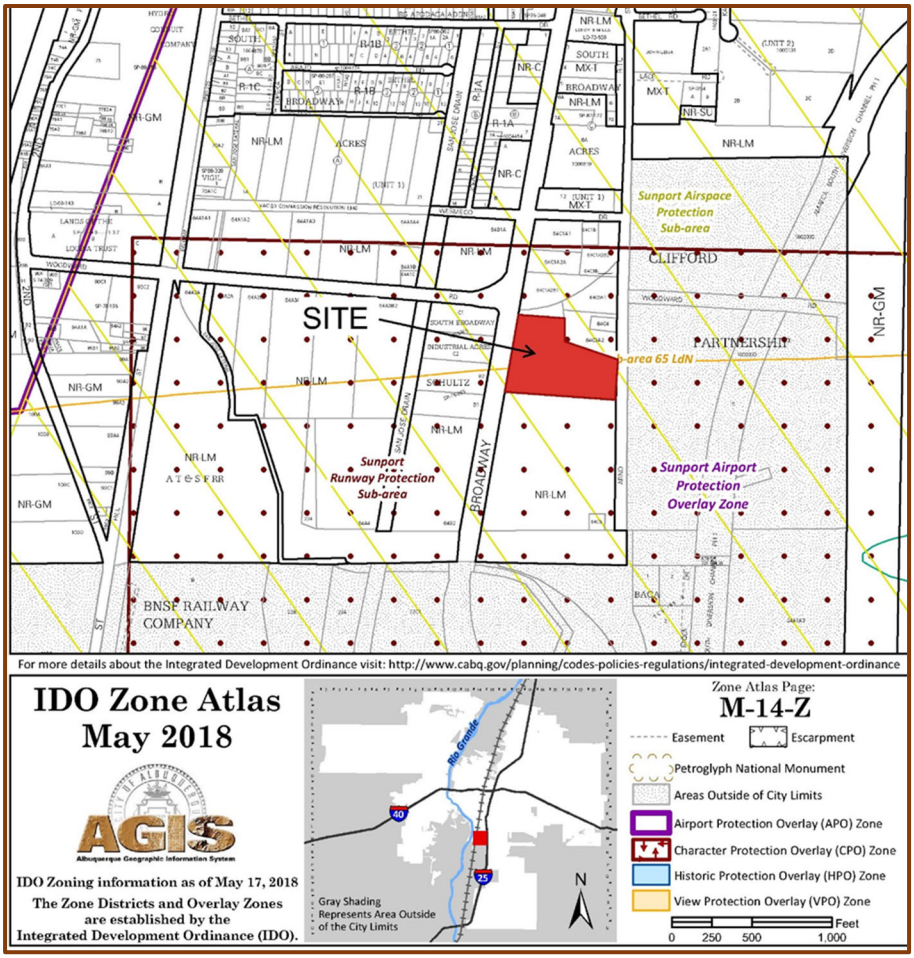
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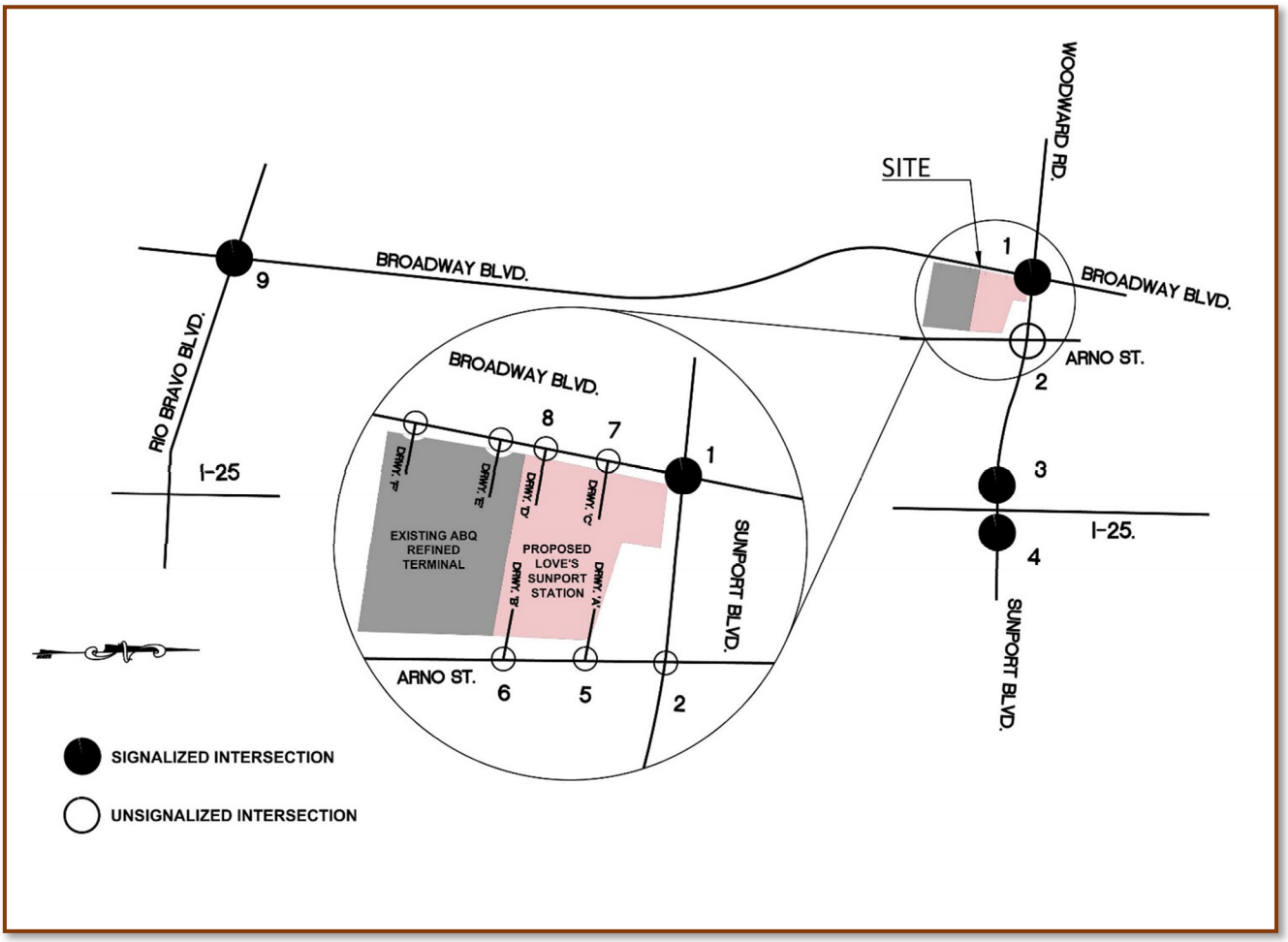
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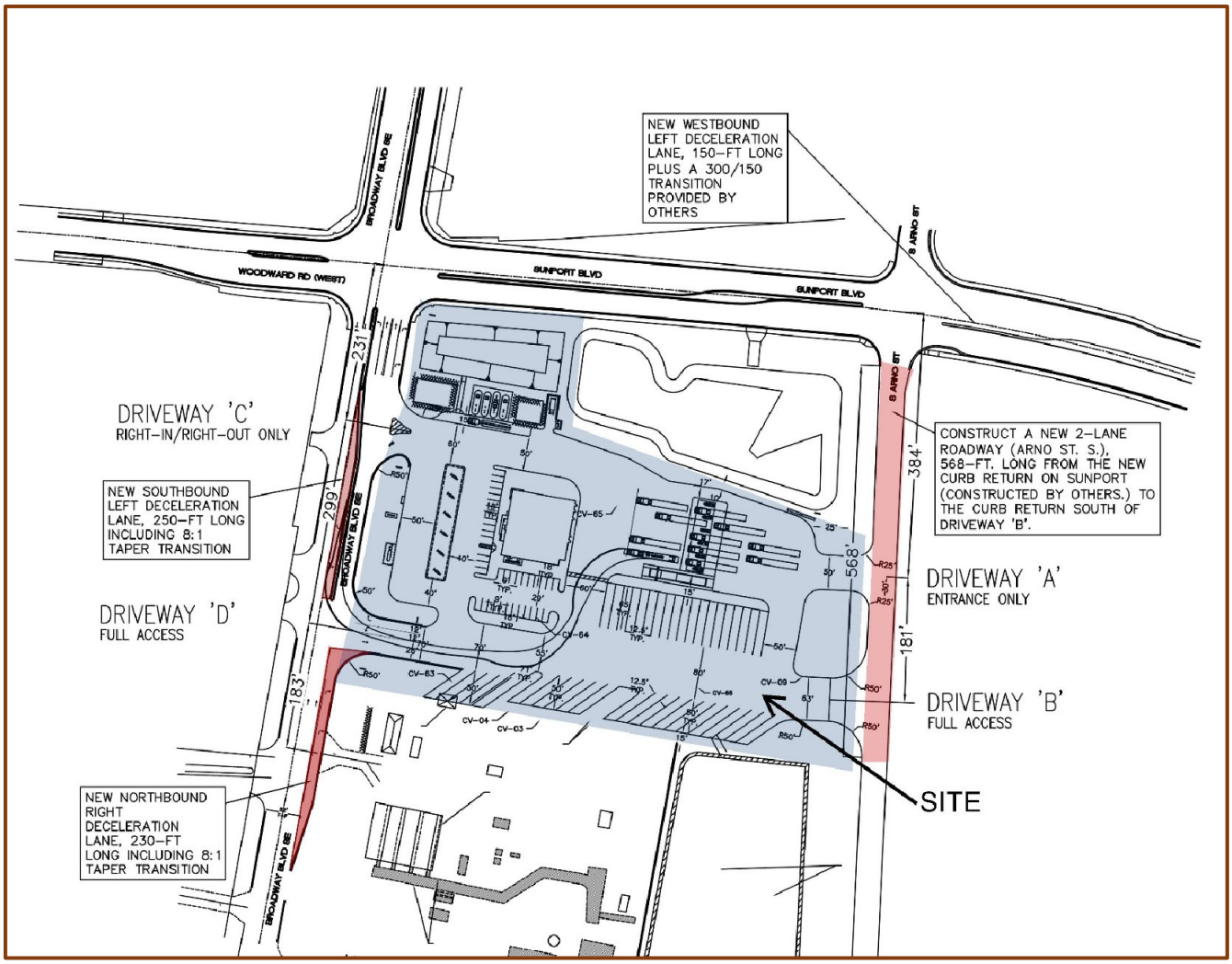
The study area includes the nine intersections listed below and shown on the following map:

1. Woodward Rd./Sunport Blvd. & Broadway Blvd. (Signalized, Existing)
2. Sunport Blvd. & Arno Rd. (Unsignalized, Under Construction)
3. Sunport Blvd. & I-25 SB Ramp
4. Sunport Blvd. & I-25 NB Ramp
5. Driveway 'A' & Arno St. (Unsignalized, Proposed)
6. Driveway 'B' & Arno St. (Unsignalized, Proposed)
7. Driveway 'C' & Broadway (Unsignalized, Existing)
8. Driveway 'D' & Broadway Blvd. (Unsignalized, Existing
9. Rio Bravo Blvd. & Broadway Blvd. (Signalized, Existing)



Development Description

The proposed project is to be developed as Convenience Market / Gas Station (ITE Land Use 945) w/17 fueling positions and 8725 square feet of floor area. The land for the project is currently developed and the study area is mostly developed. There are two proposed access driveways (Driveway 'A and' Driveway 'B') and two existing driveways (Driveway 'C' and Driveway 'D'). Driveway 'A' is to be entrance-only access located on the west side of Arno St. 384-feet south of Sunport Blvd.(centerline to centerline). Driveway 'B' is a proposed full access unsignalized driveway 181-ft south of Driveway 'A' on Arno St. Driveway 'C' is to be a right-in/right-out access along the east side of Broadway Blvd., 231-feet south of Sunport Blvd. (centerline to centerline). Driveway 'D' is to be a full-access driveway along the east side of Broadway Blvd. 299-feet south of Driveway 'C'. The proposed site plan, with the access points identified, is shown below. The full site plan is in Appendix pg. A-2.



Site Access

There are two proposed access driveways (Driveway 'A', Driveway 'B') and two existing driveways (Driveway 'C' and Driveway 'D'). Driveway 'A' is to be entrance-only access located on the west side of Arno St. 384-feet south of Sunport Blvd.(centerline to centerline). Driveway 'B' is a proposed full access unsignalized driveway 181-ft south of Driveway 'A' on Arno St. Driveway 'C' is to be a right-in/right-out access along the east side of Broadway Blvd., 231-feet south of Sunport Blvd. (centerline to centerline). Driveway 'D' is to be a full-access driveway along the east side of Broadway Blvd., 299-feet south of Driveway 'C'. See Site Plan on page 4.

Development Phasing and Timing

The development will be built in one phase. The anticipated implementation year for this project is 2023. The horizon year is 2033.

Trips Generated by the project: According to the Institute of Traffic Engineers Trip Generation Manual, 11th Edition, the project is anticipated to generate 134 new entering trips and 134 new exiting trips during the weekday AM Peak Hour period and 114 new entering trips and 114 new exiting trips during the PM Peak Hour period. A 50%pass-by trip rate reduction is included in the trips generated. These trips and pass-by rates were agreed to in the scoping meeting for the project. The percentage of Trucks along Broadway Blvd. and Sunport Blvd. is assumed to be 20%. The percentage of Trucks along Rio Bravo is assumed to be 10%. The percentage of trucks Entering Driveways B, C, and D is assumed to be 30%. The percent of trucks Entering Driveway A is assumed to be 80%. Exiting trips are assumed to be 50% trucks at all driveways.

Study Area Conditions

Land Use and Intensity

The land for the project is currently 80% developed as an industrial site and the study area is approximately 75% developed. The parcel will be 100% developed as a retail site when the proposed project is complete. The parcel is currently zoned NR-LM, Non-Residential, Light Manufacturing according to City of Albuquerque Zoning Maps. There are also three Airport Protection Overlay Zones over the site as listed below. See Zone Atlas Map on page 2.

Zone Districts	COA Subsection
Albuquerque International Sunport / Air Space Protection Sub-area	14-16-3-3(B)(1)(a)
Albuquerque International Sunport / Runway Protection Sub-area	14-16-3-3(B)(2)(a)
Albuquerque International Sunport / Noise Contour Sub-area	14-16-3-3(B)(3)(a)

Other Planned or Approved Development and Transportation Improvements

There are no other recent or planned developments in the study area, however, there is a major transportation project. The new Sunport Blvd. Extension project is currently under construction. The project involves creating an extension of Sunport Blvd. from the I-25 southbound ramp west to Broadway Blvd., extending the southbound left-turn lane on Broadway Blvd. and modifying the median on Broadway Blvd. south of Sunport Blvd. Existing lane geometries and traffic volumes are based on the completed project construction plans. See Appendix pages A-95 thru A-116 for the Permanent Signing and Striping plans for the project.

Site Accessibility

The site is accessible from the east side of Broadway Blvd. and the south side of Sunport Blvd.

Existing and Future Area Roadways and Bikeways

Sunport Blvd. is classified a **Regional Principal Arterial** roadway on the Mid-Region Council of Governments Long Range Roadway System map that currently runs east-west from I-25 to the Albuquerque International Sunport. The new Sunport Blvd. Extension Project will extend Sunport Blvd. west from I-25 to Broadway Blvd. East of I-25, it is a six-lane roadway with a raised divided median, curbs, and gutters but no pedestrian facilities or bike lanes. West of I-25, construction plans show it as a 2-lane roadway with a raised divided median, curbs, gutters, barrier protected bike lanes on the north and south sides but no sidewalks. The posted speed limit is 35-mph. West of Broadway Blvd. Sunport becomes Woodward Rd.

Woodward Rd. is classified a **Minor Collector** roadway on the Mid-Region Council of Governments Long Range Roadway System map that runs east-west from 2nd Street to Broadway Blvd. It is a two-lane roadway with a center two-way left turn lane, curbs, and gutters, sidewalks, and bikes lanes. The posted speed limit is 35-mph. East of Broadway Blvd. Woodward Rd. becomes Sunport Blvd.

Broadway Blvd. is classified as a **Regional Principal Arterial** roadway on the Mid-Region Council of Governments Long Range Roadway System map that runs north-south. It is a four-lane roadway with no median, curbs, or gutters except in the vicinity of the Sunport Blvd. intersection where construction plans show a raised median, curbs, and gutters. There are no sidewalks or bike lanes existing or shown on the Sunport Blvd. Extension construction plans although 2040 Long-Range Bikeway System Plans show a proposed on-street bike lane. The posted speed limit is 35-mph in the vicinity of the project which increases to 55 mph approximately 1-mile south of the project.

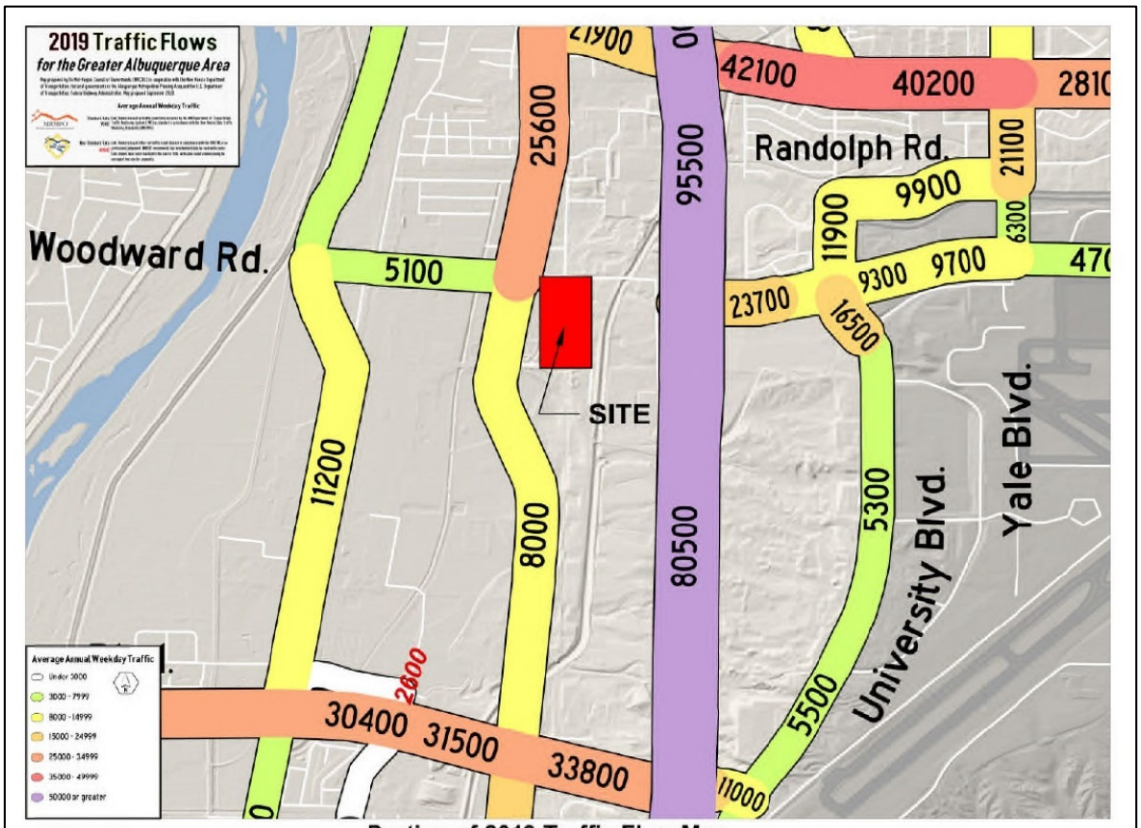
Rio Bravo Blvd. is classified as a **Regional Principal Arterial** roadway on the Mid-Region Council of Governments Long Range Roadway System map that runs east-west from I-25 to Coors Blvd. It is a six-lane roadway with raised median, curbs, and gutters. There are no sidewalks but there are on-street bike lanes on both approaches. The posted speed limit is 45-mph.

Arno St. is classified a **local unclassified** roadway on the Mid-Region Council of Governments Long Range Roadway System map. Arno St. South is currently platted but not constructed south of Sunport

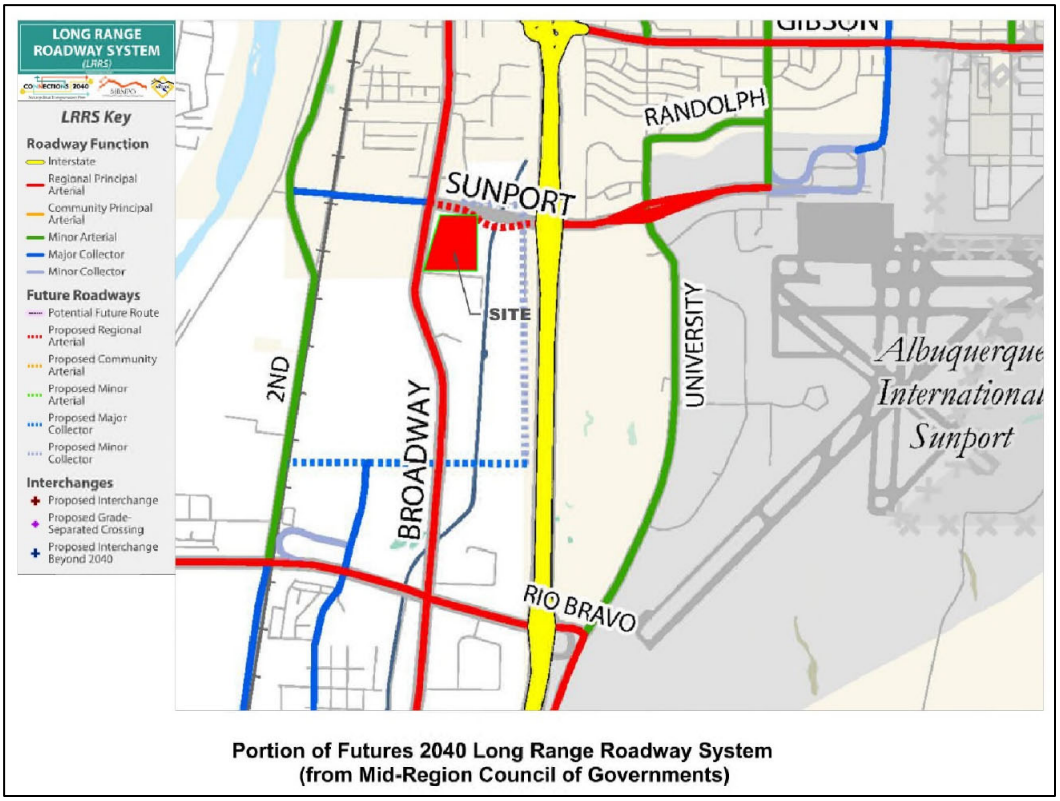
Blvd. The Love's Sunport Station Development will extend Arno St. from Driveway 'B' to Sunport Blvd. It will be constructed as dead-end two-lane roadway with no curbs, gutters, sidewalks, or bikes lanes. The posted speed limit will be 35-mph.

All existing intersections in the study area have adequate **lighting**.

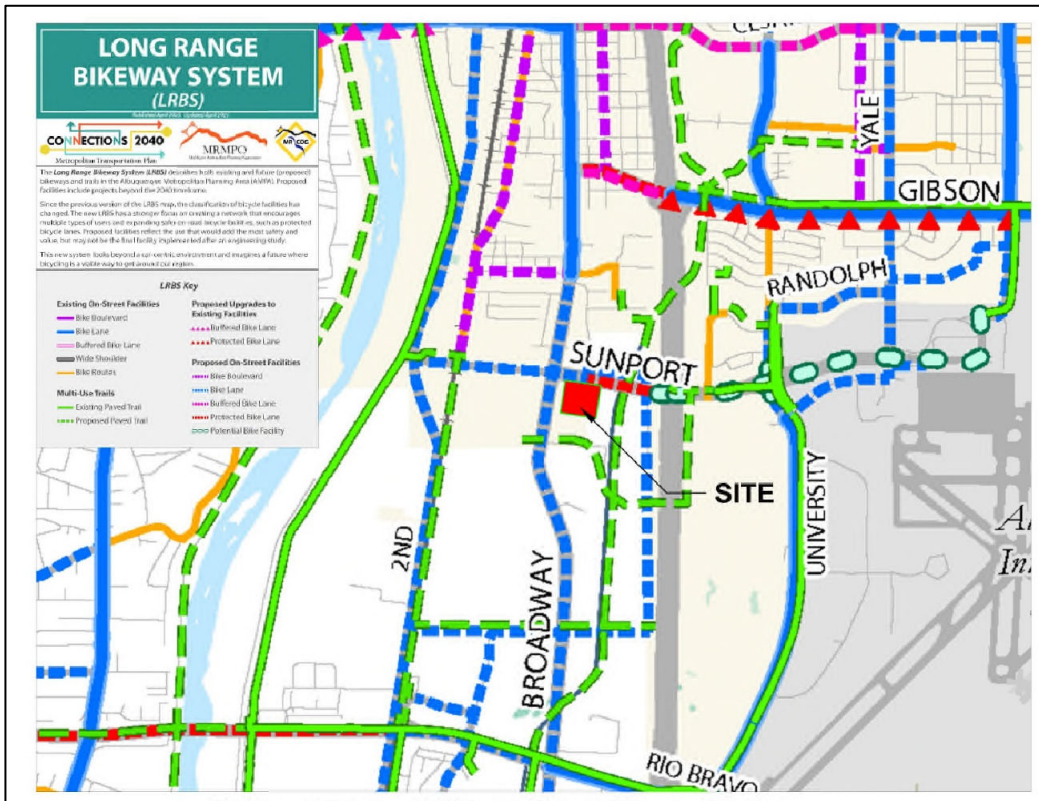
Following are portions of the following regional transportation maps for more information. These include the 2019 Traffic Flow Map, Futures 2040 Long Range Roadway System, and Futures 2040 Long Range Bikeway System Map. As shown on the Futures 2040 Long Range Bikeway System Map, a bike lane is proposed along Woodward Rd./Sunport Blvd. and Broadway Blvd. fronting the project. Current construction plans have included bike lanes along Sunport Blvd., but no bike lanes are planned for Broadway Blvd.



Portion of 2019 Traffic Flow Map
(from Mid-Region Council of Governments)



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



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

Analysis of Existing Conditions

Since the implementation year (2023) is the year of this study, no analysis of existing conditions was performed.

Analysis of Implementation Year and Horizon Year Conditions

Traffic Counts

As agreed in the scoping meeting for the project**, Base traffic volumes** along Woodward Rd./Sunport Blvd. and Broadway Blvd. are based on 2022 traffic volumes published in the Traffic Volume Forecasts related to the Sunport Blvd. Extension project prepared by AECOM for Bernalillo County on November, 2017 (See Appendix pages A-88 thru A-90). New traffic counts were not collected due to extended construction activity on these roadways and significant geometric modifications to the existing infrastructure. Base volumes for the thru traffic at the driveway intersections were extrapolated from the forecasted volumes at the Sunport & Broadway intersection. Existing traffic volumes for the Rio Bravo Blvd. & Broadway Blvd. intersection were counted in the field on January 25, 2023.

Background traffic volumes are calculated by applying historical annual background traffic growth rates to the existing traffic volumes for the implementation year. As agreed in the scoping meeting, the growth rates for the study are based on 2020 -2040 Traffic Flows (ADT) published in the AECOM report referenced above. Below is a summary of the data and calculated growth rates for each roadway in the study area.

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 2020	2040	Annual Growth(%)	Volume Weighted Growth
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 2020	2040	Annual Growth(%)	Volume Weighted Growth
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 2015	2040	Annual Growth(%)
Rio Bravo	27225	39626	1.6%
TOTAL	29240	41666	

Signal Timing

Below is a summary of the signalization characteristics of the intersections in the study area. Signal timing for each signalized intersection is optimized to 1) approximate the new adaptive signal control system on Rio Bravo and 2) model future signal timing at Broadway and the I-25 Ramp intersections when the Sunport Blvd. Extension project is complete. Since the Sunport Blvd. intersections are currently undergoing significant geometric modifications, use existing signal timing for intersections 1, 3, and 4 is not applicable for analysis.

Traffic Signal Summary Table
Love's Sunport Station

22-Mar

Intersection No.	Intersection Name	Control Type	Detection	EB/WB Lefts	NB/SB Lefts
1	Broadway Blvd. & Woodward Rd./Sunport Blvd.	Signalized	Actuated-Uncoordinated	Permissive/ Protected	Permissive/ Protected
2	Arno St. & Sunport Blvd.	Unsignalized/ Two-way Stop	-	-	-
3	Sunport Blvd. & I-25 SB Ramp	Signalized	Actuated-Coordinated	Permissive/ Protected	Protected
4	Sunport Blvd. & I-25 NB Ramp	Signalized	Actuated-Coordinated	Permissive/ Protected	Permitted
5	Arno St. & Driveway 'A'	Unsignalized/ Two-way Stop	-	-	-
6	Arno St. & Driveway 'B'	Unsignalized/ Two-way Stop	-	-	-
7	Broadway Blvd. & Driveway 'C'	Unsignalized/ Two-way Stop	-	-	-
8	Broadway Blvd. & Driveway 'D'	Unsignalized/ Two-way Stop	-	-	-
9	Rio Bravo Blvd. & Broadway Blvd.	Signalized	Coordinated Addaptive Signal Control System	Protected	Permissive/ Protected

Summary of Assumptions

The following assumptions as agreed upon in the project scoping meeting and included in the scope of work were made in preparation of this study.

1. **Base traffic volumes for intersection along Woodward Rd./Sunport Blvd. and Broadway Blvd.** are based on 2022 traffic volumes published in the Traffic Volume Forecasts related to the Sunport Blvd. Extension project prepared by AECOM for Bernalillo County on November, 2017 (See Appendix pages A-88 thru A-90). New traffic counts were not collected due to extended construction activity on these roadways and significant geometric modifications to the existing infrastructure currently underway. Base volumes for the thru traffic at the driveway intersections were extrapolated from the forecasted volumes at the Sunport & Broadway intersection.
2. **Base traffic volumes for the Rio Bravo Blvd. & Broadway Blvd.** intersection were counted in the field on January 25, 2023.
3. **Trip Generation traffic volumes** are based on site plan provided by the developer or developer's representative (square footage of building proposed and other land uses on site as defined on site plan.) and ITE Trip Generation Data from the 11th Edition.
4. **Trip Distribution and Trip Assignments** of the newly generated traffic are based on interpolated 2016 and 2040 Socioeconomic Forecasts by Data Analysis Subzones (DASZ) for the Mid-Region of

New Mexico as published by the Mid-Region Council of Governments (MRCOG). (Population-2-mile radius.

5. AM (7:00am to 9:00am) and PM (4:00pm to 6:00pm) Peak Hour analyses are performed.
6. **Signal timing** for each signalized intersection is optimized to 1) approximate the new adaptive signal control system on Rio Bravo and 2) model future signal timing at Broadway and the I-25 Ramp intersections when the Sunport Blvd. Extension project is complete.
7. **Background traffic volumes** are calculated by applying historical annual background traffic growth rates to the base traffic volumes for the implementation year. The growth rates for the study are based on 2020 -2040 Traffic Flows (ADT) published in the AECOM report referenced above.

Level of Service (LOS)

According to the City of Albuquerque, Design Process Manual (DPM), LOS standards are defined by Access Category. Table 7.5.89 identifies the minimum acceptable LOS standards according to Functional Classification & Roadway Type and City of Albuquerque's ABC Comp Plan Type (see below). Because Broadway Blvd. and Sunport Blvd., in the vicinity of the project, are outside of defined center, intersections along these corridors must have a LOS=D or better or mitigated to maintain the LOS at base (NO BUILD) condition levels.

TABLE 7.5.88 **Desired LOS by Location and Corridor Type**

Functional Classification & Roadway Type	ABC Comp Plan Center Type						
	Transit Station Area	Downtown	Urban Center	Activity Center	Village Center	Employment Center	Outside Center
Premium Transit	E-F	E-F	E-F	E-F	E-F	E-F	E-F
Major Transit	E	E-F	E	E	D-E	D-E	D-E
Multi-modal	E	E	E	E	D-E	D-E	D-E
Commuter	E	E	D-E	D-E	D-E	D-E	D
Other Arterial	E	E	E	D-E	D-E	D-E	D
Minor Arterial	E	E	D-E	D-E	D-E	D	D
Collector	E	D-E	D	D	C-D	C-D	C-D

According to the NMDOT State Highway Access Management Requirements, LOS standards are defined by Access Category. Table 15.C-1 identifies the minimum acceptable LOS standards by access category and facility type (see below). Level of service (LOS) F shall not be accepted for individual movements.

Table 15.C-1
Minimum Acceptable Level of Service Standards

Facility Type [1]	Access Categories (see Sub-Section 10.D)							
	UINT	UPA	UMA	UCOL	RINT	RPA	RMA	RCOL
Freeway Sections	D	-	-	-	C	-	-	-
Ramp Junctions	D	- [2]	- [2]	- [2]	C	- [2]	- [2]	- [2]
Weaving Areas	D	- [2]	- [2]	- [2]	C	- [2]	- [2]	- [2]
Multi-lane Highways	-	D	D	C	-	C	C	B
Two-Lane Highways	-	D	D	C	-	C	C	B
Signalized Intersections	-	D	D	D	-	C	C	C
Unsignalized Intersections	-	D	D	D	-	D	D	C

Notes: 1. The Facility Types are per the Highway Capacity Manual.
2. Evaluate safety and operational concerns using the best available technique.

As shown in Table 15.C-1, all urban roadways (or intersections) in the study area should have a LOS of D or better or mitigated to maintain the LOS at existing (NO BUILD) condition levels.

Traffic Projections

As agreed in the scoping meeting, the growth rates for the study are based on 2020 -2040 Traffic Flows (ADT) published in the AECOM report referenced above. The table on the following page is a summary of the data and calculated growth rates for each roadway in the study area.

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 2020	AADT 2040	Annual Growth(%)	Volume Weighted Growth
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 2020	AADT 2040	Annual Growth(%)	Volume Weighted Growth
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 2015	AADT 2040	Annual Growth(%)
Rio Bravo	27225	39626	1.6%
TOTAL	29240	41666	

Base Traffic Volumes

As agreed in the scoping meeting for the project**, Base traffic volumes** along Woodward Rd./Sunport Blvd. and Broadway Blvd. are based on 2022 traffic volumes published in the Traffic Volume Forecasts related to the Sunport Blvd. Extension project prepared by AECOM for Bernalillo County on November, 2017 (See Appendix pages A-88 thru A-90). New traffic counts were not collected due to extended construction activity on these roadways and significant geometric modifications to the base infrastructure currently underway. Base volumes for the thru traffic at the driveway intersections were extrapolated from the forecasted volumes at the Sunport & Broadway intersection. Base traffic volumes for the Rio Bravo Blvd. & Broadway Blvd. intersection were counted in the field on January 25, 2023.

Demand Traffic Volumes

Demand volumes were calculated for Intersection 9, Rio Bravo Blvd. & Broadway. Demand volumes are a measure of the traffic volume for each approach that arrives at the intersection each 15-minute period.

Field measurements of the through volume queues are added to the traffic counts to produce the demand volumes. See the Projected Turning Movements Worksheet in Appendix pages A-92 thru A-93 for the demand volumes that were used in the analysis.

Background Traffic Volumes

Background traffic volumes are calculated by applying historical annual background traffic growth rates (see table on page 11) to the base traffic volumes for the implementation year and the horizon year.

Trips Generated by the Project

According to the Institute of Traffic Engineers Trip Generation Manual, 11th Edition, the project (Convenience Market / Gas Station with ITE Land Use 945) is anticipated to generate 134 new entering trips and 134 new exiting trips during the weekday AM Peak Hour period and 114 new entering trips and 114 new exiting trips during the PM Peak Hour period. A 50% pass-by trip rate reduction is included in the trips generated. See the table below.

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

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

USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
Summary Sheet	Units					
Convenience Store / Gas Station - GFA 5.5-10K (945)	17	5,878	269	269	229	229
Subtotal		**5,878**	**269**	**269**	**229**	**229**
Pass-By Trips	50%		*-135*	*-135*	*-115*	*-115*
Total Primary Trips			**134**	**134**	**114**	**114**

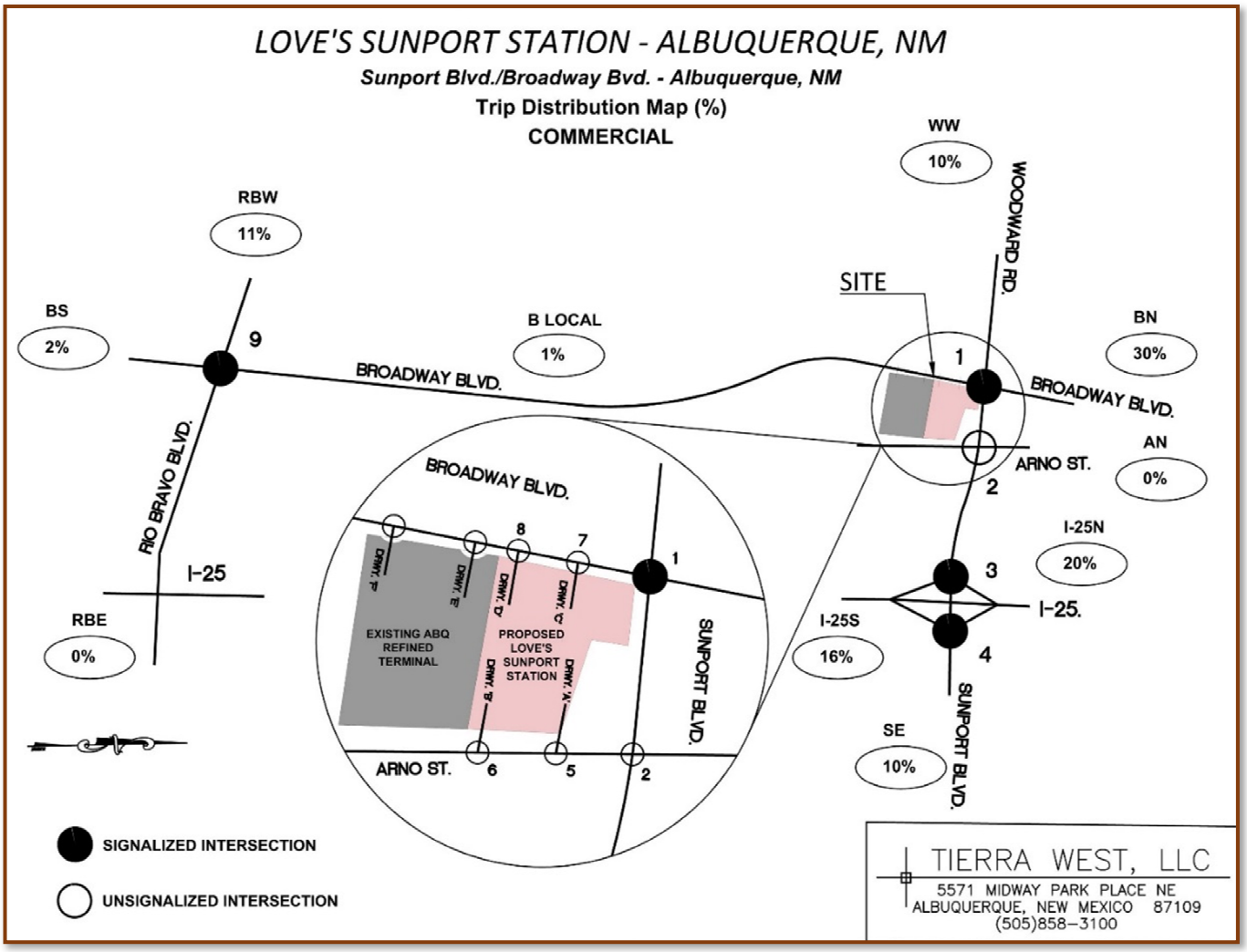
NO BUILD and BUILD Traffic Volumes

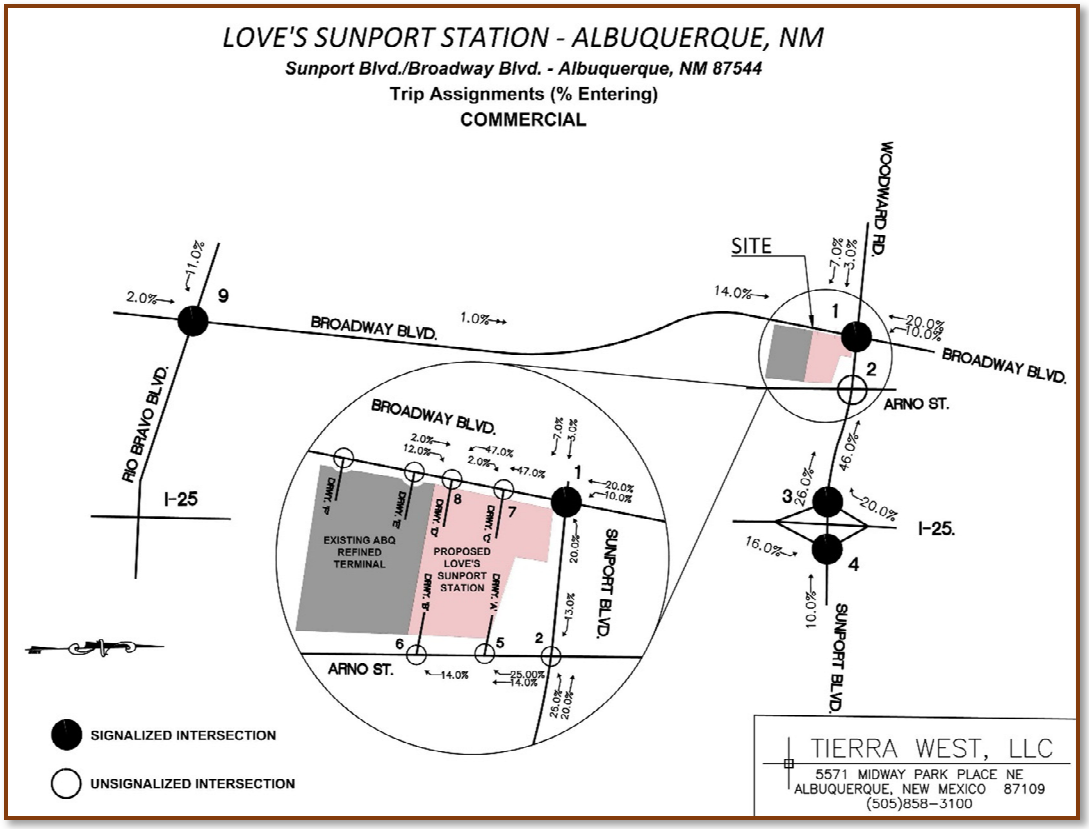
NO BUILD volumes were generated by adjusting the base volumes with the annual background traffic growth. BUILD volumes were calculated by increasing the NO BUILD volumes by the trips generated by the project. The trip assignment percentages were used to distribute the trips generated to the individual traffic movements at each intersection. The turning movement counts for the **2023 and 2033 AM and PM Peak Hour, NO BUILD, and BUILD** conditions for each movement in each intersection the study area are provided in the Appendix on Pages A-16 thru A-23.

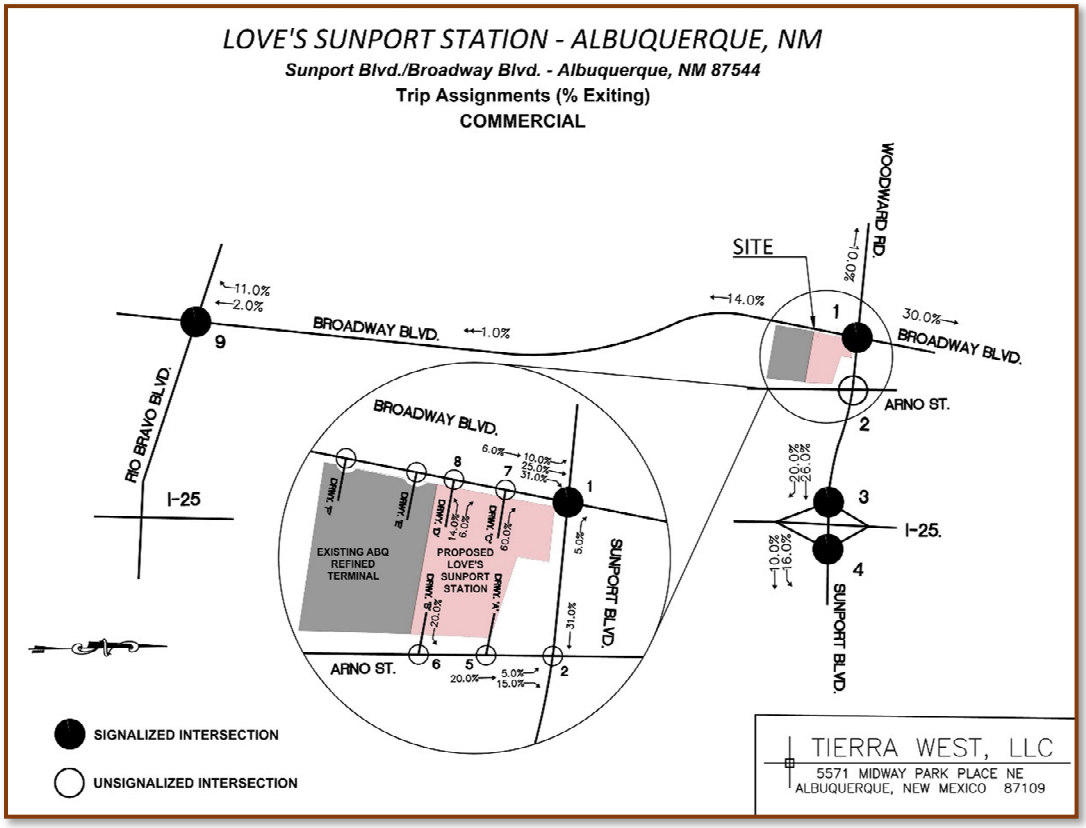
Trip Distribution and Trip Assignments

Trip Distribution and Trip Assignments of the newly generated traffic are based on interpolated 2016 and 2040 Socioeconomic Forecasts by Data Analysis Subzones (DASZ) for the Mid-Region of New Mexico as published by the Mid-Region Council of Governments (MRCOG). New Trips were distributed proportionally based on distribution of population withing a two-mile radius of the project.
(See Appendix page A-5 thru A-15).

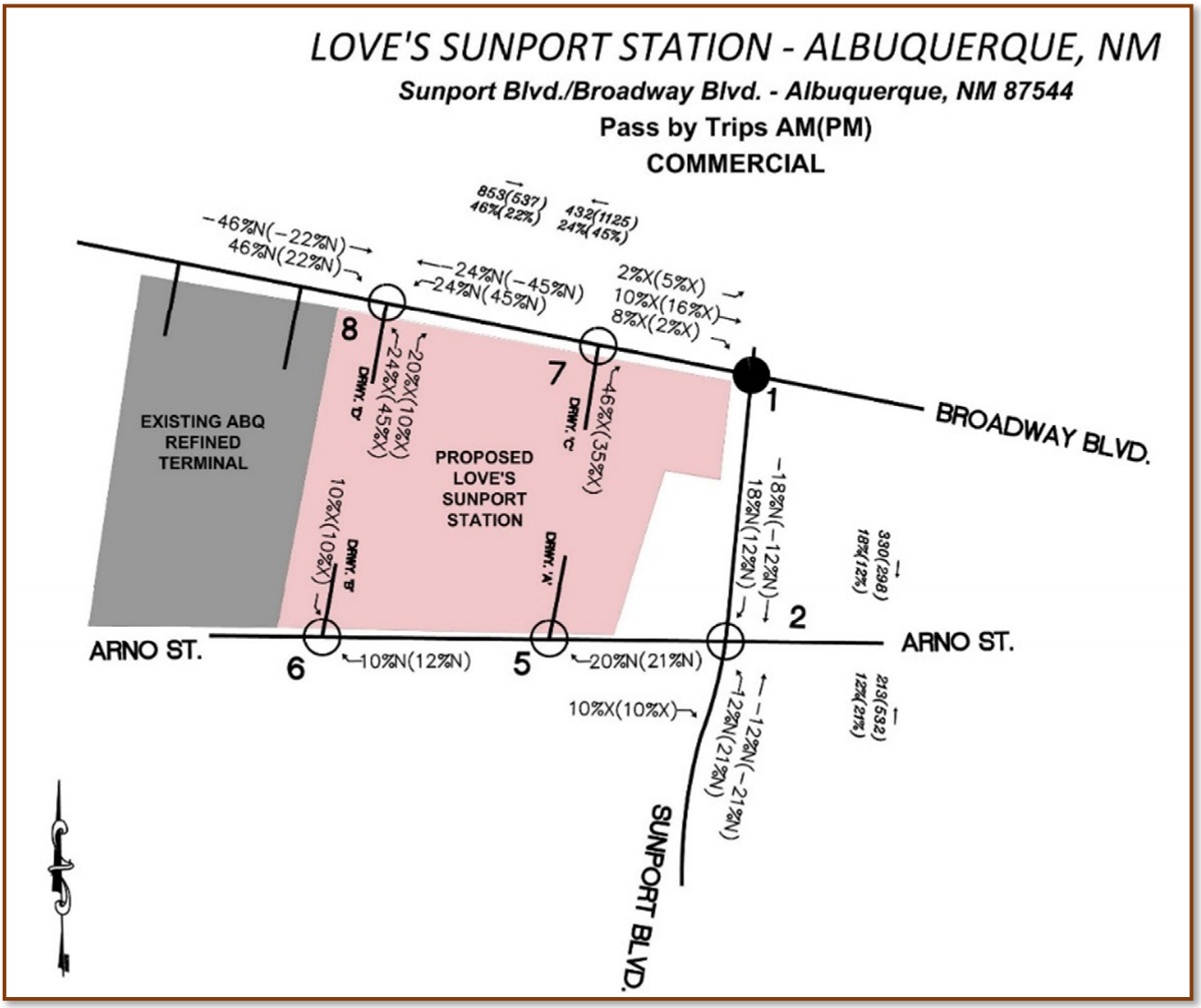
Trip assignments percentages for vehicles entering and exiting are derived from data established in the trip distribution determination process and logical routing. See the turning movement maps below for the distribution of entering and exiting traffic volumes.




LOVE'S SUNPORT STATION - ALBUQUERQUE, NM
Sunport Blvd./Broadway Blvd. - Albuquerque, NM 87544
Trip Assignments (% Entering)
COMMERCIAL
SITE
WOODWARD RD.
BROADWAY BLVD.
RIO BRAVO BLVD.
I-25
ARNO ST.
SUNPORT BLVD.
I-25.
EXISTING ABQ REFINED TERMINAL
PROPOSED LOVE'S SUNPORT STATION
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
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 (% Exiting)
COMMERCIAL
SITE
WOODWARD RD.
BROADWAY BLVD.
RIO BRAVO BLVD.
I-25
ARNO ST.
SUNPORT BLVD.
I-25.
EXISTING ABQ REFINED TERMINAL
PROPOSED LOVE'S SUNPORT STATION
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109

Pass-by Trip Percentages are the percentages of vehicles that enter the new development that currently exist as thru traffic. See the turning movement map below for the distribution of pass-by trips entering and exiting the site.



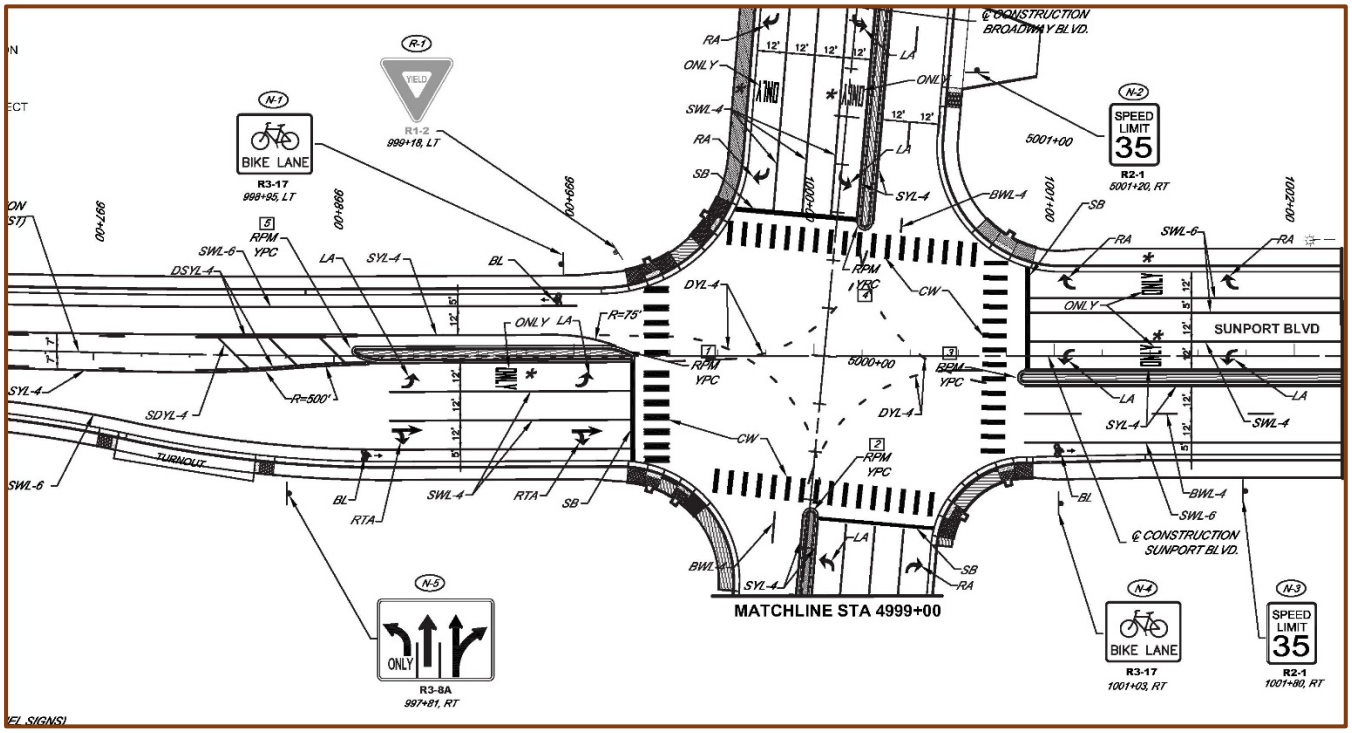
Traffic Analysis

A capacity analysis of the study area intersections was conducted in accordance with the Highway Capacity Manual (HCM6) V.6. The intersection of Broadway Blvd. & Rio Bravo Blvd. was analyzed using Highway Capacity Software (HCS), Version 8.2, because some movements had Volume to Capacity Ratios (V/Cs) greater than 1 which required a multiple period analysis of the intersection. A single period analysis was conducted on the remaining intersections using Synchro 11 (Build 11.1.2.9) modeling software. See Appendix pages A-24 thru A-87 for detailed results of the analysis. Summaries of the analysis results for the 2023 Implementation Year and 2033 Horizon Year are presented in a table on page vii of the executive summary.

The following tables and diagrams summarize the 2023 Implementation Year and 2033 Horizon Year HCM Capacity and Queueing analysis results for the intersections in the study area. Cells highlighted in Red indicate values that exceed acceptable standards. The Lanes / Volumes / Analysis Diagrams show:

1) Diagram of the transportation study area (including intersections to be evaluated)
2) AM and PM Peak Hour volumes (i.e., turning movements volumes) associated with the 2023 NO BUILD Conditions and the 2023 BUILD Conditions.
3) AM and PM Peak Hour Lane group calculated levels-of-service (A, B, C, D, E, or F)
4) Overall intersection calculated levels-of-service for the overall intersection (signalized intersections only).

INTERSECTION 1 – Woodward Rd./Sunport Blvd.(East/West) & Broadway Blvd. (North/South)
(Signalized, Existing with Future Improvements)



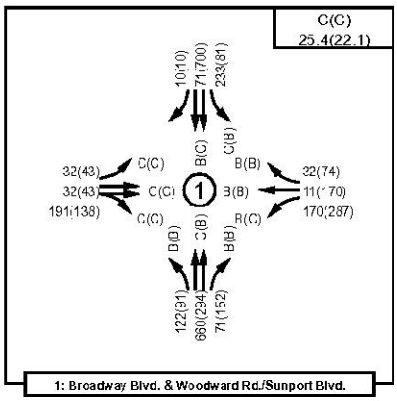
2023 LOS Analysis of Intersection 1 demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. LOS remains at C or better for all movements in the intersection. Intersection LOS remains at LOS=C for the NO BUILD and BUILD conditions with less than 2 seconds per vehicle increase in delays. LOS for each movement is C or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions.

2033 LOS Analysis of Intersection 1 demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. LOS remains at C or better for all movements in the intersection. Intersection LOS remains at LOS=C for the NO BUILD and BUILD conditions with less than 6 seconds per vehicle increase in delays. LOS for each movement is D or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions.

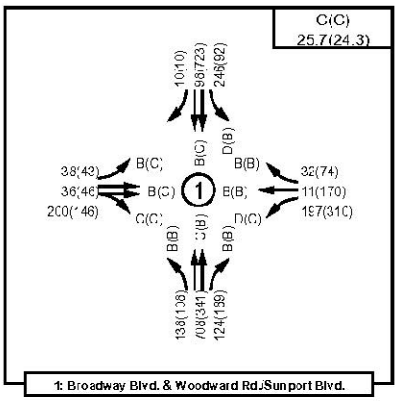
See Appendix pages A-30 thru A-39 for the HCM Synchro reports.

2023 and 2033 Queueing Analysis demonstrates that based on the geometry of the intersection presented on the Sunport Blvd. Extension construction plans, no additional queueing capacity is required at Intersection 1 and the northbound queues will not block Driveway 'C' to the south of the intersection. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

NO BUILD
2023

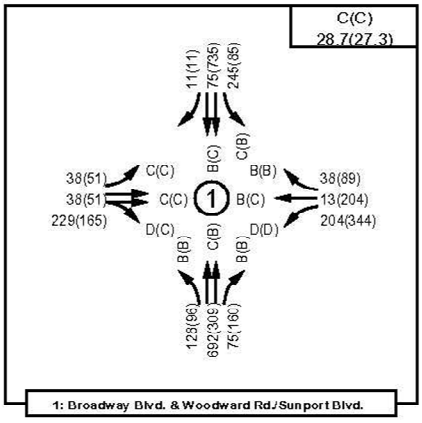


BUILD
2023

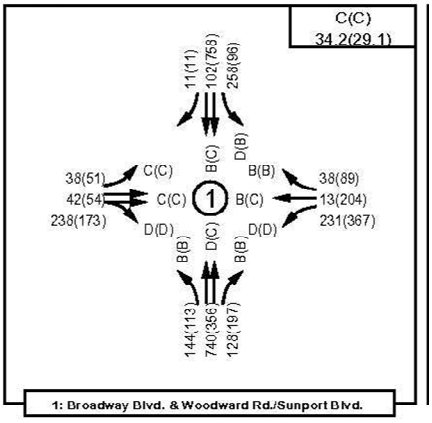


Woodward Rd./Sunport Blvd.	EB (Woodward Rd./Sunport Blvd.)			WB (Woodward Rd./Sunport Blvd.)			NB (Broadway Blvd.)			SB (Broadway Blvd.)		
Broadway Blvd.	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	1	1	1	2	1	1	2	1
AM Peak Hour												
AM NO BUILD Vols. (Veh/hr)	32	32	191	170	11	32	122	660	71	233	71	10
V/C Ratio	0.09	0.12	0.80	0.52	0.03	0.07	0.23	0.78	0.13	0.79	0.08	
Level-of-Service	C	C	C	B	B	B	B	C	B	C	B	
Control Delay (Seconds)	20.9	22.1	31.2	18.9	17.1	13.6	14.5	28.2	13.0	32.9	16.6	0.0
Intersection LOS	**C - 25.4**											
95th Percentile Queue (veh)	0.7	0.7	5.3	3.2	0.2	0.5	2.0	8.5	1.2	6.0	0.7	0.0
QSR	0.1		1.1	0.2		0.0	0.5			0.6		0.0
Existing Storage Length (ft)	120.0		120.0	350.0		600.0	100.0			240.0		150.0
Additional Storage Length Required (ft)	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM BUILD Vols. (Veh/hr)	38	36	200	197	11	32	138	708	124	246	98	10
V/C Ratio	0.10	0.13	0.79	0.76	0.03	0.08	0.25	0.78	0.25	0.85	0.11	
Level-of-Service	B	B	C	D	B	B	B	C	B	D	B	
Control Delay (Seconds)	18.7	20.0	28.1	35.1	17.9	14.8	12.7	25.0	14.4	39.3	15.0	0.0
Intersection LOS	**C - 25.7**											
95th Percentile Queue (veh)	0.7	0.7	4.9	3.5	0.2	0.5	2.0	8.1	2.1	5.3	0.8	0.0
QSR	0.1		1.0	0.3		0.0	0.5			0.6		0.0
Existing Storage Length (ft)	120.0	0.0	120.0	350.0	0.0	600.0	100.0	0.0	0.0	240.0	0.0	150.0
Additional Storage Length Required (ft)	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Peak Hour												
PM NO BUILD Vols. (Veh/hr)	43	43	138	287	170	74	91	294	152	81	700	10
V/C Ratio	0.14	0.20	0.72	0.68	0.39	0.17	0.40	0.34	0.24	0.23	0.80	
Level-of-Service	C	C	C	C	B	B	B	B	B	B	C	
Control Delay (Seconds)	21.4	23.7	30.3	21.0	18.6	15.3	17.8	18.2	11.0	15.1	27.8	0.0
Intersection LOS	**C - 22.1**											
95th Percentile Queue (veh)	0.9	1.0	3.7	6.0	3.3	1.2	1.6	2.9	2.2	1.3	8.7	0.0
QSR	0.2		0.8	0.4		0.1	0.4			0.1		0.0
Existing Storage Length (ft)	120.0	0.0	120.0	350.0	0.0	600.0	100.0	0.0	0.0	240.0	0.0	150.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM BUILD Vols. (Veh/hr)	43	46	146	310	170	74	108	341	189	92	723	10
V/C Ratio	0.13	0.21	0.73	0.83	0.41	0.17	0.41	0.38	0.32	0.25	0.83	
Level-of-Service	C	C	C	C	B	B	B	B	B	B	C	
Control Delay (Seconds)	21.1	23.4	30.1	34.1	19.6	15.4	16.6	18.3	12.8	14.5	29.4	0.0
Intersection LOS	**C - 24.3**											
95th Percentile Queue (veh)	0.9	1.0	3.9	8.3	3.4	1.2	1.8	3.3	3.0	1.5	9.2	0.0
QSR	0.2		0.8	0.6		0.1	0.5			0.2		0.0
Existing Storage Length (ft)	120.0	0.0	120.0	350.0	0.0	600.0	100.0	0.0	0.0	240.0	0.0	150.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NO BUILD 2023



BUILD 2023

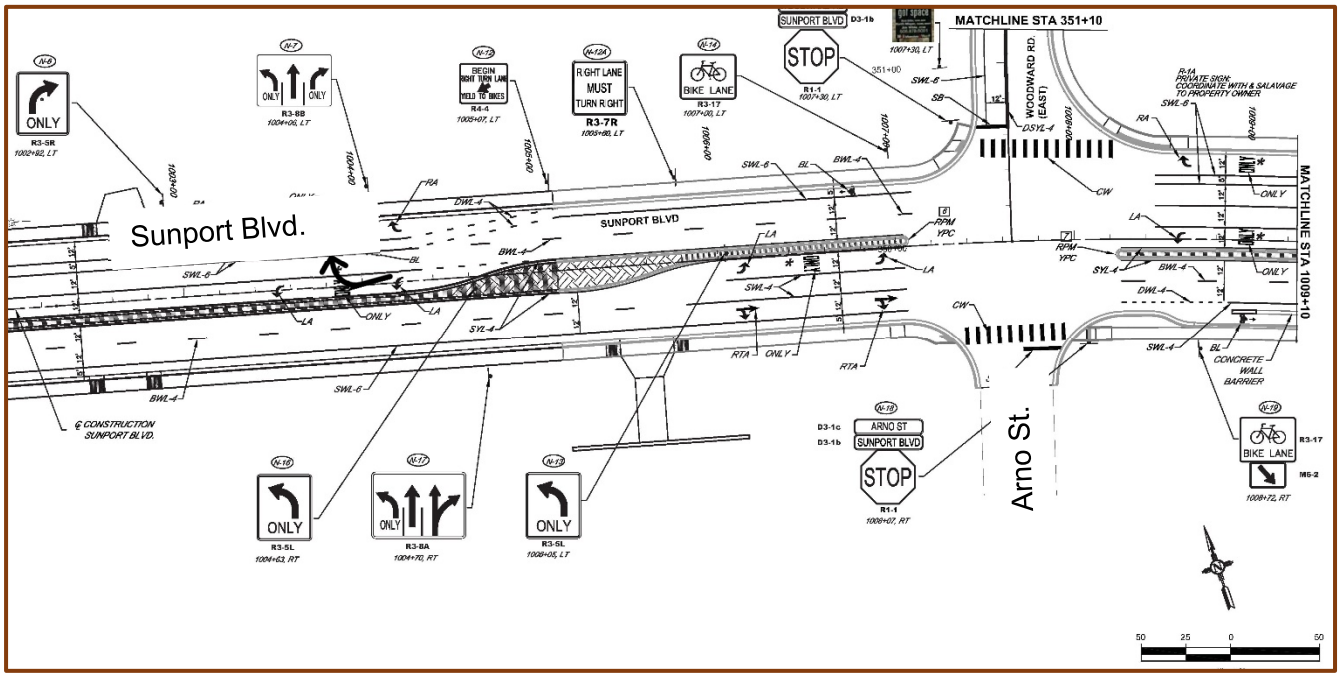


Signalized

Woodward Rd./Sunport Blvd. / Broadway Blvd.	EB (Woodward Rd./Sunport Blvd.)			WB (Woodward Rd./Sunport Blvd.)			NB (Broadway Blvd.)			SB (Broadway Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	1	1	1	2	1	1	2	1
AM Peak Hour												
AM NO BUILD Vols. (Veh/hr)	38	38	229	204	13	38	128	692	75	245	75	11
V/C Ratio	0.10	0.12	0.84	0.81	0.03	0.08	0.23	0.81	0.16	0.75	0.08	
Level-of-Service	C	C	D	D	B	B	B	C	B	C	B	
Control Delay (Seconds)	20.3	21.7	37.3	42.3	18.9	14.0	14.8	30.0	15.4	26.1	16.0	0.0
Intersection LOS	**C - 28.7**											
95th Percentile Queue (veh)	0.8	0.8	7.3	4.4	0.3	0.6	2.2	9.3	1.4	5.7	0.7	0.0
QSR	0.2		1.5	0.3		0.0	0.6			0.6		0.0
Existing Storage Length (ft)	120.0		120.0	350.0		600.0	100.0			240.0		150.0
Additional Storage Length Required (ft)	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM BUILD Vols. (Veh/hr)	38	42	238	231	13	38	144	740	128	258	102	11
V/C Ratio	0.10	0.13	0.85	0.87	0.03	0.07	0.27	0.88	0.26	0.86	0.11	
Level-of-Service	C	C	D	D	B	B	B	D	B	D	B	
Control Delay (Seconds)	20.6	22.1	42.3	49.2	18.5	13.7	15.7	36.5	16.7	40.3	17.1	0.0
Intersection LOS	**C - 34.2**											
95th Percentile Queue (veh)	0.8	0.9	8.2	5.6	0.3	0.6	2.6	10.9	2.6	7.8	1.0	0.0
QSR	0.2		1.7	0.4		0.0	0.7			0.8		0.0
Existing Storage Length (ft)	120.0	0.0	120.0	350.0	0.0	600.0	100.0	0.0	0.0	240.0	0.0	150.0
Additional Storage Length Required (ft)	0.0	0.0	85.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM Peak Hour												
PM NO BUILD Vols. (Veh/hr)	51	51	165	344	204	89	96	309	160	85	735	11
V/C Ratio	0.16	0.21	0.76	0.94	0.50	0.21	0.39	0.34	0.27	0.23	0.81	
Level-of-Service	C	C	C	D	C	B	B	B	B	B	C	
Control Delay (Seconds)	20.8	23.2	30.5	52.9	20.9	16.3	16.9	18.2	12.5	14.5	28.4	0.0
Intersection LOS	**C - 27.3**											
95th Percentile Queue (veh)	1.1	1.1	4.5	8.0	4.3	1.6	1.6	3.0	2.5	1.4	9.2	0.0
QSR	0.2		0.9	0.6		0.1	0.4			0.1		0.0
Existing Storage Length (ft)	120.0	0.0	120.0	350.0	0.0	600.0	100.0	0.0	0.0	240.0	0.0	150.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM BUILD Vols. (Veh/hr)	51	54	173	367	204	89	113	356	197	96	758	11
V/C Ratio	0.16	0.22	0.79	0.93	0.44	0.19	0.47	0.39	0.31	0.28	0.85	
Level-of-Service	C	C	D	D	C	B	B	C	B	B	C	
Control Delay (Seconds)	23.3	25.9	35.5	51.0	20.6	15.8	19.3	20.7	13.1	16.2	32.8	0.0
Intersection LOS	**C - 29.1**											
95th Percentile Queue (veh)	1.1	1.2	4.7	10.8	4.3	1.5	2.0	3.7	3.3	1.6	10.6	0.0
QSR	0.2		1.0	0.8		0.1	0.5			0.2		0.0
Existing Storage Length (ft)	120.0	0.0	120.0	350.0	0.0	600.0	100.0	0.0	0.0	240.0	0.0	150.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

INTERSECTION 2 – Sunport Blvd. (East/West) /Arno St. (North/South)
(Unsignalized, Future)

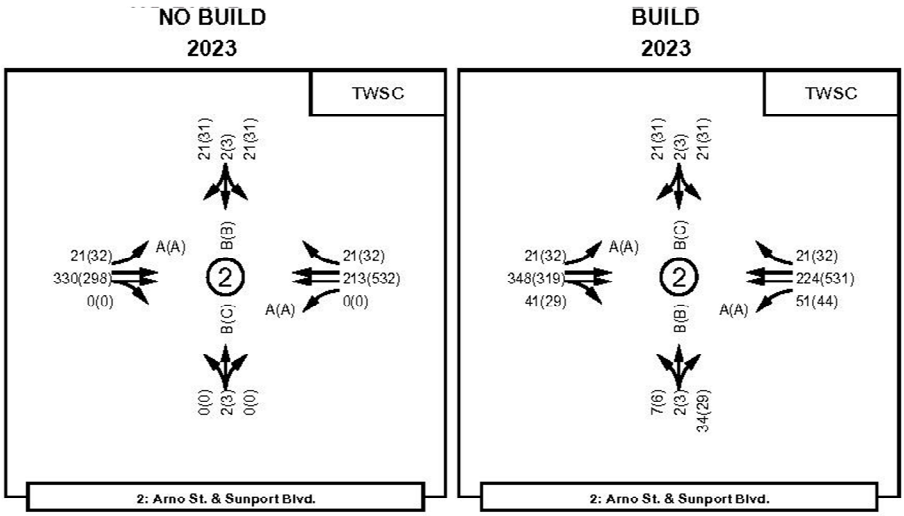


2023 and 2033 LOS Analysis of this intersection demonstrates that the proposed Love' Sunport Station will not impact the LOS or delays at this intersection. In fact, intersection delays decrease with additional traffic from the development because in the weighted average calculation for delays, traffic is being introduced to movements with LOS=A, thereby improving the overall delay of the intersection.

2023 and 2033 Queueing Analysis demonstrates that based on the geometry of the intersection presented on the Sunport Blvd. Extension construction plans, no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

City of Albuquerque Deceleration Lane Warrant Analysis shows that a westbound left-turn lane with 50-ft of queueing capacity and a 300/150 transition is warranted at this intersection, however, Sunport Blvd. Extension construction plans show a westbound left-turn lane with 150-ft of capacity so no additional capacity is required on the part of the development.

See Appendix pages A-40 thru A-47 for the HCM Synchro reports.

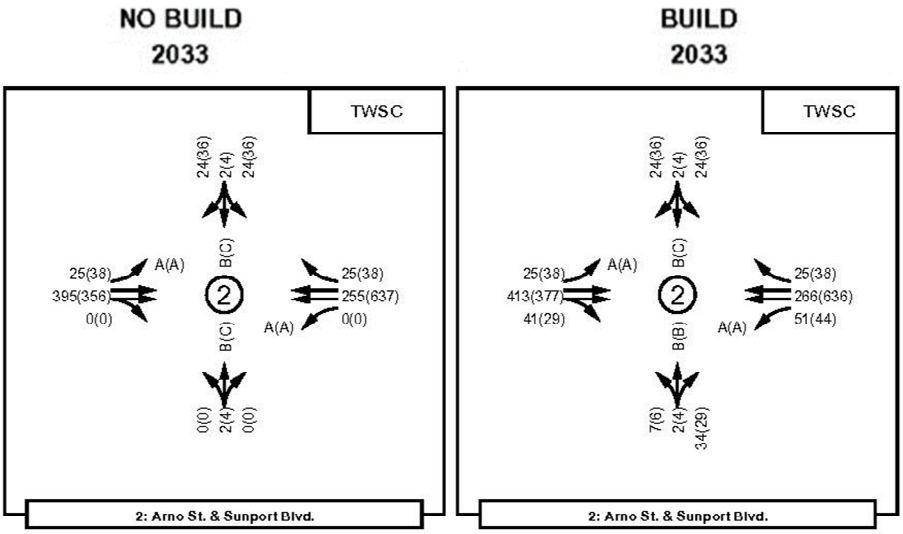


Unsignalized

Sunport Blvd. / Arno St.	EB (Sunport Blvd.)			WB (Sunport Blvd.)			NB (Arno St.)			SB (Arno St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	2	1	0	<1>	0	0	<1>	0
AM Peak Hour												
AM NO BUILD Vols. (Veh/hr)	21	330	0	0	213	21	0	2	0	21	2	21
V/C Ratio	0.02							0.01			0.07	
Level-of-Service	A			A				B			B	
Control Delay (Seconds)	8.0			0.0				13.2			10.9	
Intersection LOS	**B-13.2**											
95th Percentile Queue (veh)	0.1			0.0				0.0			0.2	
AM BUILD Vols. (Veh/hr)	21	348	41	51	224	21	7	2	34	21	2	21
V/C Ratio	0.02			0.05				0.07			0.08	
Level-of-Service	A			A				B			B	
Control Delay (Seconds)	8.1			8.6				11.1			11.9	
Intersection LOS	**B-11.9**											
95th Percentile Queue (veh)	0.1			0.2				0.2			0.3	
PM Peak Hour												
PM NO BUILD Vols. (Veh/hr)	32	298	0	0	532	32	0	3	0	31	3	31
V/C Ratio	0.04							0.01			0.14	
Level-of-Service	A			A				C			B	
Control Delay (Seconds)	9.2			0.0				16.2			14.2	
Intersection LOS	**C-16.2**											
95th Percentile Queue (veh)	0.1			0.0				0.0			0.5	
Untitled Volumes	32	319	29	44	531	32	6	3	29	31	3	31
V/C Ratio	0.04			0.04				0.07			0.16	
Level-of-Service	A			A				B			C	
Control Delay (Seconds)	9.2			8.4				11.6			15.4	
Intersection LOS	**B-15.4**											
95th Percentile Queue (veh)	0.1			0.1				0.2			0.6	

Unsignalized

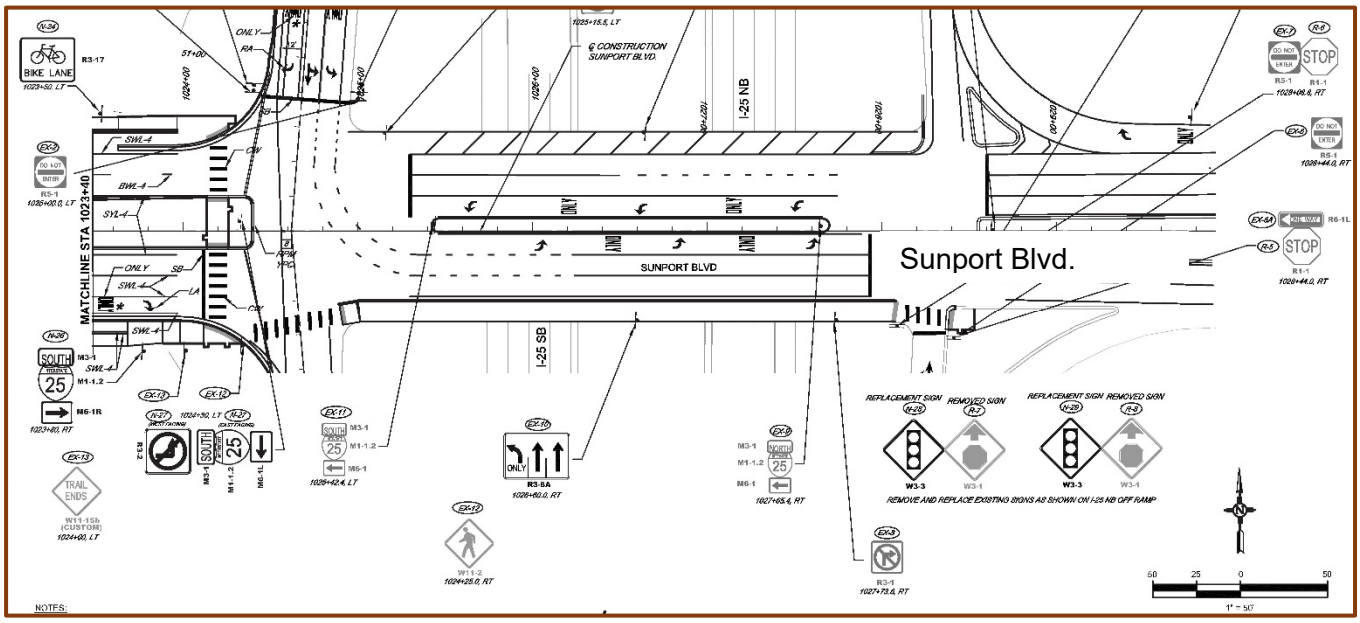
Sunport Blvd. / Arno St.	EB (Sunport Blvd.)			WB (Sunport Blvd.)			NB (Arno St.)			SB (Arno St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	2	1	0	<1>	0	0	<1>	0
AM Peak Hour												
AM NO BUILD Vols. (Veh/hr)	25	395	0	0	255	25	0	2	0	24	2	24
V/C Ratio	0.02							0.01			0.08	
Level-of-Service	A			A				B			B	
Control Delay (Seconds)	8.2			0.0				14.2			11.5	
Intersection LOS	**B-14.2**											
95th Percentile Queue (veh)	0.1			0.0				0.0			0.3	
AM BUILD Vols. (Veh/hr)	25	413	41	51	266	25	7	2	34	24	2	24
V/C Ratio	0.02			0.05				0.07			0.10	
Level-of-Service	A			A				B			B	
Control Delay (Seconds)	8.2			8.8				11.5			12.6	
Intersection LOS	**B-12.6**											
95th Percentile Queue (veh)	0.1			0.1				0.2			0.3	
PM Peak Hour												
PM NO BUILD Vols. (Veh/hr)	38	356	0	0	637	38	0	4	0	36	4	36
V/C Ratio	0.05							0.02			0.19	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	9.7			0.0				18.4			16.3	
Intersection LOS	**C-18.4**											
95th Percentile Queue (veh)	0.1			0.0				0.0			0.6	
Untitled Volumes	38	377	29	44	636	38	6	4	29	36	4	36
V/C Ratio	0.05			0.04				0.08			0.22	
Level-of-Service	A			A				B			C	
Control Delay (Seconds)	9.7			8.6				12.6			18.0	
Intersection LOS	**C-18.0**											
95th Percentile Queue (veh)	0.1			0.1				0.2			0.7	



Unsignalized

Sunport Blvd. / Arno St.	EB (Sunport Blvd.)			WB (Sunport Blvd.)			NB (Arno St.)			SB (Arno St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	2	1	0	<1>	0	0	<1>	0
AM Peak Hour												
AM NO BUILD Vols. (Veh/hr)	25	395	0	0	255	25	0	2	0	24	2	24
V/C Ratio	0.02							0.01			0.08	
Level-of-Service	A			A				B			B	
Control Delay (Seconds)	8.2			0.0				14.2			11.5	
Intersection LOS	**B-14.2**											
95th Percentile Queue (veh)	0.1			0.0				0.0			0.3	
AM BUILD Vols. (Veh/hr)	25	413	41	51	266	25	7	2	34	24	2	24
V/C Ratio	0.02			0.05				0.07			0.10	
Level-of-Service	A			A				B			B	
Control Delay (Seconds)	8.2			8.8				11.5			12.6	
Intersection LOS	**B-12.6**											
95th Percentile Queue (veh)	0.1			0.1				0.2			0.3	
PM Peak Hour												
PM NO BUILD Vols. (Veh/hr)	38	356	0	0	637	38	0	4	0	36	4	36
V/C Ratio	0.05							0.02			0.19	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	9.7			0.0				18.4			16.3	
Intersection LOS	**C-18.4**											
95th Percentile Queue (veh)	0.1			0.0				0.0			0.6	
Untitled Volumes	38	377	29	44	636	38	6	4	29	36	4	36
V/C Ratio	0.05			0.04				0.08			0.22	
Level-of-Service	A			A				B			C	
Control Delay (Seconds)	9.7			8.6				12.6			18.0	
Intersection LOS	**B-18.0**											
95th Percentile Queue (veh)	0.1			0.1				0.2			0.7	

INTERSECTION 3 – Sunport Blvd. East/West) /I-25 Southbound Ramp (North/South)
(Signalized, Existing with Future Improvements)

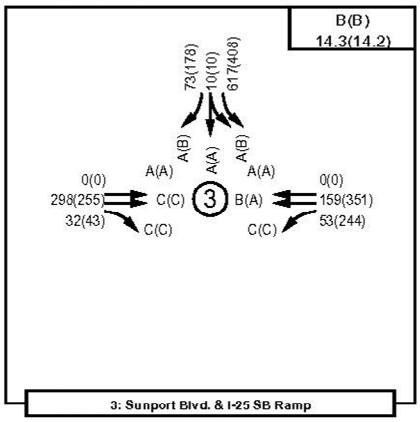


2023 and 2033 LOS Analysis of this intersection demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. Intersection LOS remains unchanged at LOS=B for the AM and PM conditions. Intersection delays become worse by less than 1 second per vehicle due to the increased traffic from the development. LOS for each movement is D or better for all conditions.

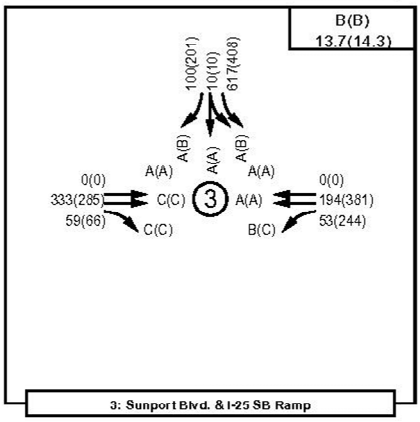
2023 and 2033 Queueing Analysis demonstrates that based on the geometry of the intersections presented on the Sunport Blvd. Extension construction plans, no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

See Appendix pages A-48 thru A-55 for the HCM Synchro reports.

NO BUILD



BUILD

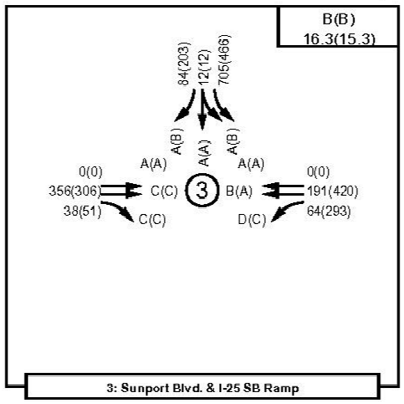


Signalized

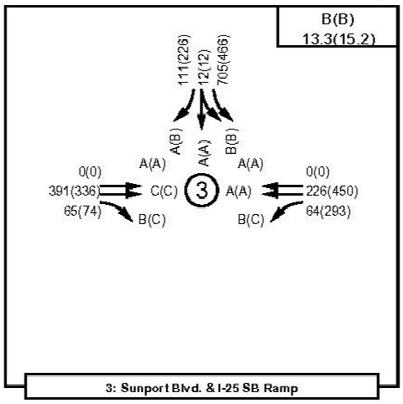
Sunport Blvd. / I-25 SB Ramp	EB (Sunport Blvd.)			WB (Sunport Blvd.)			NB (I-25 SB Ramp)			SB (I-25 SB Ramp)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	2	1	1	<2	0	0	0	0	1	<1	1
AM Peak Hour												
AM NO BUILD Vols. (Veh/hr)	0	298	32	53	159	0	0	0	0	617	10	73
V/C Ratio	0.00	0.66	0.16	0.24	0.19	0.00				0.38	0.00	0.10
Level-of-Service	A	C	C	C	B	A				A	A	A
Control Delay (Seconds)	0.0	25.8	22.7	20.1	16.7	0.0				8.1	0.0	6.7
Intersection LOS	**B - 14.3**											
95th Percentile Queue (veh)	0.0	3.5	0.7	1.0	1.4	0.0				3.4	0.0	0.7
QSR			0.1	0.1						0.1		0.0
Existing Storage Length (ft)			150.0	275.0						675.0		675.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
AM BUILD Vols. (Veh/hr)	0	333	59	53	194	0	0	0	0	617	10	100
V/C Ratio	0.00	0.68	0.27	0.24	0.22	0.00				0.39	0.00	0.14
Level-of-Service	A	C	C	B	A	A				A	A	A
Control Delay (Seconds)	0.0	25.3	22.7	18.8	9.5	0.0				8.6	0.0	7.3
Intersection LOS	**B - 13.7**											
95th Percentile Queue (veh)	0.0	3.8	1.3	1.0	1.0	0.0				3.6	0.0	1.0
QSR			0.2	0.1						0.1		0.0
Existing Storage Length (ft)			150.0	275.0						675.0		675.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM Peak Hour												
PM NO BUILD Vols. (Veh/hr)	0	255	43	244	351	0	0	0	0	408	10	178
V/C Ratio	0.00	0.63	0.24	0.63	0.31	0.00				0.30	0.00	0.29
Level-of-Service	A	C	C	C	A	A				B	A	B
Control Delay (Seconds)	0.0	26.2	24.0	21.3	5.5	0.0				10.6	0.0	10.7
Intersection LOS	**B - 14.2**											
95th Percentile Queue (veh)	0.0	3.0	1.0	4.8	1.1	0.0				2.7	0.0	2.4
QSR			0.2	0.4						0.1		0.1
Existing Storage Length (ft)			150.0	275.0						675.0		675.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Untitled Volumes	0	285	66	244	381	0	0	0	0	408	10	201
V/C Ratio	0.00	0.65	0.34	0.63	0.33	0.00				0.31	0.00	0.34
Level-of-Service	A	C	C	C	A	A				B	A	B
Control Delay (Seconds)	0.0	25.8	24.0	20.9	5.0	0.0				11.1	0.0	11.4
Intersection LOS	**B - 14.3**											
95th Percentile Queue (veh)	0.0	3.3	1.5	4.7	1.1	0.0				2.8	0.0	2.8
QSR			0.3	0.4						0.1		0.1
Existing Storage Length (ft)			150.0	275.0						675.0		675.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NO BUILD
2033



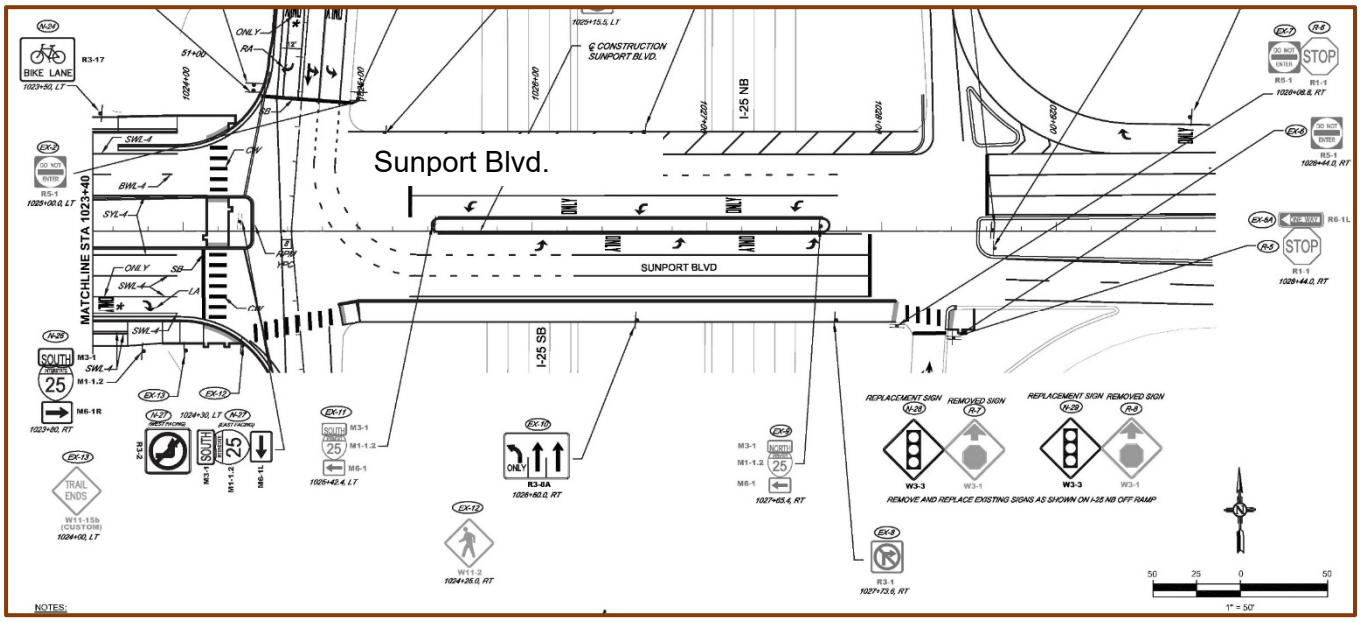
BUILD
2033



Signalized

Sunport Blvd. / I-25 SB Ramp	EB (Sunport Blvd.)			WB (Sunport Blvd.)			NB (I-25 SB Ramp)			SB (I-25 SB Ramp)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	2	1	1	<2	0	0	0	0	1	<1	1
AM Peak Hour												
AM NO BUILD Vols. (Veh/hr)	0	356	38	64	191	0	0	0	0	705	12	84
V/C Ratio	0.00	0.69	0.17	0.85	0.20	0.00				0.46	0.00	0.12
Level-of-Service	A	C	C	D	B	A				A	A	A
Control Delay (Seconds)	0.0	25.1	21.6	50.3	15.3	0.0				9.7	0.0	7.9
Intersection LOS	**B - 16.3**											
95th Percentile Queue (veh)	0.0	4.1	0.8	2.4	1.6	0.0				4.5	0.0	0.9
QSR			0.1	0.2						0.2		0.0
Existing Storage Length (ft)			150.0	275.0						675.0		675.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
AM BUILD Vols. (Veh/hr)	0	391	65	64	226	0	0	0	0	705	12	111
V/C Ratio	0.00	0.68	0.25	0.25	0.22	0.00				0.50	0.00	0.17
Level-of-Service	A	C	B	B	A	A				B	A	A
Control Delay (Seconds)	0.0	22.2	19.5	15.9	6.6	0.0				10.4	0.0	8.6
Intersection LOS	**B - 13.3**											
95th Percentile Queue (veh)	0.0	4.0	1.2	1.0	0.8	0.0				4.5	0.0	1.2
QSR			0.2	0.1						0.2		0.0
Existing Storage Length (ft)			150.0	275.0						675.0		675.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Peak Hour												
PM NO BUILD Vols. (Veh/hr)	0	306	51	293	420	0	0	0	0	466	12	203
V/C Ratio	0.00	0.66	0.25	0.76	0.36	0.00				0.36	0.00	0.35
Level-of-Service	A	C	C	C	A	A				B	A	B
Control Delay (Seconds)	0.0	25.6	23.0	26.9	4.7	0.0				11.6	0.0	11.8
Intersection LOS	**B - 15.3**											
95th Percentile Queue (veh)	0.0	3.6	1.1	6.3	1.1	0.0				3.4	0.0	2.9
QSR			0.2	0.6						0.1		0.1
Existing Storage Length (ft)			150.0	275.0						675.0		675.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Untitled Volumes	0	336	74	293	450	0	0	0	0	466	12	226
V/C Ratio	0.00	0.67	0.33	0.76	0.37	0.00				0.37	0.00	0.40
Level-of-Service	A	C	C	C	A	A				B	A	B
Control Delay (Seconds)	0.0	25.2	23.1	26.0	4.1	0.0				12.1	0.0	12.6
Intersection LOS	**B - 15.2**											
95th Percentile Queue (veh)	0.0	3.9	1.6	6.1	1.1	0.0				3.5	0.0	3.4
QSR			0.3	0.6						0.1		0.1
Existing Storage Length (ft)			150.0	275.0						675.0		675.0
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

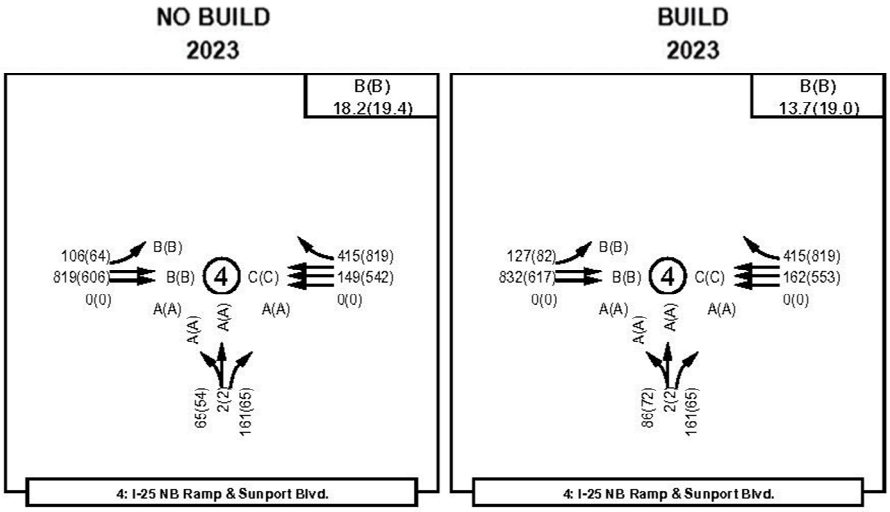
INTERSECTION 4 – Sunport Blvd. (East/West) / I-25 Northbound Ramp (North/South)
Signalized, Existing



2023 and 2033 LOS Analysis of this intersection demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. Intersection LOS remains unchanged at LOS=B for the NO BUILD and BUILD conditions with less than 1 second per vehicle increase in delay. LOS for each movement is C or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions.

2023 and 2033 Queueing Analysis demonstrates that based on the geometry of the intersections presented on the Sunport Blvd. Extension construction plans, no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

See Appendix pages A-56 thru A-63 for the HCM Synchro reports.

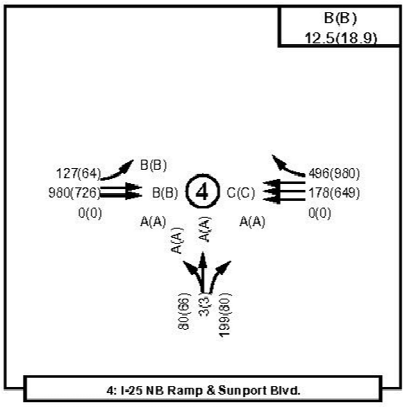


Signalized

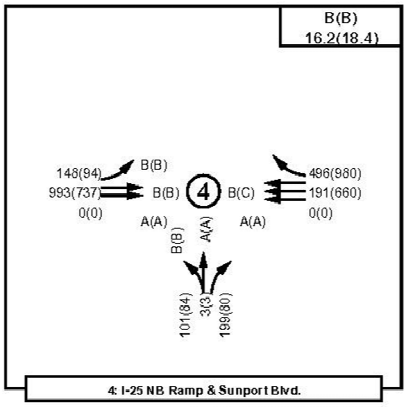
Sunport Blvd.	EB (Sunport Blvd.)			WB (Sunport Blvd.)			NB (1-25 NB Ramp)			SB (1-25 NB Ramp)		
1-25 NB Ramp	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2	0	0	3	1	0	<1	1	0	0	0
AM Peak Hour												
AM NO BUILD Vols. (Veh/hr)	106	819	0	0	149	415	65	2	161	0	0	0
V/C Ratio	0.27	0.77	0.00	0.00	0.18		0.09	0.00				
Level-of-Service	B	B	A	A	C		A	A				
Control Delay (Seconds)	16.6	18.8	0.0	0.0	20.7	0.0	9.2	0.0	0.0			
Intersection LOS	**B - 18.2**											
95th Percentile Queue (veh)	1.8	7.8	0.0	0.0	1.0	0.0	0.8	0.0	0.0			
QSR	0.5	0.7		0.0		0.0	0.0		0.0			
Existing Storage Length (ft)	100.0	300.0		150.0		280.0	900.0		690.0			
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM BUILD Vols. (Veh/hr)	127	832	0	0	162	415	86	2	161	0	0	0
V/C Ratio	0.34	0.84	0.00	0.00	0.25		0.12	0.00				
Level-of-Service	B	B	A	A	C		A	A				
Control Delay (Seconds)	16.5	11.9	0.0	0.0	22.9	0.0	8.5	0.0	0.0			
Intersection LOS	**B - 13.7**											
95th Percentile Queue (veh)	2.1	4.3	0.0	0.0	1.1	0.0	1.1	0.0	0.0			
QSR	0.5	0.4		0.0		0.0	0.0		0.0			
Existing Storage Length (ft)	100.0	300.0		150.0		280.0	900.0		690.0			
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM Peak Hour												
PM NO BUILD Vols. (Veh/hr)	64	606	0	0	542	819	54	2	65	0	0	0
V/C Ratio	0.25	0.59	0.00	0.00	0.65		0.08	0.00				
Level-of-Service	B	B	A	A	C		A	A				
Control Delay (Seconds)	17.5	17.0	0.0	0.0	23.4	0.0	8.6	0.0	0.0			
Intersection LOS	**B - 19.4**											
95th Percentile Queue (veh)	1.1	5.6	0.0	0.0	4.0	0.0	0.7	0.0	0.0			
QSR	0.3	0.5		0.0		0.0	0.0		0.0			
Existing Storage Length (ft)	100.0	300.0		150.0		280.0	900.0		690.0			
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Untitled Volumes	82	617	0	0	553	819	72	2	65	0	0	0
V/C Ratio	0.30	0.59	0.00	0.00	0.66		0.10	0.00				
Level-of-Service	B	B	A	A	C		A	A				
Control Delay (Seconds)	17.4	16.6	0.0	0.0	23.3	0.0	9.1	0.0	0.0			
Intersection LOS	**B - 19.0**											
95th Percentile Queue (veh)	1.4	5.6	0.0	0.0	4.0	0.0	0.9	0.0	0.0			
QSR	0.4	0.5		0.0		0.0	0.0		0.0			
Existing Storage Length (ft)	100.0	300.0		150.0		280.0	900.0		690.0			
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NO BUILD
2033



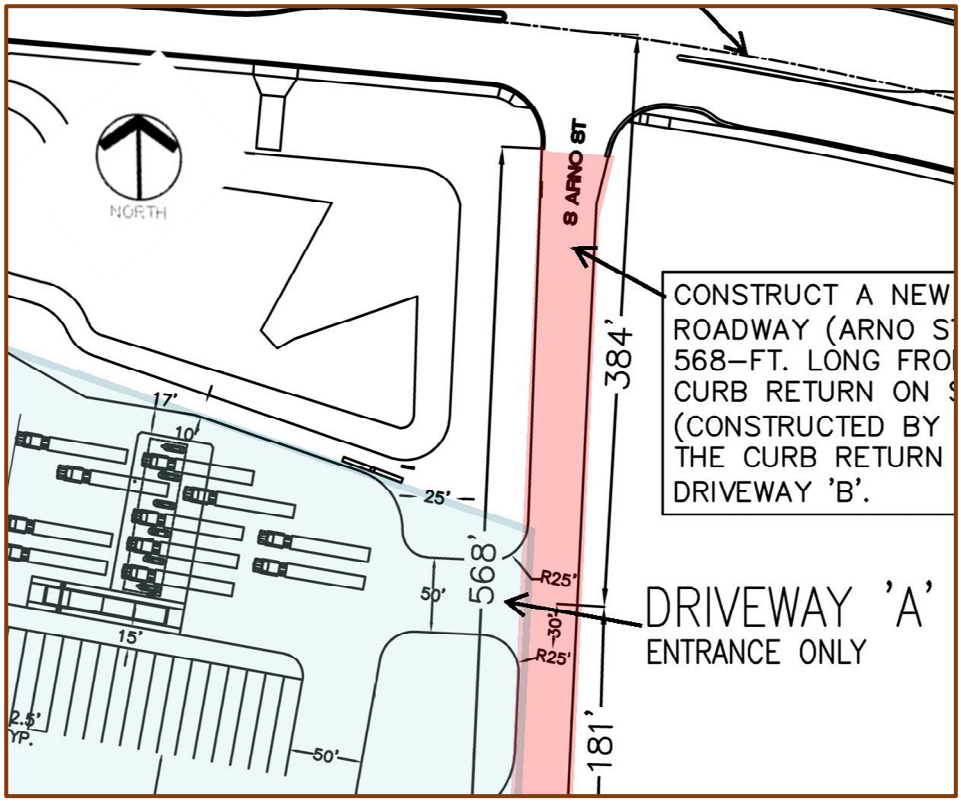
BUILD
2033



Signalized

Sunport Blvd. / 1-25 NB Ramp	EB (Sunport Blvd.)			WB (Sunport Blvd.)			NB (1-25 NB Ramp)			SB (1-25 NB Ramp)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2	0	0	3	1	0	<1	1	0	0	0
AM Peak Hour												
AM NO BUILD Vols. (Veh/hr)	127	980	0	0	178	496	80	3	199	0	0	0
V/C Ratio	0.31	0.88	0.00	0.00	0.21		0.12	0.00				
Level-of-Service	B	B	A	A	C		A	A				
Control Delay (Seconds)	14.7	11.0	0.0	0.0	20.6	0.0	9.7	0.0	0.0			
Intersection LOS	**B - 12.5**											
95th Percentile Queue (veh)	2.0	4.3	0.0	0.0	1.2	0.0	1.0	0.0	0.0			
QSR	0.5	0.4		0.0		0.0	0.0		0.0			
Existing Storage Length (ft)	100.0	300.0		150.0		280.0	900.0		690.0			
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM BUILD Vols. (Veh/hr)	148	993	0	0	191	496	101	3	199	0	0	0
V/C Ratio	0.34	0.81	0.00	0.00	0.18		0.17	0.00				
Level-of-Service	B	B	A	A	B		B	A				
Control Delay (Seconds)	14.1	16.9	0.0	0.0	16.7	0.0	11.4	0.0	0.0			
Intersection LOS	**B - 16.2**											
95th Percentile Queue (veh)	2.1	8.1	0.0	0.0	1.0	0.0	1.5	0.0	0.0			
QSR	0.5	0.7		0.0		0.0	0.0		0.0			
Existing Storage Length (ft)	100.0	300.0		150.0		280.0	900.0		690.0			
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Peak Hour												
PM NO BUILD Vols. (Veh/hr)	64	726	0	0	649	980	66	3	80	0	0	0
V/C Ratio	0.25	0.66	0.00	0.00	0.69		0.10	0.00				
Level-of-Service	B	B	A	A	C		A	A				
Control Delay (Seconds)	16.6	16.6	0.0	0.0	22.6	0.0	9.6	0.0	0.0			
Intersection LOS	**B - 18.9**											
95th Percentile Queue (veh)	1.1	6.6	0.0	0.0	4.7	0.0	0.9	0.0	0.0			
QSR	0.3	0.6		0.0		0.0	0.0		0.0			
Existing Storage Length (ft)	100.0	300.0		150.0		280.0	900.0		690.0			
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Untitled Volumes	94	737	0	0	660	980	84	3	80	0	0	0
V/C Ratio	0.34	0.64	0.00	0.00	0.69		0.13	0.00				
Level-of-Service	B	B	A	A	C		B	A				
Control Delay (Seconds)	16.6	15.9	0.0	0.0	22.5	0.0	10.3	0.0	0.0			
Intersection LOS	**B - 18.4**											
95th Percentile Queue (veh)	1.6	6.5	0.0	0.0	4.8	0.0	1.2	0.0	0.0			
QSR	0.4	0.5		0.0		0.0	0.0		0.0			
Existing Storage Length (ft)	100.0	300.0		150.0		280.0	900.0		690.0			
Additional Storage Length Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

INTERSECTION 5 – Driveway 'A' (East/West) / Arno St. (North/South)
Unsignalized, Proposed, Enter Only



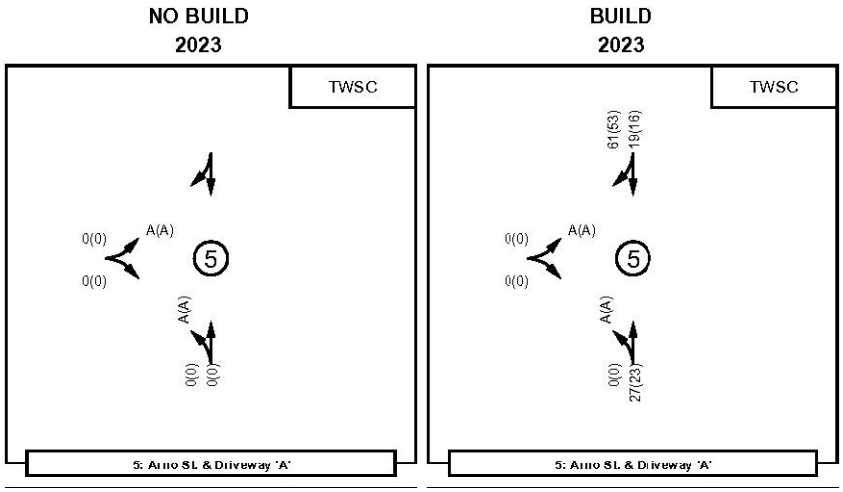
Driveway 'A' is a proposed **entrance-only driveway** to be located on the west side of Arno St. S., 384-ft south of Sunport Blvd. (centerline to centerline) which meets the access spacing requirement of the COA DPM.

2023 and 2033 LOS Analysis of this intersection demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. Intersection LOS is LOS=A for the BUILD conditions.

2023 and 2033 Queueing Analysis demonstrates that no additional queueing capacity is required at this intersection. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

City of Albuquerque Deceleration Lane Warrant Analysis shows that a southbound right-turn lane 240-ft long including a 300/150 transition is warranted at this intersection, however, since Arno St. South is a dead-end roadway that only services the Love's Sunport Station, no deceleration lane is recommended.

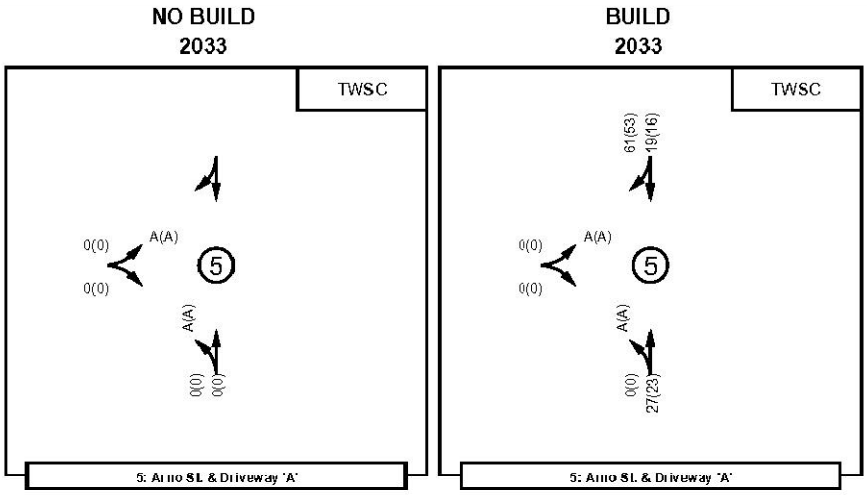
See Appendix pages A-64 thru A-67 for the HCM Synchro reports.



Unsignalized

Driveway 'A'	EB (Driveway 'A')			WB (Driveway 'A')			NB (Arno St.)			SB (Arno St.)		
Arno St.	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0				0	<1			1>	0
AM Peak Hour												
AM BUILD Vols. (Veh/hr)	0		0				0	27			19	61
V/C Ratio												
Level-of-Service	A						A					
Control Delay (Seconds)	0.0						0.0					
Intersection LOS	**A-0.0**											
95th Percentile Queue (veh)							0.0					

PM Peak Hour												
PM BUILD Vols. (Veh/hr)	0		0				0	23			16	53
V/C Ratio												
Level-of-Service	A						A					
Control Delay (Seconds)	0.0						0.0					
Intersection LOS	**A-0.0**											
95th Percentile Queue (veh)							0.0					



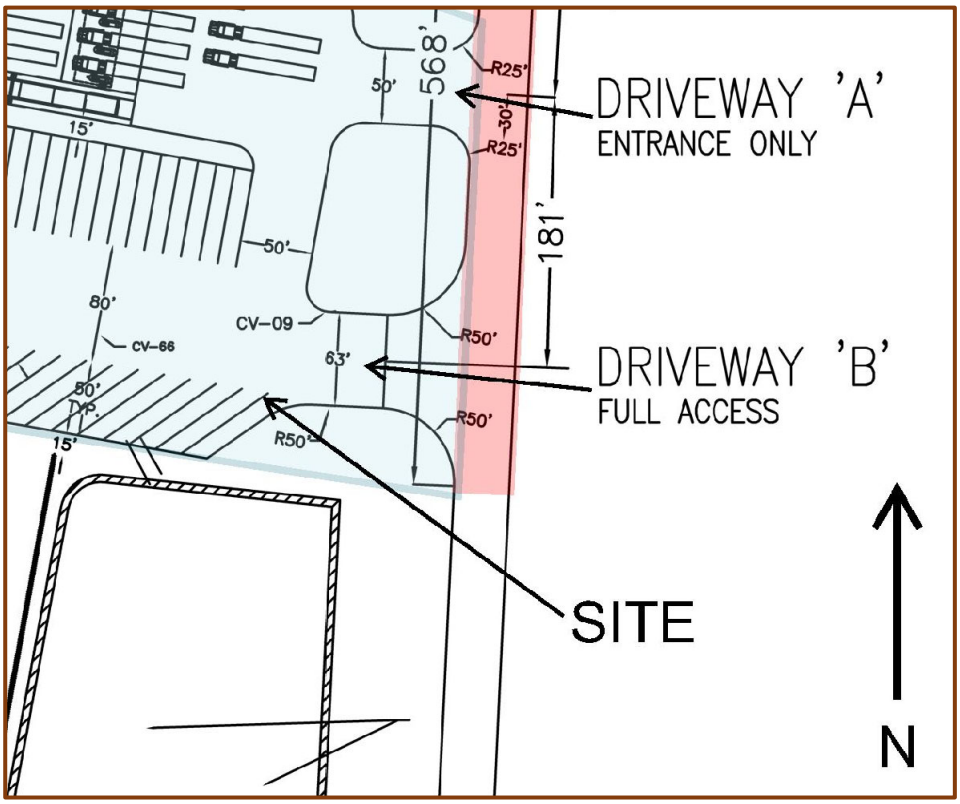
Unsignalized

Driveway 'A'	EB (Driveway 'A')			WB (Driveway 'A')			NB (Arno St.)			SB (Arno St.)		
Arno St.	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0				0	<1			1>	0
AM Peak Hour												
AM BUILD Vols. (Veh/hr)	0		0				0	27			19	61
V/C Ratio												
Level-of-Service	A						A					
Control Delay (Seconds)	0.0						0.0					
Intersection LOS	**A-0.0**											
95th Percentile Queue (veh)							0.0					

PM Peak Hour

PM BUILD Vols. (Veh/hr)	0		0				0	23			16	53
V/C Ratio												
Level-of-Service	A						A					
Control Delay (Seconds)	0.0						0.0					
Intersection LOS	**A-0.0**											
95th Percentile Queue (veh)							0.0					

INTERSECTION 6 – Driveway 'B' (East/West) /Arno St. (North/South)
Unsignalized, Proposed, Full-Access



Driveway 'B' is a proposed **entrance-only driveway** to be located on the west side of Arno St. S., 181-ft south of Driveway 'A' (centerline to centerline), or 585-ft south of Sunport Blvd. (centerline to centerline) which meets the requirements stated in the COA DPM.

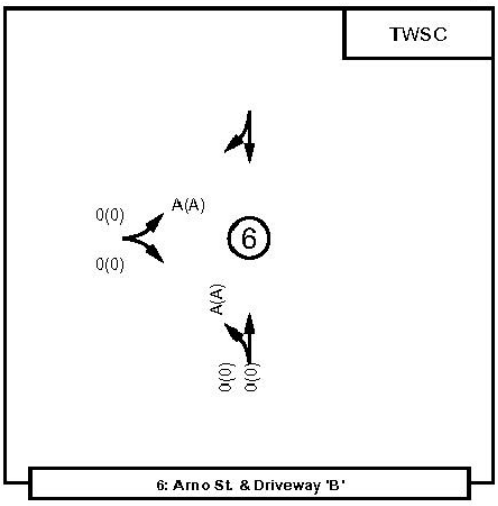
2023 and 2033 LOS Analysis of this intersection demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. Intersection LOS is LOS=A for the BUILD conditions.

2023 and 2033 Queueing Analysis demonstrates that no additional queueing capacity is required at this intersection. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

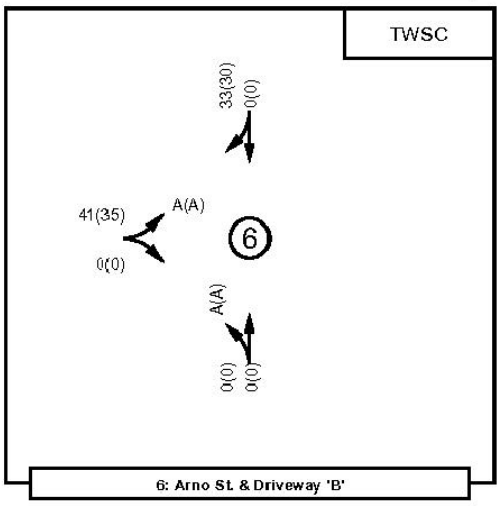
City of Albuquerque Deceleration Lane Warrant Analysis shows that no deceleration lanes are warranted at this intersection.

See Appendix pages A-68 thru A-71 for the HCM Synchro reports.

NO BUILD
2023



BUILD
2023



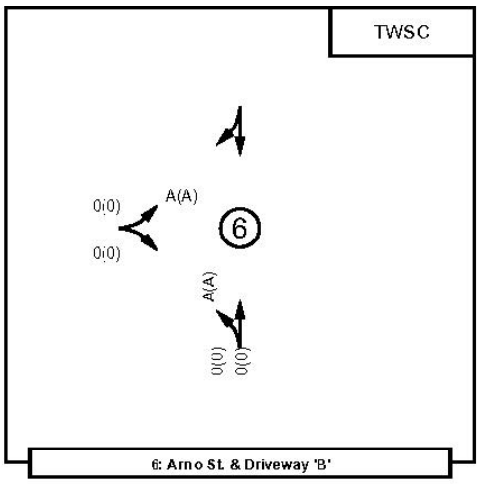
Unsignalized

Driveway 'B'	EB (Driveway 'B')			WB (Driveway 'B')			NB (Arno St.)			SB (Arno St.)		
Arno St.	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0				0	<1			1>	0
AM Peak Hour												
AM BUILD Vols. (Veh/hr)	41		0				0	0			0	33
V/C Ratio	0.05											
Level-of-Service	A						A					
Control Delay (Seconds)	9.2						0.0					
Intersection LOS	**A-9.2**											
95th Percentile Queue (veh)	0.1						0.0					

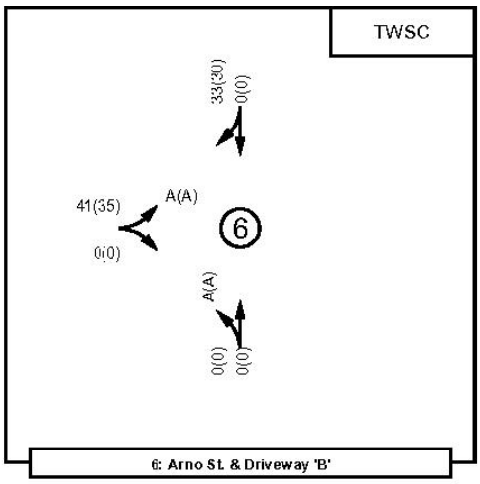
PM Peak Hour

PM BUILD Vols. (Veh/hr)	41		0				0	0			0	33
V/C Ratio	0.05											
Level-of-Service	A						A					
Control Delay (Seconds)	9.2						0.0					
Intersection LOS	**A-9.2**											
95th Percentile Queue (veh)	0.1						0.0					

NO BUILD
2033



BUILD
2033



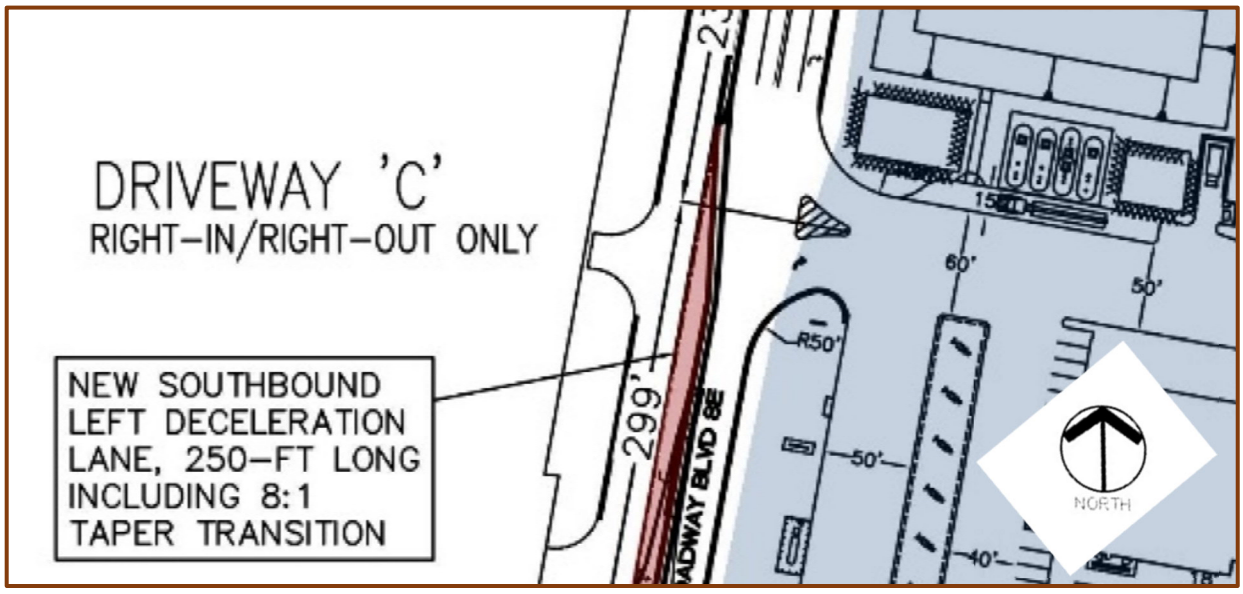
Unsignalized

Driveway 'B' / Arno St.	EB (Driveway 'B')			WB (Driveway 'B')			NB (Arno St.)			SB (Arno St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0				0	<1			1>	0
AM Peak Hour												
AM BUILD Vols. (Veh/hr)	41		0				0	0			0	33
V/C Ratio	0.04											
Level-of-Service	A						A					
Control Delay (Seconds)	9.2						0.0					
Intersection LOS	**A-9.2**											
95th Percentile Queue (veh)	0.1						0.0					

PM Peak Hour

PM BUILD Vols. (Veh/hr)	35		0				0	0			0	30
V/C Ratio	0.04											
Level-of-Service	A						A					
Control Delay (Seconds)	9.2						0.0					
Intersection LOS	**A-9.2**											
95th Percentile Queue (veh)	0.1						0.0					

INTERSECTION 7 – Driveway 'C' (East/West) / Broadway Blvd. (North/South)
Unsignalized, Existing, Right-in/Right-out



Driveway 'C' is currently a full access driveway. For the new development it is proposed as restricted access (right-in/right-out only) driveway located on the east side of Broadway Blvd., 231-ft south of Broadway Blvd. (centerline to centerline).

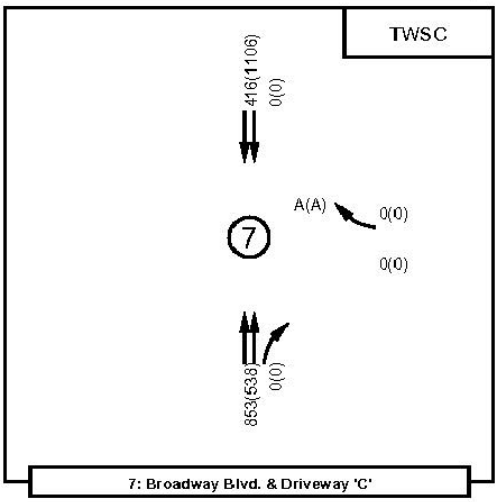
2023 and 2033 LOS Analysis of these intersections demonstrate that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. LOS=B for the intersection and all movements in the intersection.

2023 and 2033 Queueing Analysis demonstrates that no additional queueing capacity is required at these intersections. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

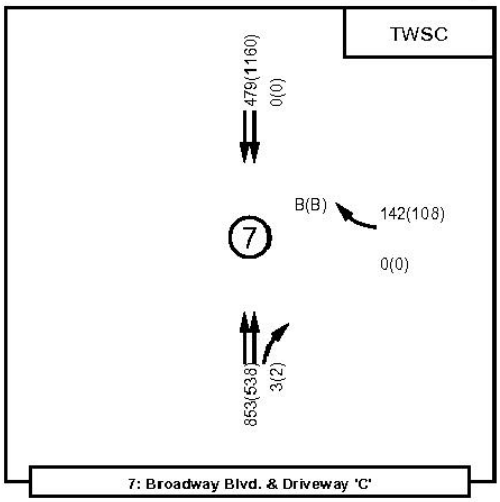
NMDOT Deceleration Lane Warrant Analysis shows that no turn lanes are warranted at Driveway 'C'.

See Appendix pages A-72 thru A-75 for the HCM Synchro reports.

NO BUILD
2023



BUILD
2023

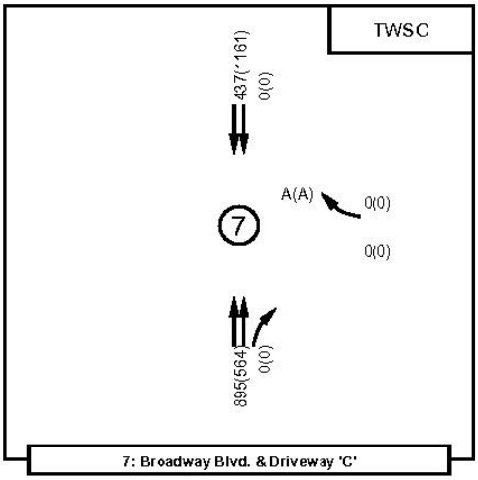


Unsignalized

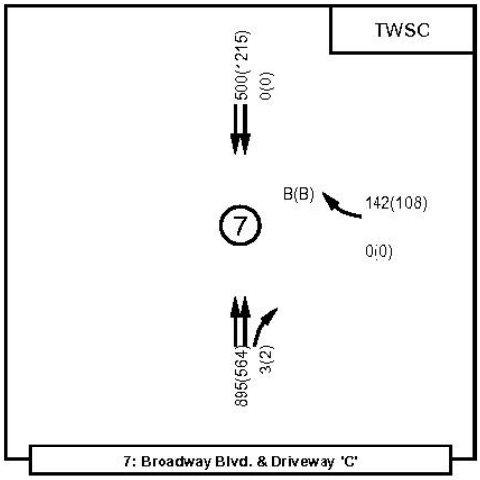
Driveway 'C'	EB (Driveway 'C')			WB (Driveway 'C')			NB (Broadway Blvd.)			SB (Broadway Blvd.)		
Broadway Blvd.	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry				0		1		2	1	0	2	
AM Peak Hour												
AM BUILD Vols. (Veh/hr)				0		142		853	3	0	479	
V/C Ratio						0.31						
Level-of-Service						C						
Control Delay (Seconds)						16.2						
Intersection LOS	**C-16.2**											
95th Percentile Queue (veh)						1.3						

PM Peak Hour												
PM BUILD Vols. (Veh/hr)				0		108		538	2	0	1,160	
V/C Ratio						0.18						
Level-of-Service						B						
Control Delay (Seconds)						12.3						
Intersection LOS	**B-12.3**											
95th Percentile Queue (veh)						0.6						

NO BUILD
2033



BUILD
2033



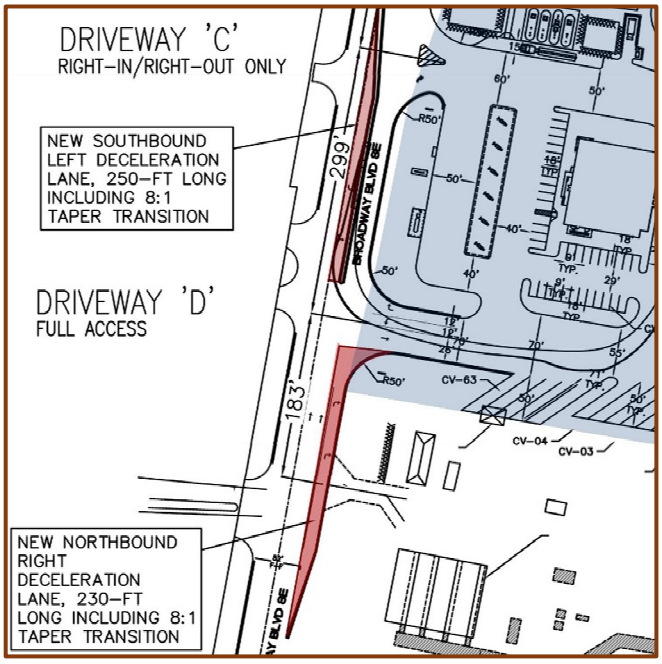
Unsignalized

Driveway 'C' / Broadway Blvd.	EB (Driveway 'C')			WB (Driveway 'C')			NB (Broadway Blvd.)			SB (Broadway Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry				0		1		2	1	0	2	
AM Peak Hour												
AM BUILD Vols. (Veh/hr)				0		142		895	3	0	500	
V/C Ratio						0.32						
Level-of-Service						C						
Control Delay (Seconds)						16.8						
Intersection LOS	**B-16.8**											
95th Percentile Queue (veh)						1.4						

PM Peak Hour

PM BUILD Vols. (Veh/hr)				0		108		564	2	0	1,215	
V/C Ratio						0.18						
Level-of-Service						B						
Control Delay (Seconds)						12.5						
Intersection LOS	**B-12.5**											
95th Percentile Queue (veh)						0.7						

INTERSECTION 8 – Driveway 'D' (East/West) / Broadway Blvd. (North/South)
Unsignalized, Proposed, Full access.



Driveway 'D' is a proposed full-access driveway located on the east side of Broadway Blvd., 299-ft south of Driveway 'C' (centerline to centerline), 530-ft south of Sunport Blvd. (centerline to centerline).

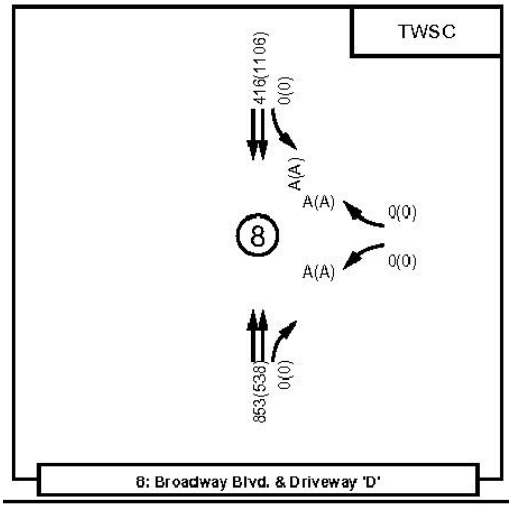
2023 and 2033 LOS Analysis of these intersections demonstrate that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. LOS=C for the intersection and LOS=C or better for all movements in the intersection.

2023 and 2033 Queueing Analysis demonstrates that no additional queueing capacity is required at these intersections. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

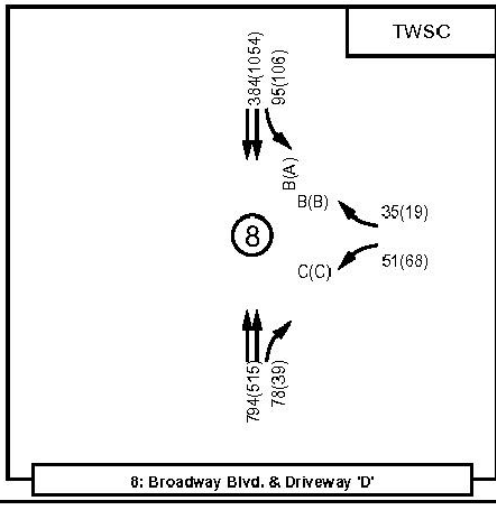
NMDOT Deceleration Lane Warrant Analysis shows that a southbound left-turn lane, 250-ft long plus an 8:1 taper transition and a northbound right-turn lane, 230-ft long (including transition) are warranted at the Driveway 'D' Intersection.

See Appendix pages A-76 thru A-79 for the Synchro reports.

NO BUILD
2023



BUILD
2023

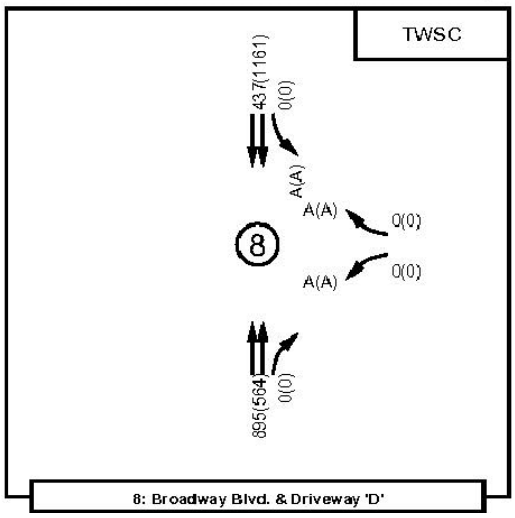


Unsignalized

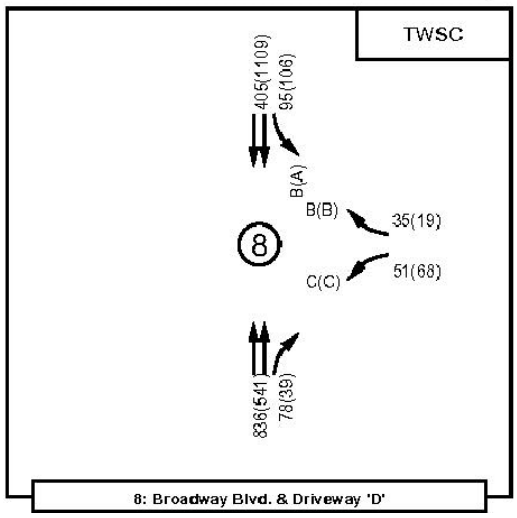
Driveway 'D' / Broadway Blvd.	EB (Driveway 'D')			WB (Driveway 'D')			NB (Broadway Blvd.)			SB (Broadway Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry				1		1		2	1	1	2	
AM Peak Hour												
AM BUILD Vols. (Veh/hr)				19		8		856	16	63	416	
V/C Ratio				0.07		0.01				0.08		
Level-of-Service				C		B				B		
Control Delay (Seconds)				18.6		11.3				10.1		
Intersection LOS	**C-18.6**											
95th Percentile Queue (veh)				0.2		0.0				0.3		

PM Peak Hour												
PM BUILD Vols. (Veh/hr)				16		7		540	14	54	1,106	
V/C Ratio				0.05		0.01				0.05		
Level-of-Service				C		B				A		
Control Delay (Seconds)				17.6		10.0				8.8		
Intersection LOS	**C-17.6**											
95th Percentile Queue (veh)				0.2		0.0				0.2		

NO BUILD
2033



BUILD
2033



Unsignalized

Driveway 'D' / Broadway Blvd.	EB (Driveway 'D')			WB (Driveway 'D')			NB (Broadway Blvd.)			SB (Broadway Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry				1		1		2	1	1	2	
AM Peak Hour												
AM BUILD Vols. (Veh/hr)				51		35		836	78	95	405	
V/C Ratio				0.19		0.06				0.13		
Level-of-Service				C		B				B		
Control Delay (Seconds)				21.1		11.6				10.6		
Intersection LOS	**C-21.1**											
95th Percentile Queue (veh)				0.7		0.2				0.4		

PM Peak Hour												
PM BUILD Vols. (Veh/hr)				68		19		541	39	106	1,109	
V/C Ratio				0.26		0.03				0.11		
Level-of-Service				C		B				A		
Control Delay (Seconds)				23.6		10.1				9.1		
Intersection LOS	**C-23.6**											
95th Percentile Queue (veh)				1.0		0.1				0.4		

INTERSECTION 9 – Rio Bravo Blvd../Broadway Blvd
(Signalized, Existing)



2023 LOS Analysis of this intersections demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions; LOS remains the same for the NO BUILD and BUILD conditions. LOS also remains the same for all movements in the intersection. The eastbound left turn movement has LOS=E for the NO BUILD and BUILD conditions but this an existing problem not made worse by traffic from the development, so no mitigation is recommended.

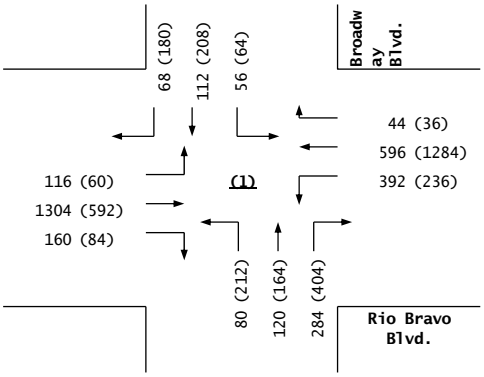
2033 LOS Analysis of this intersections demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions; LOS and delays remain the same for the NO BUILD and BUILD conditions. Based on the analysis, by 2033, NO BUILD conditions at the intersection degrade significantly (LOS=F) especially during the PM peak hour. EBL, EBT, WBL, WBR and NBT movements will have LOS=E or F but this an existing problem not made significantly worse by the development, so no mitigation is recommended by the development.

2023 and 2033 Queueing Analysis demonstrates that additional queueing capacity is required at this intersection for most of the turn lanes by 2033. V/C ratios (a measure of congestion) are less than 1 for all movements except for the NBL in 2033. Lane capacities are less than calculated queues for the EBL, NBR, SBL, and SBR turn lanes. But these are existing problems not made significantly worse by the development so no mitigation is recommended by the development.

See Appendix pages A-80 thru A-87 for the full HCS reports.

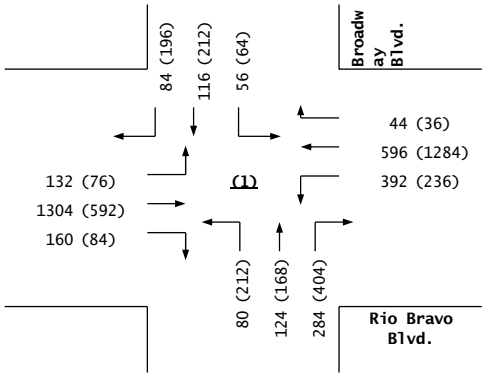
2023

NO BUILD



2023

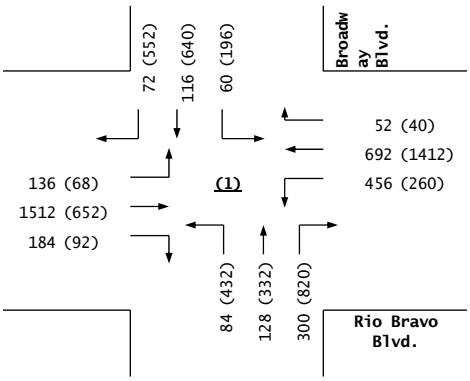
BUILD



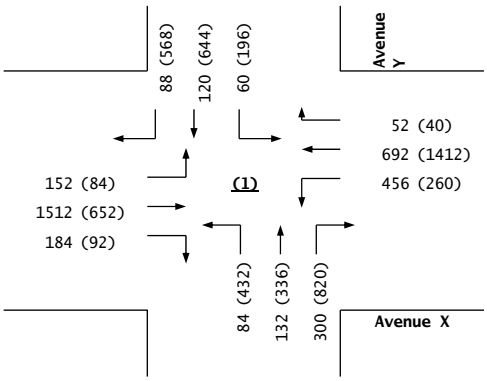
Signalized

Rio Bravo Blvd. / Broadway Blvd.	EB (Rio Bravo Blvd.)			WB (Rio Bravo Blvd.)			NB (Broadway Blvd.)			SB (Broadway Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	2	1	1	3	1	1	2	1	1	2	1
AM Peak Period (7:00-7:15 AM)												
AM NO BUILD Demand Vols. (Veh/hr)	116	1,304	160	392	596	44	80	120	284	56	112	68
V/C Ratio	0.67	0.80	0.20	0.85	0.22	0.05	0.30	0.25	0.66	0.23	0.26	0.25
Level-of-Service	E	C	B	D	B	B	D	D	D	D	D	D
Control Delay (Seconds)	57.6	32.3	16.7	52.5	14.6	11.1	43.2	46.4	42.1	44.1	47.9	43.2
Intersection LOS	**C-33.9**											
95th Percentile Queue (veh)	3.1	22.8	4.4	9.7	4.9	0.9	3.6	2.8	11.9	2.5	2.6	3.0
QSR	0.3	0.0	0.5	0.7	0.0	0.0	0.2	0.0	0.4	0.6	0.0	0.2
Existing Storage Length (ft)	275.0	0.0	250.0	380.0	0.0	0.0	580.0	0.0	725.0	100.0	0.0	425.0
Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM Peak Period (7:00-7:15 AM)												
AM BUILD Demand Vols. (Veh/hr)	132	1,304	160	392	596	44	80	124	284	56	116	84
V/C Ratio	0.69	0.80	0.20	0.85	0.22	0.05	0.30	0.26	0.66	0.24	0.27	0.30
Level-of-Service	E	C	B	D	B	B	D	D	D	D	D	D
Control Delay (Seconds)	57.3	32.3	16.7	52.5	14.9	11.4	43.2	46.5	42.1	44.1	48.0	43.1
Intersection LOS	**C-34.1**											
95th Percentile Queue (veh)	3.6	22.8	4.4	9.7	5.0	0.9	3.6	2.9	11.9	2.5	2.7	3.8
QSR	0.3	0.0	0.5	0.7	0.0	0.0	0.2	0.0	0.4	0.6	0.0	0.2
Existing Storage Length (ft)	275.0	0.0	250.0	380.0	0.0	0.0	580.0	0.0	725.0	100.0	0.0	425.0
Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Peak Period (4:30-4:45pm)												
PM NO BUILD Demand Vols.	148	644	92	260	1,144	36	228	160	360	44	184	132
V/C Ratio	0.71	0.44	0.11	0.79	0.51	0.05	0.59	0.20	0.70	0.15	0.37	0.42
Level-of-Service	E	C	B	D	C	B	D	D	D	D	D	D
Control Delay (Seconds)	57.0	26.7	14.3	54.8	25.0	17.1	37.5	37.4	36.1	42.5	47.2	42.3
Intersection LOS	**C-33.2**											
95th Percentile Queue (veh)	4.0	10.9	2.3	6.9	12.2	1.0	9.2	3.3	13.6	1.9	4.3	5.9
QSR	0.4	0.0	0.2	0.5	0.0	0.0	0.4	0.0	0.5	0.5	0.0	0.4
Existing Storage Length (ft)	275.0	0.0	250.0	380.0	0.0	0.0	580.0	0.0	725.0	100.0	0.0	425.0
Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Peak Period (4:30-4:45pm)												
PM BUILD Demand Vols.	164	644	92	260	1,144	36	228	164	360	44	188	148
V/C Ratio	0.72	0.44	0.11	0.79	0.52	0.05	0.59	0.20	0.70	0.15	0.38	0.46
Level-of-Service	E	C	B	D	C	B	D	D	D	D	D	D
Control Delay (Seconds)	56.7	26.8	14.4	54.8	25.4	17.5	37.7	37.4	36.1	42.4	47.1	42.3
Intersection LOS	**C - 33.6**											
95th Percentile Queue (veh)	4.4	10.9	2.3	6.9	12.4	1.0	9.2	3.4	13.6	1.9	4.4	6.7
QSR	0.4	0.0	0.2	0.5	0.0	0.0	0.4	0.0	0.5	0.5	0.0	0.4
Existing Storage Length (ft)	275.0	0.0	250.0	380.0	0.0	0.0	580.0	0.0	725.0	100.0	0.0	425.0
Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2033
NO BUILD



2033
BUILD



Unsignalized

Rio Bravo Blvd.	EB (Rio Bravo Blvd.)			WB (Rio Bravo Blvd.)			NB (Broadway Blvd.)			SB (Broadway Blvd.)		
Broadway Blvd.	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	2	1	1	3	1	1	2	1	1	2	1
AM Peak Period (7:00-7:15 AM)												
AM NO BUILD Demand Vols. (Veh/hr)	136	1,512	184	456	692	52	84	128	300	60	116	72
V/C Ratio	0.69	0.97	0.24	0.87	0.26	0.06	0.31	0.27	0.66	0.25	0.27	0.26
Level-of-Service	E	D	B	D	B	B	D	D	D	D	D	D
Control Delay (Seconds)	57.2	49.7	18.2	53.8	15.4	11.4	43.3	46.8	40.6	44.2	48.2	42.9
Intersection LOS	**D-40.9**											
95th Percentile Queue (veh)	3.7	31.9	5.4	11.1	6.0	1.1	3.8	3.0	12.2	2.7	2.7	3.2
QSR	0.3	0.0	0.6	0.7	0.0	0.0	0.2	0.0	0.4	0.7	0.0	0.2
Existing Storage Length (ft)	275.0	0.0	250.0	380.0	0.0	0.0	580.0	0.0	725.0	100.0	0.0	425.0
Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM BUILD Demand Vols. (Veh/hr)	152	1,512	184	456	692	52	84	132	300	60	120	88
V/C Ratio	0.71	0.97	0.24	0.87	0.26	0.06	0.31	0.28	0.66	0.25	0.28	0.31
Level-of-Service	E	D	B	D	B	B	D	D	D	D	D	D
Control Delay (Seconds)	56.8	49.7	18.2	53.8	15.7	11.7	43.3	46.9	40.6	44.2	48.3	42.8
Intersection LOS	**D-41.1**											
95th Percentile Queue (veh)	4.1	31.9	5.4	11.1	6.1	1.1	3.8	3.1	12.2	2.7	2.8	3.9
QSR	0.3	0.0	0.6	0.7	0.0	0.0	0.2	0.0	0.4	0.7	0.0	0.2
Existing Storage Length (ft)	275.0	0.0	250.0	380.0	0.0	0.0	580.0	0.0	725.0	100.0	0.0	425.0
Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM Peak Period (4:30-4:45pm)												
PM NO BUILD Demand Vols.	156	704	100	284	1,272	40	448	328	776	176	616	504
V/C Ratio	0.78	0.93	0.18	0.81	0.97	0.08	1.03	0.23	0.98	0.37	0.55	0.85
Level-of-Service	E	E	C	D	F	C	F	C	E	C	C	D
Control Delay (Seconds)	72.7	65.4	28.1	54.4	151.9	29.9	81.5	23.9	61.2	27.2	34.3	45.5
Intersection LOS	**F-76.0**											
95th Percentile Queue (veh)	6.1	18.6	3.7	7.6	38.8	1.5	18.6	5.1	31.8	6.2	11.6	21.8
QSR	0.6	0.0	0.4	0.5	0.0	0.0	0.8	0.0	1.1	1.6	0.0	1.3
Existing Storage Length (ft)	275.0	0.0	250.0	380.0	0.0	0.0	580.0	0.0	725.0	100.0	0.0	425.0
Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	79.8	59.0	0.0	127.5
PM BUILD Demand Vols.	172	704	100	284	1,272	40	448	332	776	176	620	520
V/C Ratio	0.87	0.93	0.18	0.81	0.97	0.08	1.03	0.23	0.98	0.37	0.55	0.88
Level-of-Service	F	E	C	D	F	C	F	C	E	C	C	D
Control Delay (Seconds)	85.4	65.4	28.1	54.4	174.9	29.9	82.5	23.9	61.2	27.2	34.3	48.8
Intersection LOS	**F-82.0**											
95th Percentile Queue (veh)	6.0	17.8	3.7	7.6	34.8	1.5	16.8	5.3	35.1	6.1	11.5	21.7
QSR	0.6	0.0	0.4	0.5	0.0	0.0	0.7	0.0	1.2	1.6	0.0	1.3
Existing Storage Length (ft)	275.0	0.0	250.0	380.0	0.0	0.0	580.0	0.0	725.0	100.0	0.0	425.0
Required (ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	166.8	56.0	0.0	127.5

Determination of Warrants for Deceleration Lanes

Determination of Warrants for Deceleration Lanes for Driveway 'A,' Driveway 'B', Driveway 'C', and 'D' were conducted in accordance with the City of Albuquerque Development Process Manual (DPM) Criteria for Driveways 'A' and 'B' on Arno St. South and in accordance with the NMDOT Auxiliary Lane Warrant Analysis for Driveways 'C' and 'D' on Broadway Blvd. See Appendix pages A-119 & A-120 for the NMDOT Determination of Warrants for Auxiliary Lane Warrants. The following tables define the City's warrant criteria and the NMDOT's criteria for right and left turn lanes at driveways:

City of Albuquerque DPM

TABLE 7.4.67 **Turn Lane Warrants**

Left Turn		**Right Turn**	
Design Speed (MPH)	**Turning Volume per Hour**	**Design Speed (MPH)**	**Turning Volume per Hour**
25	50	25	60
30-40	40	30-40	50
45	30	45	45

Table 17.B-2
Criteria For Deceleration Lanes On
URBAN MULTI-LANE HIGHWAYS

Turning Volume[1] (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Directional Volume in the Through Lane (vphpl)[2]			Minimum Directional Volume in the Through Lane (vphpl)[2]		
	≤30 mph	35 to 40 mph	45 to 55 mph	≤30 mph	35 to 40 mph	45 to 55 mph
<5	**Not Required**	**Not Required**	**Not Required**	**Not Required**	**Not Required**	**Not Required**
5	**Not Required**	**490**	**420**	**1,200**	**730**	**450**
10	**420**	**370**	**300**	**820**	**490**	**320**
15	**360**	**290**	**220**	**600**	**350**	**240**
20	**310**	**230**	**160**	**460**	**260**	**180**
25	**270**	**190**	**130**	**360**	**230**	**150**
30	**240**	**160**	**110**	**290**	**200**	**130**
35	**210**	**130**	**100**	**260**	**180**	**120**
40	**180**	**120**	**Required**	**240**	**170**	**110**
45	**160**	**110**	**Required**	**220**	**160**	**Required**
50	**140**	**Required**	**Required**	**200**	**Required**	**Required**
55	**120**	**Required**	**Required**	**190**	**Required**	**Required**
≥56	**Required**	**Required**	**Required**	**Required**	**Required**	**Required**
	Left-turn Deceleratain Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes: • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more			***Right-turn Deceleratain Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:*** • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more		

Notes:
1. *Use linear interpolation for turning volumes between 5 and 55 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

Determination of Warrants for Deceleration Lanes for Driveway 'A', Driveway 'B', Driveway 'C', and Driveway 'D' indicate the following:

Summary of Auxillary Lane Warrant Analysis

Love's Sunport Station

Access	Major Street	Speed Limit (Mph)	Left Turn Warrant					Right Turn Warrant				
			Left Turn Warrant Volume (veh/hr)[1]	Maximum Left Turn Volume (Veh/hr)	Left Turn Lane Warranted ?	Minimum Storage Length (ft)4	Minimum Left-turn Transition Length (ft)[2]	Right Turn Warrant Volume (veh/hr)[1]	Maximum Right Turn Volume (Veh/hr)	Right Turn Lane Warranted?	Minimum Storage Length (ft)[3]	Minimum Right-turn Transition Length (ft)[2]
City of Albuquerque Auxillary Lane Warrant Analysis												
Driveway 'A'	Arno St.	35	40	0	No		-	50	61	Yes	240	300/150
Driveway 'B'	Arno St.	35	40	0	No		-	50	33	No		-
Arno St.[6]	Sunport Blvd.	35	40	51	Yes	50	300/150	50	41	No	-	-
NMDOT Auxillary Lane Warrant Analysis[5]												
Driveway 'C'	Broadway Blvd.	35	9999	3	No		-	-	-	No		-
Driveway 'D'	Broadway Blvd.	35	1	78	Yes	250	8:1 Taper	1	106	Yes	230	8:1 Taper

1. City of Albuquerque DPM, Table 7.4.67
2. City of Albuquerque DPM, Table 7.4.70
3. City of Albuquerque DPM, Table 7.4.68
4. Storage Length based on maximum 2033 left-turn queue length
5. See NMDOT Auxillary Lane Warrant Analysis in Appendix pages A- thru A-.
6. Construction plans for the new Sunport Blvd. extention show a 150-ft left-turn lane plus a 300/150 transition

- **City of Albuquerque Deceleration Lane Warrant Analysis** shows that a southbound right-turn lane 240-ft long including a 300/150 transition is warranted at Driveway 'A', however, since Arno St. South is a dead-end roadway that only services the Love's Sunport Station, no deceleration lane is recommended.
- **City of Albuquerque Deceleration Lane Warrant Analysis** shows that no deceleration lanes are warranted at this intersection.
- **NMDOT Deceleration Lane Warrant Analysis** shows that no turn lanes are warranted at Driveway 'C'.
- **NMDOT Deceleration Lane Warrant Analysis** shows that a southbound left-turn lane, 250-ft long plus an 8:1 taper transition and a northbound right-turn lane, 230-ft long (including transition) are warranted at the Driveway 'D' Intersection.

Where existing driveways, intersections, and/or availability of right-of-way restricts lengths of new deceleration lanes, the developer shall maximize the length in the space available and provide graphical evidence to the City's Design Review Committee for the reduced turn lane length.

Access Design Specifications

Sight distances at Driveway 'A', Driveway 'B', and Driveway 'C' are greater than 500-feet at each driveway. There are no vertical or horizontal curves that impede site distances along this portion of Woodward Rd./Sunport Blvd. and Broadway Blvd., and there are no structures blocking sight distance into and out of the driveway.

All driveways meet the minimum access spacing requirements of the COA and the NMDOT except Driveway 'C'. See 18.C-1 from State Access Management Manual (SAMM) and Table 7.4.45 from the COA DPM. The COA DPM standard is used for the driveways on Arno St. S (Driveways 'A' and 'B'). The SAMM standard is used for the driveways on Broadway Blvd. (Driveways 'C' and 'D'). Although the spacing for Driveway 'C' does not meet the access spacing requirements specified in the SAMM (see Table 18.C-1, 325-ft), this is an existing driveway which has been reconstructed as a full-access driveway this year by NMDOT as part of the Sunport Blvd. Extension Project (NM Project NO. A300160). Also, the Love's Sunport Station project is proposing to improve safety at this access intersection by converting it from a full-access to a restricted-access, thereby significantly reducing the number of conflict points.

Table 18.C-1
Access Spacing Standards for Intersections and Driveways
(centerline to centerline spacing in feet)

Access Category	Posted Speed (mph)	Intersection Spacing (feet) [1]		Driveway Spacing (feet) [2]		
				Non-Traversable Median		Traversable Median [4]
		Signalized	Unsignalized [3]	Full Access	Partial Access	
Controlled-Access, Non-Interstate Highways	All Speeds	5,280	2,640	2,640	2,640	-NA-
UPA	≤ 30 mph	2,640	1,320	1,320	200	200
	35 to 40 mph	2,640	1,320	1,320	325	325
	45 to 50 mph	2,640	1,320	1,320	450	450
	≥ 55 mph	5,280	1,320	1,320	625	625

City of Albuquerque Minimum Access Spacing Requirements
COA DPM

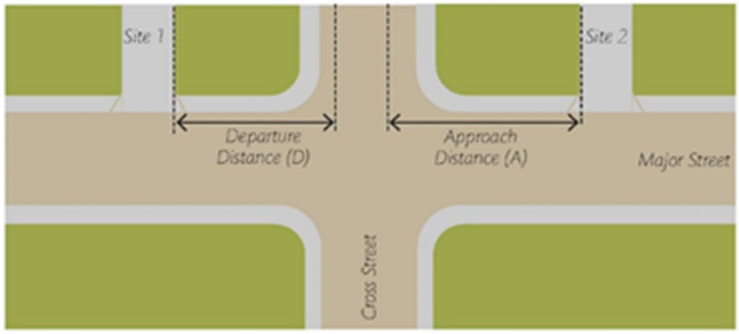


TABLE 7.4.45 **Minimum Distance Between Commercial Site Access and Intersection**

Type of Street	Cross Street Classes					
	Arterial		Collector		Local	
	A	D	A	D	A	D
Principal Arterial	300 ft.	200 ft.	200 ft.	150 ft.	150 ft.	100 ft.
Minor Arterial	200 ft.	150 ft.	150 ft.	100 ft.	100 ft.	100 ft.
Major Collector	150 ft.	150 ft.	100 ft.	100 ft.	75 ft.	75 ft.
Minor Collector	150 ft.	150 ft.	100 ft.	100 ft.	75 ft.	75 ft.
Local (additional distance may be required for queuing)	75 ft.	75 ft.	50 ft.	50 ft.	25 ft.	25 ft.

Summary of Impacts and Recommendations

In summary, the proposed Love's Sunport Station will have minimal adverse impact to the adjacent transportation system with implementation of the recommended mitigation measures presented in this report. A summary of the impacts and recommendations based on the results of the analysis, are stated below.

A summary of the impacts and recommendations based on the results of the analysis, are stated below.

Summary of Impacts

Intersection 1 - Woodward Rd./Sunport Blvd. & Broadway Blvd. (Signalized, Existing w/ Major Modifications)

- **2023 LOS Analysis** of Intersection 1 demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. LOS remains at C or better for all movements in the intersection. Intersection LOS remains at LOS=C for the NO BUILD and BUILD conditions with less than 2 seconds per vehicle increase in delays. LOS for each movement is C or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions.
- **2033 LOS Analysis** of Intersection 1 demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. LOS remains at C or better for all movements in the intersection. Intersection LOS remains at LOS=C for the NO BUILD and BUILD conditions with less than 6 seconds per vehicle increase in delays. LOS for each movement is D or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions.
- **2023 and 2033 Queueing Analysis** demonstrates that based on the geometry of the intersection presented on the Sunport Blvd. Extension construction plans, no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

Intersection 2 - Sunport Blvd. & Arno St. (Unsignalized, Currently Under Construction)

- **2023 and 2033 LOS Analysis** of this intersection demonstrates that the proposed Love's Sunport Station will not significantly impact the LOS or delays at this intersection. In fact, intersection delays decrease with additional traffic from the development because in the weighted average calculation for delays, traffic is being introduced to movements with LOS=A, thereby improving the overall delay of the intersection.
- **2023 and 2033 Queueing Analysis** demonstrates that based on the geometry of the intersection presented on the Sunport Blvd. Extension construction plans, no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.
- **City of Albuquerque Deceleration Lane Warrant Analysis** shows that a westbound left-turn lane with 50-ft of queueing capacity and a 300/150 transition is warranted at this intersection, however, Sunport Blvd. Extension construction plans show a westbound left-turn lane with 150-ft of capacity so no additional capacity is required on the part of the development.

Intersections 3 & 4 - Sunport Blvd. & I-25 NB & SB Ramp Intersections (Signalized, Existing w/ Major Modifications)

- **2023 and 2033 LOS Analysis** of these intersections demonstrate that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. Intersection LOS remains at LOS=C for the NO BUILD and BUILD conditions with less than 2 seconds per vehicle increase in average control delays. LOS for each movement is C or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions. In fact, for 2033 intersection delays decrease with additional traffic from the development because in the weighted average calculation for delays, traffic is being introduced to movements with LOS=A, thereby improving the overall delay of the intersection.
- **2023 and 2033 Queueing Analysis** demonstrates that based on the geometry of the intersections presented on the Sunport Blvd. Extension construction plans, no additional queueing capacity is required. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.

Intersection 5 (Enter ONLY) - Driveway 'A' & Arno St. (Unsignalized, Proposed)

- **2023 and 2033 LOS Analysis** of this intersection demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. Intersection LOS is LOS=A for the BUILD conditions.
- **2023 and 2033 Queueing Analysis** demonstrates that no additional queueing capacity is required at this intersection. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.
- **City of Albuquerque Deceleration Lane Warrant Analysis** shows that a southbound right-turn lane 240-ft long including a 300/150 transition is warranted at this intersection, however, since Arno St. South is a dead-end roadway that only services the Love's Sunport Station, no deceleration lane is recommended.

Intersection 6 (FULL ACCESS) - Driveway 'B' & Arno (Unsignalized, Proposed)

- **2023 and 2033 LOS Analysis** of this intersection demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 and 2033 AM and PM BUILD conditions. Intersection LOS is LOS=A for the BUILD conditions.
- **2023 and 2033 Queueing Analysis** demonstrates that no additional queueing capacity is required at this intersection. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.
- **City of Albuquerque Deceleration Lane Warrant Analysis** shows that no deceleration lanes are warranted at this intersection.

Intersection 7 (Right-in/Right-out Only) - Driveway 'C' Broadway Blvd.

- **2023 and 2033 LOS Analysis** of these intersections demonstrate that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. Intersection LOS remains at LOS=C for the NO BUILD and BUILD conditions with less than 2 seconds per vehicle increase in delays. LOS for each movement is C or better for all conditions with no significant degradation of delays from the NO BUILD to BUILD Conditions.

- **2023 and 2033 Queueing Analysis** demonstrates that no additional queueing capacity is required at these intersections. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.
- **NMDOT Deceleration Lane Warrant Analysis** - No turn lanes are warranted at Driveway 'C'.

Intersection 8 (Full Access) - Driveway 'D' & Broadway Blvd. (Unsignalized, Proposed)

- **2023 and 2033 LOS Analysis** of these intersections demonstrate that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions. LOS=C for the intersection and LOS=C or better for all movements in the intersection.
- **2023 and 2033 Queueing Analysis** demonstrates that no additional queueing capacity is required at these intersections. V/C ratios (a measure of congestion) are less than 1 for all movements and lane capacities are greater than calculated queues.
- **NMDOT Deceleration Lane Warrant Analysis** shows that a southbound left-turn lane, 250-ft long plus an 8:1 taper transition and a northbound right-turn lane, 230-ft long (including transition) are warranted at the Driveway 'D' Intersection.

Intersection 9 Rio Bravo Bld. & Broadway Blvd. (Signalized, Existing)

- **2023 LOS Analysis** of this intersections demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions; LOS remains the same for the NO BUILD and BUILD conditions. LOS also remains the same for all movements in the intersection. The eastbound left turn movement has LOS=E for the NO BUILD and BUILD conditions but this an existing problem not made significantly worse by traffic from the development, so no mitigation is recommended.
- **2033 LOS Analysis** of this intersections demonstrates that the proposed Love's Sunport Station will have minimal impact on the LOS and delays for the 2023 AM and PM BUILD conditions; LOS and delays remain the same for the NO BUILD and BUILD conditions. Based on the analysis, by 2033 conditions at the intersection degrade significantly especially during the PM peak hour. LOS for EBL, EBT, WBL, WBR and NBT movements are LOS=E or F but this an existing problem not made significantly worse by the development, so no mitigation is recommended by the development.
- **2023 and 2033 Queueing Analysis** demonstrates that additional queueing capacity is required at this intersection for most of the turn lanes by 2033. V/C ratios (a measure of congestion) are less than 1 for all movements except for the NBL in 2033. Lane capacities are less than calculated queues for the EBL, NBR, SBL, and SBR turn lanes. But these are existing problems not made significantly worse by the development so no mitigation is recommended by the development.

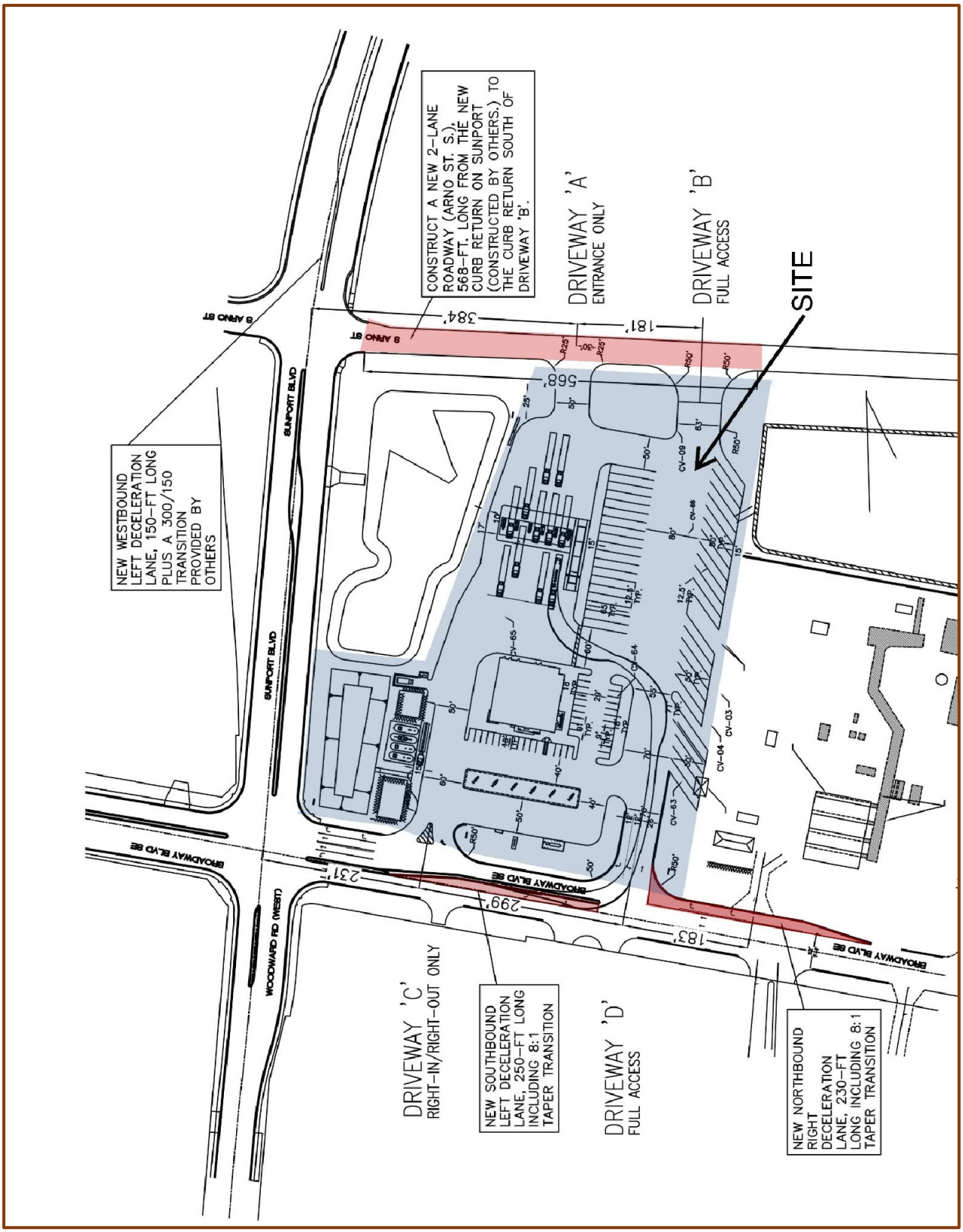
Access Spacing

All driveways meet the minimum access spacing requirements of the COA and the NMDOT except Driveway 'C', however, this is an existing driveway which has been reconstructed as a full-access driveway this year by NMDOT as part of the Sunport Blvd. Extension Project (NM Project NO. A300160). Also, the Love's Sunport Station project is proposing to improve safety at this access intersection by converting it from a full-Access driveway to a restricted access driveway, thereby significantly reducing the number of conflict points. Additionally, Driveway "C" provides for separation of passenger car vehicles from heavy commercial vehicles to a large degree, thus improving safety of the project.

In summary, the proposed Love's Sunport Station will have minimal adverse impact to the adjacent transportation system provided the recommendations below are implemented.

Recommendations (See Site Plan on the following page)

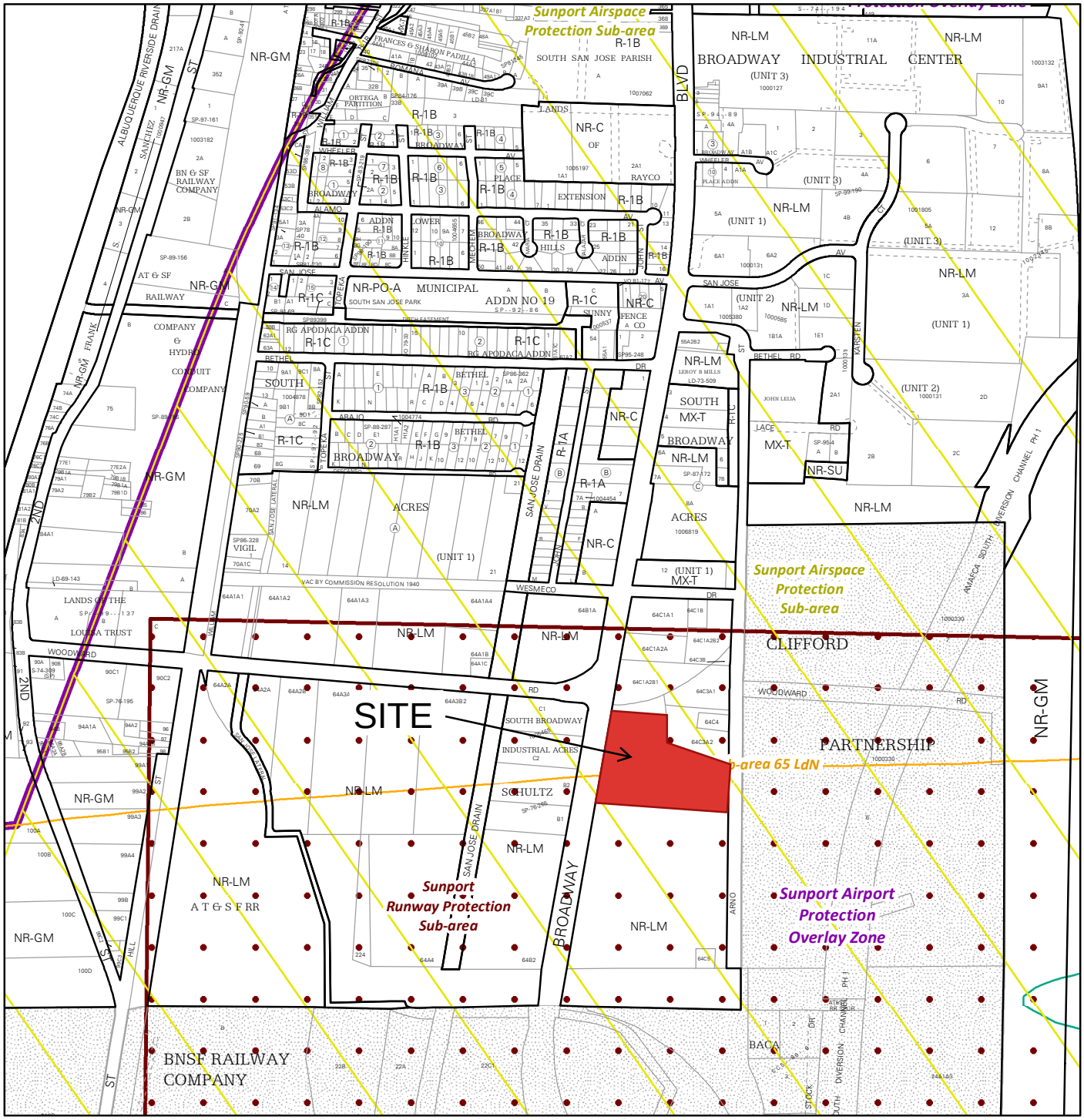
1. **Arno St. S.**
   Construct Arno St. S. as a dead-end asphalt paved 2-lane roadway, at least 568-ft long, from the new curb return on Sunport Blvd. south to the curb return south of Driveway 'B' in accordance with the City of Albuquerque construction standards.
2. **Driveway "A"**
   a) Driveway "A" should be designed and constructed as an unsignalized enter-only access with one entering lane.
   b) Driveway 'A' should be designed to accommodate WB-60 trucks.
3. **Driveway "B"**
   a) Driveway 'B' should be designed as an unsignalized full access driveway with at least one entering lane and one exiting lane.
   b) Onsite queue storage at Driveway "C" should be at least 100 feet long. (150 feet preferrable to provide some buffer).
   c) Driveway 'B' should be designed to accommodate WB-60 trucks.
4. **Driveway 'C'**
   a) Driveway "C" should be designed and constructed as an unsignalized right-in/right-out only access with one entering lane and one exiting lane.
   b) Onsite queue storage at Driveway "C" should be at least 100 feet long. (150 feet preferrable to provide some buffer).
   c) Driveway 'C' should be designed to accommodate WB-60 trucks.
5. **Driveway 'D'**
   a) Driveway "D" should be designed and constructed as an unsignalized full access driveway with one entering lane and two exiting lanes.
   b) Construct a new southbound left-turn deceleration lane at least 250-ft long including an 8:1 transition taper.
   c) Construct a new northbound right-turn deceleration lane at least 230-ft long including an 8:1 transition taper.
   d) Onsite queue storage at Driveway "D" should be at least 100 feet long. (150 feet preferrable to provide some buffer).
   e) Driveway 'D' should be designed to accommodate WB-60 trucks.
6. The developer shall coordinate site plan development and roadway design with COA. Once a project CPN number is assigned by the COA, it will be sent to the appropriate parties.


CONSTRUCT A NEW 2-LANE ROADWAY (ARNO ST. S.), 568-FT. LONG FROM THE NEW CURB RETURN ON SUNPORT (CONSTRUCTED BY OTHERS.) TO THE CURB RETURN SOUTH OF DRIVEWAY 'B'.
DRIVEWAY 'A'
ENTRANCE ONLY
DRIVEWAY 'B'
FULL ACCESS
SITE
NEW WESTBOUND LEFT DECELERATION LANE, 150-FT LONG PLUS A 300/150 TRANSITION PROVIDED BY OTHERS
S ARNO ST
SUNPORT BLVD
BROADWAY BLVD SE
WOODWARD RD (WEST)
384'
181'
568'
231'
299'
183'
DRIVEWAY 'C'
RIGHT-IN/RIGHT-OUT ONLY
NEW SOUTHBOUND LEFT DECELERATION LANE, 250-FT LONG INCLUDING 8:1 TAPER TRANSITION
DRIVEWAY 'D'
FULL ACCESS
NEW NORTHBOUND RIGHT DECELERATION LANE, 230-FT LONG INCLUDING 8:1 TAPER TRANSITION

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APPENDIX



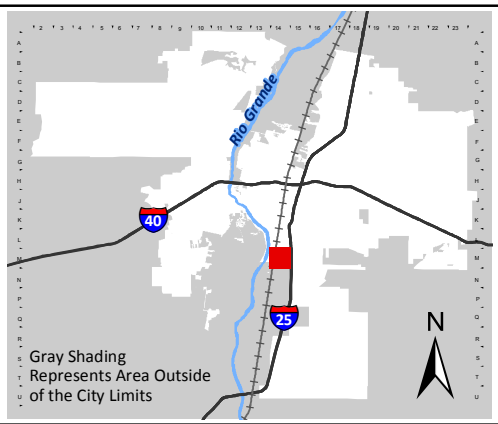
For more details about the Integrated Development Ordinance visit: http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance

IDO Zone Atlas May 2018

Albuquerque Geographic Information System

IDO Zoning information as of May 17, 2018

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

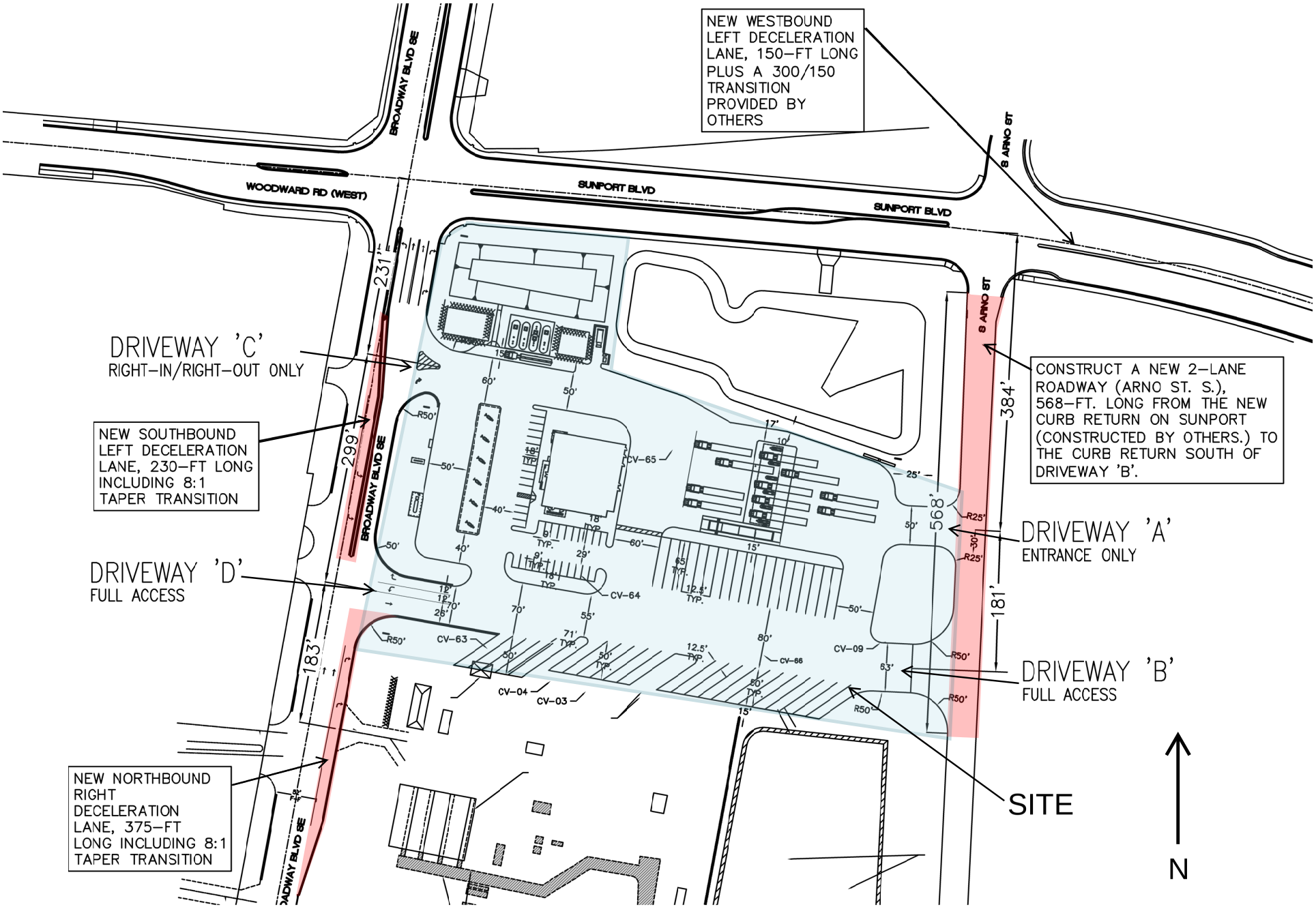


Zone Atlas Page:

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

Feet: 0 250 500 1,000



3/27

Love's Sunport Station
Project #2022031

A-2

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	Units					
12 PC + 5 HC	Convenience Store / Gas Station - GFA 5.5-10K (945)	17	5,878	269	269	229	229
	Subtotal		**5,878**	**269**	**269**	**229**	**229**
	Pass-By Trips	50%		*-135*	*-135*	*-115*	*-115*
	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 2020	2040	Annual Growth(%)	Volume Weighted Growth
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 2020	2040	Annual Growth(%)	Volume Weighted Growth
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 2015	2040	Annual Growth(%)
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	
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	9000	
Broadway	n/o Woodward	2015	11522	5095	8783	-0.95	0.76	1.10	12700	0.95	1.02	11800	Ratio of
Broadway	s/o Woodward	2015	7787	2340	12548	2.45	1.61	n/a	16400	1.12	1.95	15200	2040/2020 on
Sunport TI	I-25 NB Entrance	2015	8767	3329	3951	-2.20	0.45	1.42	12400	0.89	1.08	9500	Woodward
Sunport TI	I-25 NB Exit	2015	897	3262	4440	15.80	4.95	2.66	2400	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

Loves 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

							(WW) WOODWARD West			(BN) BROADWAY North		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2023**								
Boundary Specified on DASZ Map												
5121	50%	2677	3730	2,984	1,492	**6.63%**	**100%**	6.63%	1,492	0%	0.00%	0
5102	75%	454	497	467	350	**1.56%**	**50%**	0.78%	175	**50%**	0.78%	175
5101	75%	1604	1729	1,640	1,230	**5.47%**	0%	0.00%	0	**50%**	2.73%	615
5613	30%	1191	1188	1,190	357	**1.59%**	0%	0.00%	0	**60%**	0.95%	214
5623	75%	1579	1855	1,660	1,245	**5.53%**	0%	0.00%	0	**60%**	3.32%	747
5621	15%	842	967	878	132	**0.59%**	0%	0.00%	0	**60%**	0.35%	79
5633	15%	2426	3027	2,601	390	**1.73%**	0%	0.00%	0	**50%**	0.87%	195
5622	100%	2574	3648	2,887	2,887	**12.83%**	0%	0.00%	0	**60%**	7.70%	1,732
5301	100%	21	64	34	34	**0.15%**	**100%**	0.15%	34	0%	0.00%	0
5111	100%	1133	1152	1,139	1,139	**5.06%**	**50%**	2.53%	570	**50%**	2.53%	570
5112	100%	1630	1582	1,616	1,616	**7.18%**	0%	0.00%	0	**100%**	7.18%	1,616
5311	100%	1575	1801	1,641	1,641	**7.29%**	**50%**	3.65%	821	**50%**	3.65%	821
5312	100%	196	196	196	196	**0.87%**	0%	0.00%	0	**70%**	0.61%	137
5634	100%	2532	3059	2,686	2,686	**11.94%**	0%	0.00%	0	0%	0.00%	0
5635	60%	1083	1465	1,194	716	**3.18%**	0%	0.00%	0	0%	0.00%	0
5331	100%	498	519	504	504	**2.24%**	0%	0.00%	0	0%	0.00%	0
5321	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
5322	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
5402	20%	1147	2202	1,455	291	**1.29%**	0%	0.00%	0	0%	0.00%	0
5411	30%	1952	1679	1,872	562	**2.50%**	0%	0.00%	0	0%	0.00%	0
5412	25%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
8051	80%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
8052	50%	436	497	454	227	**1.01%**	0%	0.00%	0	0%	0.00%	0
8062	25%	3074	3195	3,109	777	**3.45%**	0%	0.00%	0	0%	0.00%	0
8071	100%	0	125	36	36	**0.16%**	0%	0.00%	0	0%	0.00%	0
8072	100%	1225	1248	1,232	1,232	**5.48%**	0%	0.00%	0	0%	0.00%	0
8061	85%	1252	1658	1,370	1,165	**5.18%**	0%	0.00%	0	0%	0.00%	0
8401	100%	422	674	496	496	**2.20%**	0%	0.00%	0	0%	0.00%	0
8082	100%	989	1097	1,021	1,021	**4.54%**	0%	0.00%	0	0%	0.00%	0
8081	100%	63	64	63	63	**0.28%**	0%	0.00%	0	0%	0.00%	0
8402	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
8412	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
8413	50%	0	74	22	11	**0.05%**	0%	0.00%	0	0%	0.00%	0
				34,447	22,496	100.00%			**3,091**			**6,901**
									13.74%			30.68%

Trip Distribution Table

Loves Sunport Station (Rio Bravo & Broadway)

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

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
		2016	**2040**	**2023**					
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** T

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

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

Trip Distribution Table

Loves Sunport Station (Rio Bravo & Broadway)

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

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	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2023**					
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%**	**50%**	0.87%	195
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%**	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%**	**80%**	0.00%	0
5322	100%	0	0	0	0	**0.00%**	**90%**	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%			**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** T

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

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

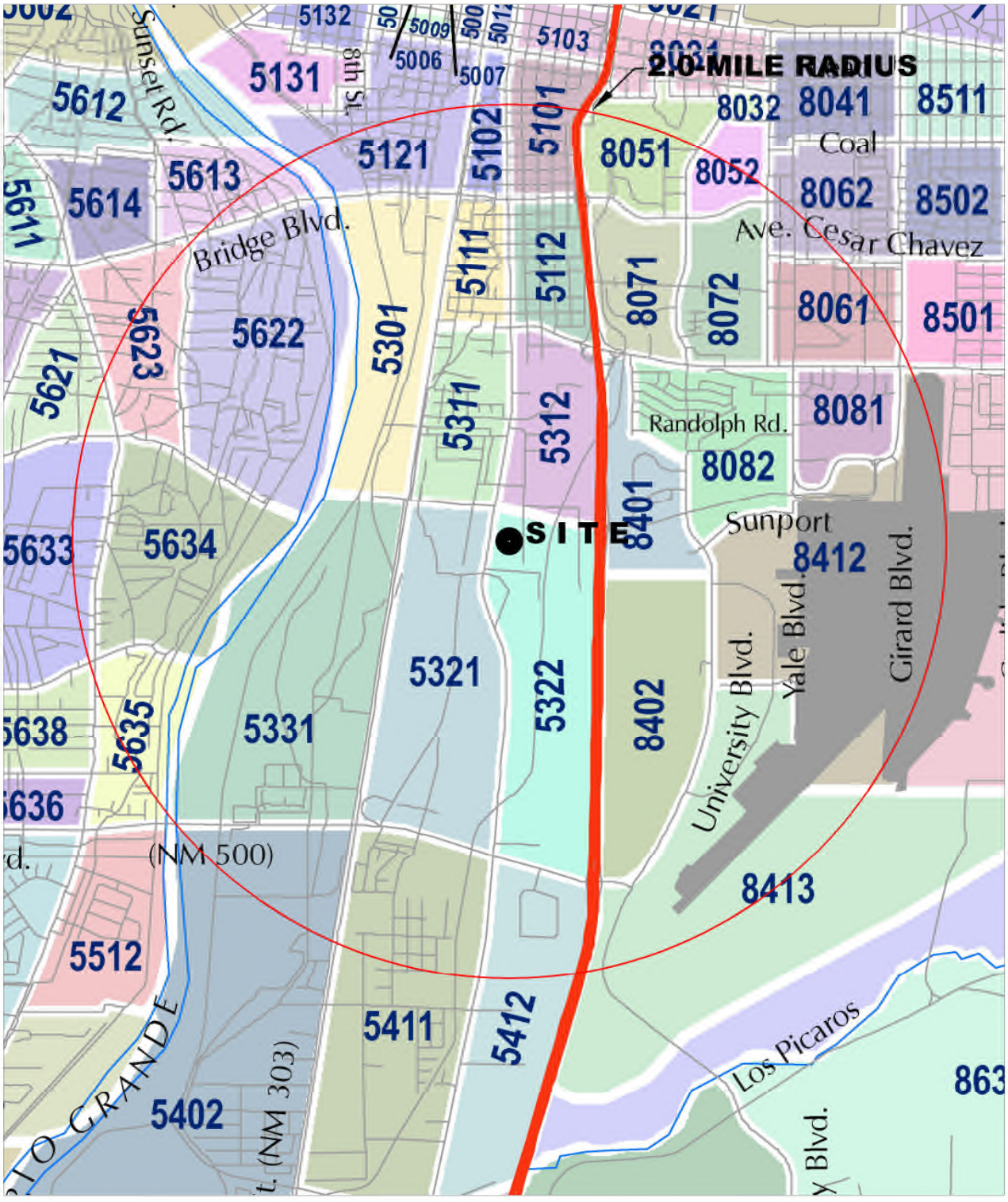
Trip Distribution Table

Loves Sunport Station (Rio Bravo & Broadway)

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

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

							I-25S I-25 South (northbound)		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2023**					
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%**	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

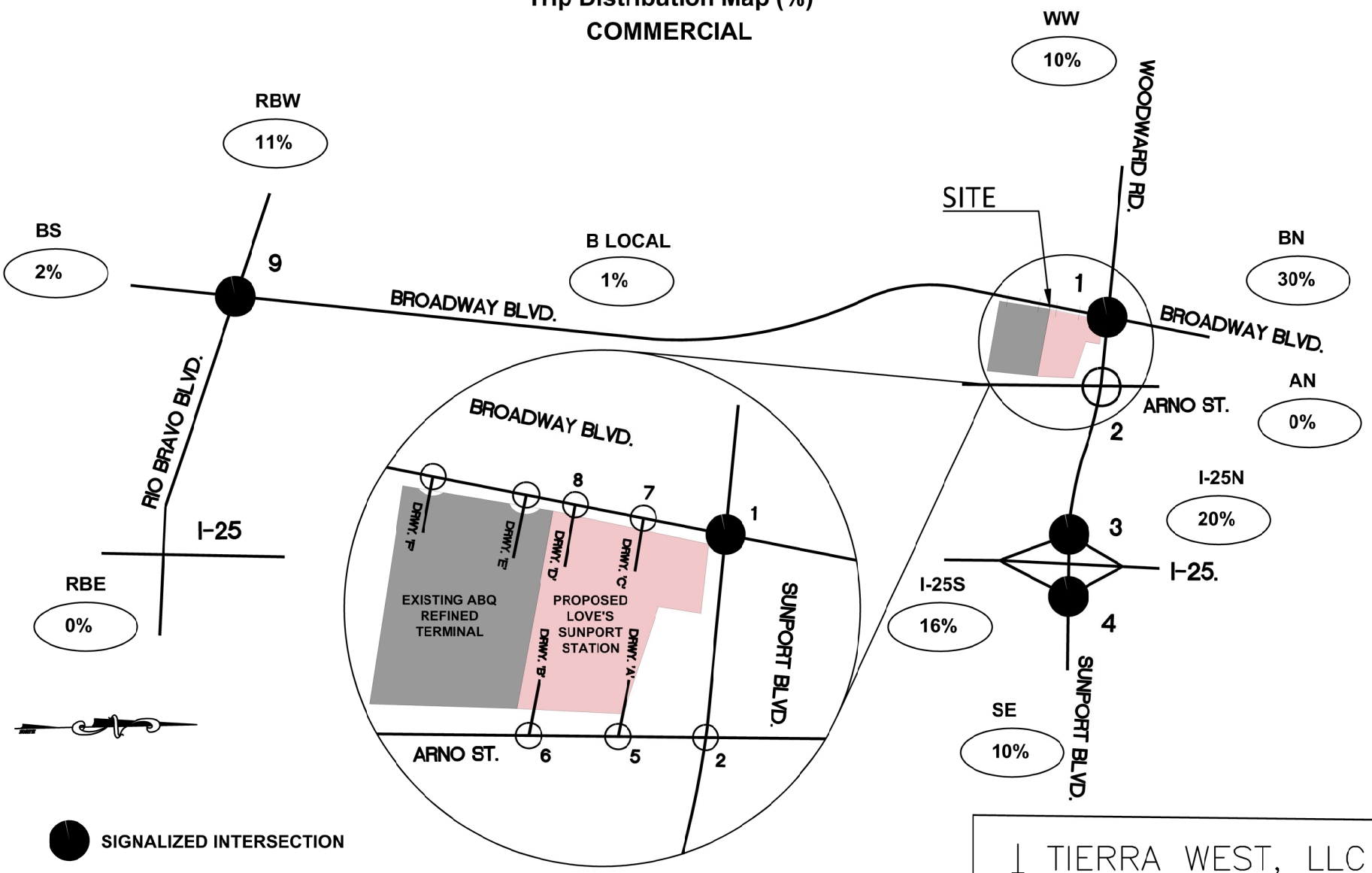
LOVE'S SUNPORT STATION (Broadway Blvd./Sunport Blvd., Albuquerque, NM)

LOVE'S SUNPORT STATION - ALBUQUERQUE, NM

Sunport Blvd./Broadway Bvd. - Albuquerque, NM

Trip Distribution Map (%)

COMMERCIAL



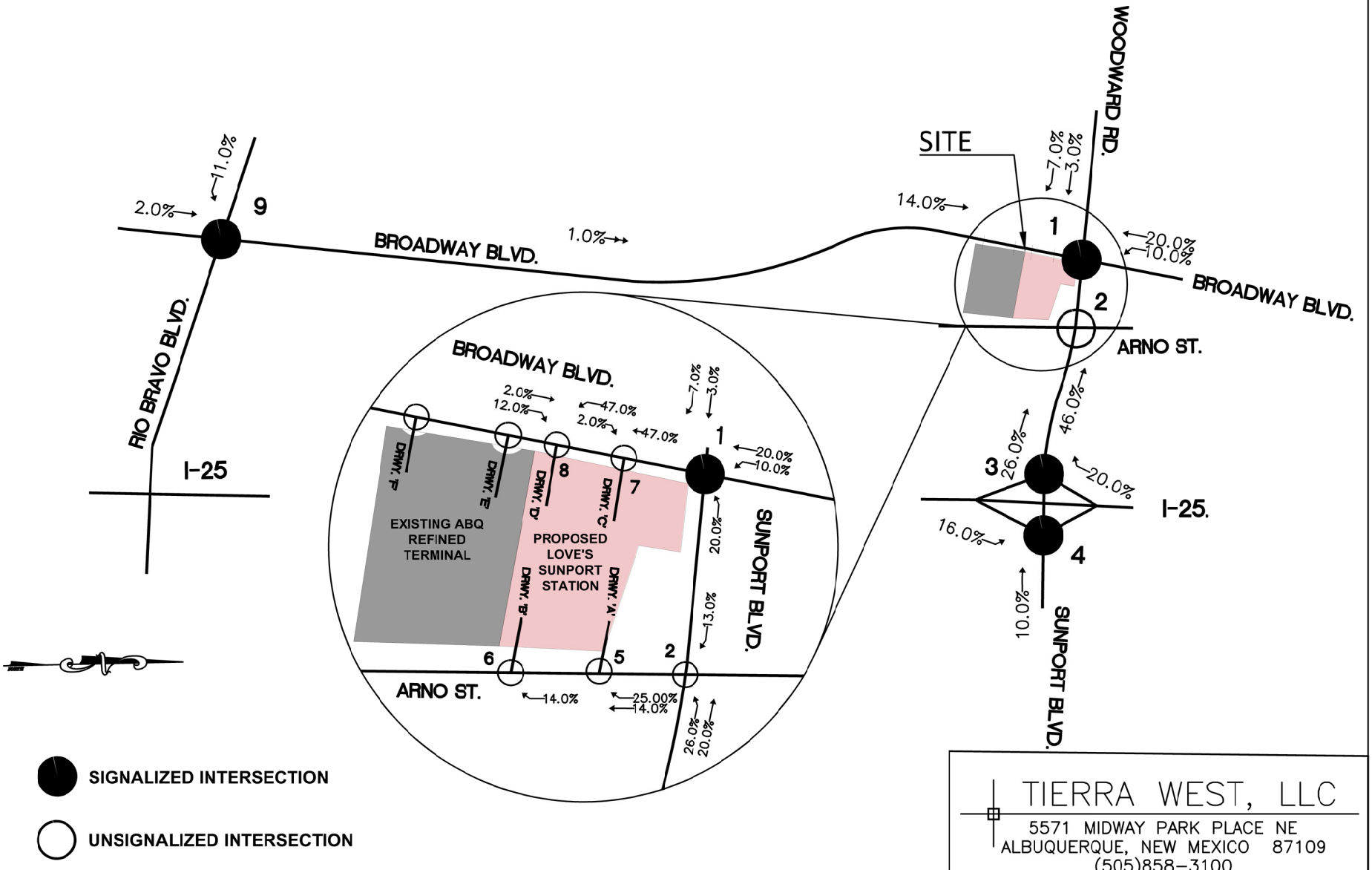
TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505)858-3100

LOVE'S SUNPORT STATION - ALBUQUERQUE, NM

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

Trip Assignments (% Entering)

COMMERCIAL



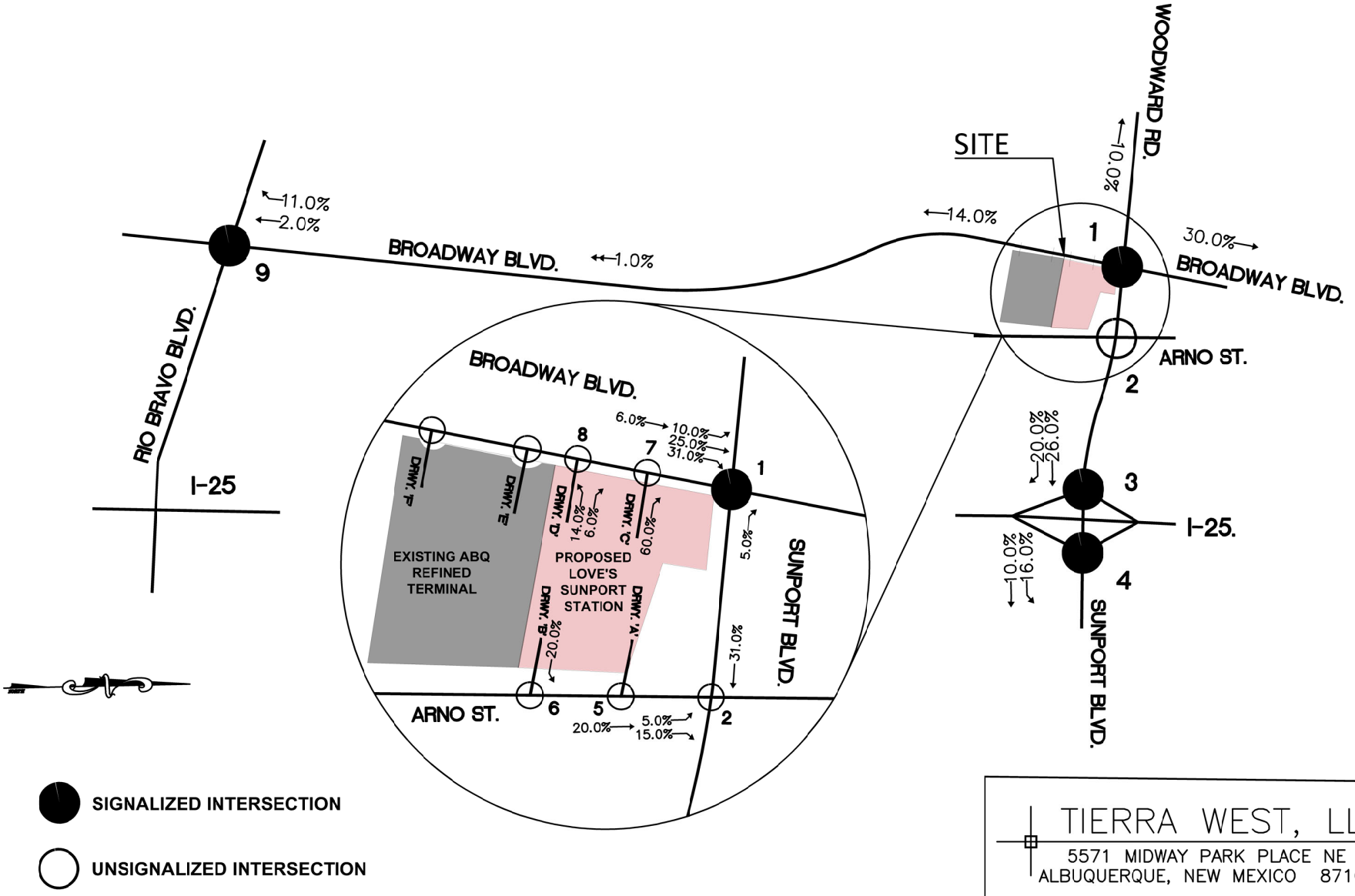
TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505)858-3100

LOVE'S SUNPORT STATION - ALBUQUERQUE, NM

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

Trip Assignments (% Exiting)

COMMERCIAL



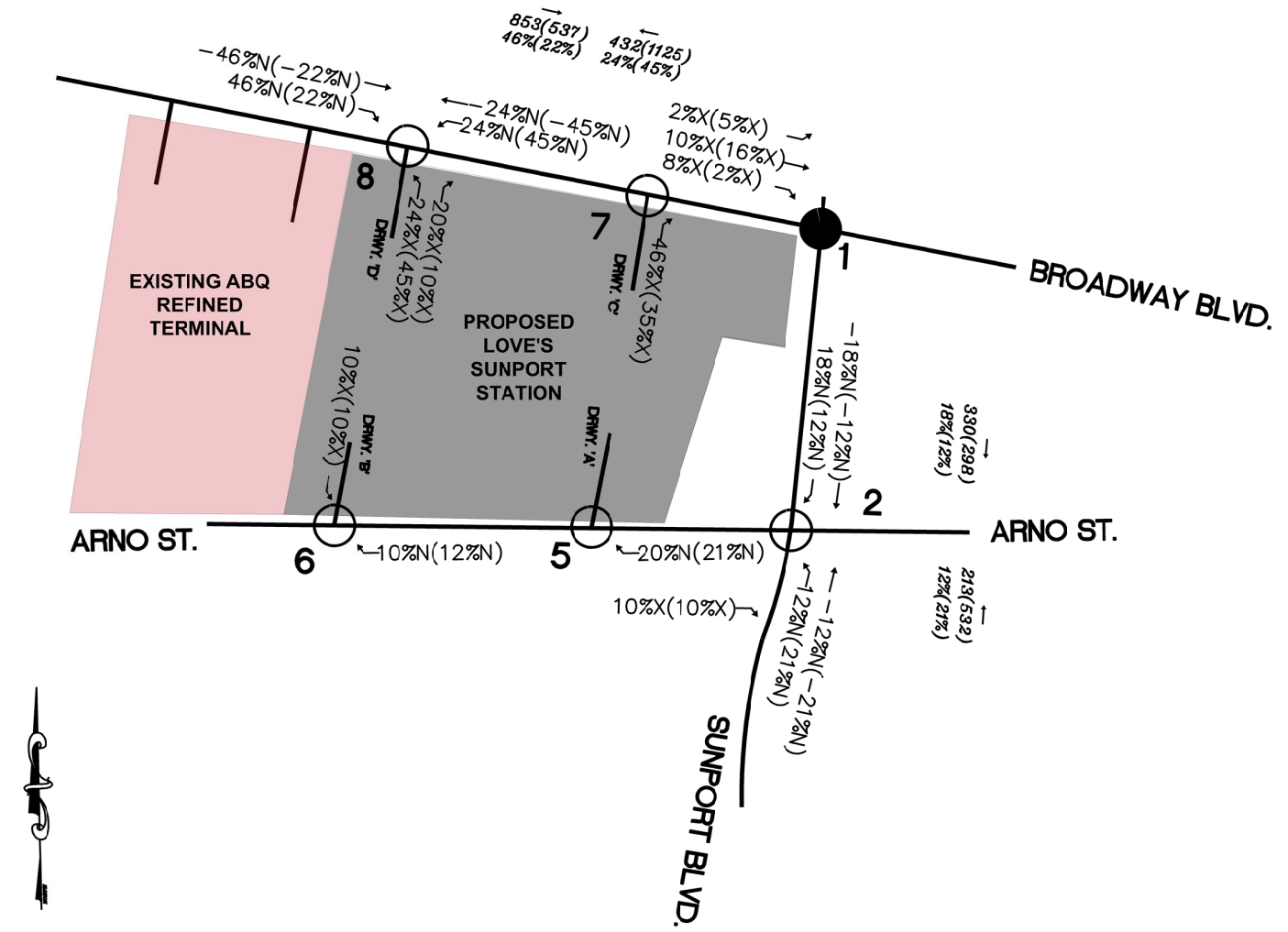
TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109

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. *0.10* *0.10* *0.10* *0.10* *PHF*

(1)

0.0% Truck	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)	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. *0.10* *0.10* *0.10* *0.10* *PHF*

(2)

0.0% Truck	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)	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 *0.10* *0.10* *0.10* *0.10* *PHF*

(3)

0.0% Truck	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	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 *0.10* *0.10* *0.10* *0.10* *PHF*

(4)

0.0% Truck	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)	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**

Drwy 'A' / Arno St.

(5)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'A')			Westbound (Drwy 'A')			Northbound (Arno St.)			Southbound (Arno St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2023 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2023 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***27***	***0***	***0***	***19***	***61***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'A')			Westbound (Drwy 'A')			Northbound (Arno St.)			Southbound (Arno St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2023 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2023 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***23***	***0***	***0***	***16***	***53***	

Drwy 'B' / Arno St.

(6)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'B')			Westbound (Drwy 'B')			Northbound (Arno St.)			Southbound (Arno St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2023 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2023 (BUILD - A.M.)	***41***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***33***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'B')			Westbound (Drwy 'B')			Northbound (Arno St.)			Southbound (Arno St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2023 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2023 (BUILD - P.M.)	***35***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***30***	

Drwy. 'C' / Broadway Blvd.

(7)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy. 'C')			Westbound (Drwy. 'C')			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***	***0***	***0***	***142***	***0***	***853***	***3***	***0***	***479***	***0***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy. 'C')			Westbound (Drwy. 'C')			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***	***0***	***0***	***108***	***0***	***538***	***2***	***0***	***1,160***	***0***	

Love's Sunport Station

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2023) - 100% Development

INTERSECTION: **Summary**

Drwy 'D' / Broadway Blvd.

(8)

0.0% Truck

	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	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.

(1)	0.10			0.10			0.10			0.10			PHF
	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	
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.)			
	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	
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	
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.)			
	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	
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	
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)			
	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	
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	
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)			
	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	
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.

(5)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'A')			Westbound (Drwy 'A')			Northbound (Arno St.)			Southbound (Arno St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2033 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2033 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***27***	***0***	***0***	***19***	***61***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'A')			Westbound (Drwy 'A')			Northbound (Arno St.)			Southbound (Arno St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2033 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2033 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***23***	***0***	***0***	***16***	***53***	

Drwy 'B' / Arno St.

(6)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'B')			Westbound (Drwy 'B')			Northbound (Arno St.)			Southbound (Arno St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2033 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2033 (BUILD - A.M.)	***41***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***33***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'B')			Westbound (Drwy 'B')			Northbound (Arno St.)			Southbound (Arno St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2033 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2033 (BUILD - P.M.)	***35***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***30***	

Drwy. 'C' / Broadway Blvd.

(7)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy. 'C')			Westbound (Drwy. 'C')			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***	***0***	***0***	***142***	***0***	***895***	***3***	***0***	***500***	***0***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy. 'C')			Westbound (Drwy. 'C')			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***	***0***	***0***	***108***	***0***	***564***	***2***	***0***	***1,215***	***0***	

Love's Sunport Station

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2033) - 100% Development

INTERSECTION: **Summary**

Drwy 'D' / Broadway Blvd.

(8)

0.0% Truck

	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	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' Sunport Station

Projected Turning Movements Worksheet

Rio Bravo Blvd. / Broadway Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Rio Bravo Blvd.** (5)

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

NOTES

Year of Existing Counts 2023

Implementation Year **2023**

	Entering	Exiting		
Retail/Shopping Center (Hourly)	**134**	**134**	A.M.	100% Retail Development
	114	**114**	P.M.	

Growth Rates **1.60%** **1.60%** **0.50%** **0.50%**

AM Peak

(Hourly Demand Volumes - **AM Peak**)		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		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 - Preiod 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

(Hourly Demand Volumes - **PM Peak**)		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		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 - Period 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 - Preiod 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' Sunport Station

Projected Turning Movements Worksheet

Rio Bravo Blvd. / Broadway Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Rio Bravo Blvd.** (5)

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

NOTES

Year of Existing Counts 2023

Horizon Year **2033**

	Entering	Exiting		
Retail/Shopping Center (Hourly)	**134**	**134**	A.M.	100% Retail Development
	114	**114**	P.M.	

Growth Rates **1.60%** **1.60%** **0.50%** **0.50%**

AM Peak

(Hourly Demand Volumes - AM Peak)

		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		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 - Preiod 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

(Hourly Demand Volumes - PM Peak)

		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		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 - Preiod 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 Support Station
2023 Signalized Intersections 1, 3 & 4
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated - Not Used
2023
BUILD
2023
NO BUILD
2023
C(C)
25.7(24.3)
B(B)
13.7(14.3)
B(B)
13.7(19.0)
C(C)
25.4(22.1)
B(B)
14.3(14.2)
B(B)
18.2(19.4)
1: Broadway Blvd. & Woodward Rd./Sunport Blvd.
3: Sunport Blvd. & I-25 SB Ramp
4: I-25 NB Ramp & Sunport Blvd.
SUNPORT BLVD.
I-25
ARNO ST.
BROADWAY BLVD.
WOODWARD RD.
RIO BRAVO BLVD.
SITE
EXISTING ABQ REFINED TERMINAL
PROPOSED LOVE'S SUNPORT STATION
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION

Love's Sunport Station
2023 Unsignalized ARNO & SUNPORT
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated - Not Used
2023
BUILD
2023
NO BUILD
2023
TW/SC
2: Arno St. & Sunport Blvd.
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
SUNPORT BLVD.
I-25
ARNO ST.
BROADWAY BLVD.
WOODWARD RD.
RIO BRAVO BLVD.
SITE
EXISTING ABQ REFINED TERMINAL
PROPOSED LOVE'S SUNPORT STATION

Love's Support Station
2023 Unsignalized Driveways A, B, C & D
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated - Not Used
2023
BUILD
2023
NO BUILD
2023
TWSC
5: Arno St. & Driveway 'A'
6: Arno St. & Driveway 'B'
7: Broadway Blvd. & Driveway 'C'
8: Broadway Blvd. & Driveway 'D'
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
SUNPORT BLVD.
I-25
ARNO ST.
BROADWAY BLVD.
WOODWARD RD.
RIO BRAVO BLVD.
SITE
EXISTING ABQ REFINED TERMINAL
PROPOSED LOVE'S SUNPORT STATION
DRWY. 'A'
DRWY. 'B'
DRWY. 'C'
DRWY. 'D'
DRWY. 'E'
DRWY. 'F'

LOVE'S Support Station
2033 Signalized Intersections 1, 3 & 4
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated
2033
NO BUILD
2033
NO BUILD
2033
1: Broadway Blvd. & Woodward Rd./Sunport Blvd.
3: Sunport Blvd. & I-25 SB Ramp
4: I-25 NB Ramp & Sunport Blvd.
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
SUNPORT BLVD.
I-25
ARNO ST.
BROADWAY BLVD.
WOODWARD RD.
RIO BRAVO BLVD.
SITE
PROPOSED LOVE'S SUNPORT STATION
EXISTING ABQ REFINED TERMINAL

Love's Sunport Station
2033 Unsignalized ARNO & SUNPORT
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated - Not Used
2033
BUILD
2033
NO BUILD
2033
TW/SC
2: Arno St. & Sunport Blvd.
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
SUNPORT BLVD.
ARNO ST.
BROADWAY BLVD.
I-25
RIO BRAVO BLVD.
WOODWARD RD.
SITE
PROPOSED LOVE'S SUNPORT STATION
EXISTING ABQ REFINED TERMINAL

Love's Sunport Station
2033 Unsignalized Driveways
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated - Not Used
2033
BUILD
2033
NO BUILD
2033
TWSC
5: Arno St. & Driveway 'A'
6: Arno St. & Driveway 'B'
7: Broadway Blvd. & Driveway 'C'
8: Broadway Blvd. & Driveway 'D'
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
SUNPORT BLVD.
I-25
ARNO ST.
BROADWAY BLVD.
WOODWARD RD.
RIO BRAVO BLVD.
SITE
PROPOSED LOVE'S SUNPORT STATION
EXISTING ABQ REFINED TERMINAL

HCM 6th Signalized Intersection Summary
1: Broadway Blvd. & Woodward Rd./Sunport Blvd.

03/14/2023

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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	283	253	352	453	526	625	1020	617	369	1091	
Arrive On Green	0.02	0.16	0.16	0.10	0.24	0.24	0.07	0.29	0.29	0.09	0.31	0.00
Sat Flow, veh/h	1781	1777	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	32	32	191	170	11	32	122	660	71	233	71	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	0.9	7.0	4.6	0.3	0.8	2.9	9.9	1.7	5.5	0.9	0.0
Cycle Q Clear(g_c), s	0.9	0.9	7.0	4.6	0.3	0.8	2.9	9.9	1.7	5.5	0.9	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	371	283	253	352	453	526	625	1020	617	369	1091	
V/C Ratio(X)	0.09	0.11	0.76	0.48	0.02	0.06	0.20	0.65	0.11	0.63	0.07	
Avail Cap(c_a), veh/h	555	510	455	388	537	598	660	1020	617	369	1091	
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	21.9	24.5	17.8	17.6	13.9	13.5	19.0	11.9	15.1	14.9	0.0
Incr Delay (d2), s/veh	0.1	0.2	4.6	1.0	0.0	0.0	0.2	3.2	0.4	3.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.7	4.9	3.2	0.2	0.5	1.9	7.3	1.1	4.2	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	22.1	29.1	18.9	17.6	13.9	13.7	22.2	12.3	18.6	15.1	0.0
LnGrp LOS	C	C	C	B	B	B	B	C	B	B	B	
Approach Vol, veh/h		255			213			853			304	
Approach Delay, s/veh		27.2			18.1			20.2			17.8	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	23.0	11.8	15.2	9.8	24.2	6.7	20.3
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	5.5	17.5	7.5	17.5	5.5	17.5	7.5	17.5
Max Q Clear Time (g_c+I1), s	7.5	11.9	6.6	9.0	4.9	2.9	2.9	2.8
Green Ext Time (p_c), s	0.0	2.2	0.0	0.8	0.0	0.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	20.5
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.

03/15/2023

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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	398	299	267	291	385	451	637	1089	583	355	1095	
Arrive On Green	0.02	0.17	0.17	0.06	0.21	0.21	0.08	0.31	0.31	0.08	0.31	0.00
Sat Flow, veh/h	1781	1777	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	38	36	200	197	11	32	138	708	124	246	98	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.0	1.0	6.9	3.5	0.3	0.8	3.0	9.9	3.1	4.5	1.1	0.0
Cycle Q Clear(g_c), s	1.0	1.0	6.9	3.5	0.3	0.8	3.0	9.9	3.1	4.5	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	398	299	267	291	385	451	637	1089	583	355	1095	
V/C Ratio(X)	0.10	0.12	0.75	0.68	0.03	0.07	0.22	0.65	0.21	0.69	0.09	
Avail Cap(c_a), veh/h	465	544	486	291	573	610	640	1089	583	355	1095	
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	19.0	20.2	22.6	21.9	18.1	14.9	11.8	17.2	12.4	15.9	14.1	0.0
Incr Delay (d2), s/veh	0.1	0.2	4.2	6.2	0.0	0.1	0.2	3.0	0.8	5.7	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	4.7	2.3	0.2	0.5	1.8	7.1	1.9	4.4	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	20.3	26.8	28.1	18.1	15.0	12.0	20.2	13.2	21.7	14.2	0.0
LnGrp LOS	B	C	C	C	B	B	B	C	B	C	B	
Approach Vol, veh/h		274			240			970			344	
Approach Delay, s/veh		24.9			25.9			18.1			19.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	23.0	9.0	15.1	9.9	23.1	6.9	17.3
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	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	11.9	5.5	8.9	5.0	3.1	3.0	2.8
Green Ext Time (p_c), s	0.0	2.4	0.0	0.8	0.0	0.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	20.4
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

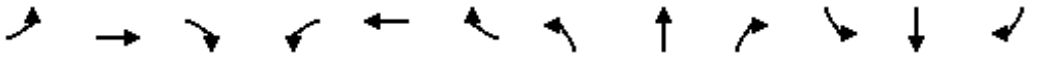
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	32	191	170	11	32	122	660	71	233	71	10
Future Volume (veh/h)	32	32	191	170	11	32	122	660	71	233	71	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	352	268	239	325	427	480	540	844	528	295	874	
Arrive On Green	0.02	0.18	0.18	0.11	0.27	0.27	0.08	0.28	0.28	0.09	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	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	1.1	1.1	8.5	5.4	0.3	1.0	3.5	12.6	2.1	5.5	1.1	0.0
Cycle Q Clear(g_c), s	1.1	1.1	8.5	5.4	0.3	1.0	3.5	12.6	2.1	5.5	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	352	268	239	325	427	480	540	844	528	295	874	
V/C Ratio(X)	0.09	0.12	0.80	0.52	0.03	0.07	0.23	0.78	0.13	0.79	0.08	
Avail Cap(c_a), veh/h	501	422	377	337	444	495	555	844	528	295	874	
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	20.8	21.9	24.9	17.5	17.1	13.5	14.3	21.1	12.5	19.5	16.4	0.0
Incr Delay (d2), s/veh	0.1	0.2	6.3	1.4	0.0	0.1	0.2	7.1	0.5	13.4	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	0.7	0.7	5.3	3.2	0.2	0.5	2.0	8.5	1.2	6.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	22.1	31.2	18.9	17.1	13.6	14.5	28.2	13.0	32.9	16.6	0.0
LnGrp LOS	C	C	C	B	B	B	B	C	B	C	B	
Approach Vol, veh/h		255			213			853			304	
Approach Delay, s/veh		28.8			18.0			25.0			29.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	23.0	12.5	16.6	10.4	23.6	6.8	22.3
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	5.5	17.5	7.5	17.5	5.5	17.5	7.5	17.5
Max Q Clear Time (g_c+I1), s	7.5	14.6	7.4	10.5	5.5	3.1	3.1	3.0
Green Ext Time (p_c), s	0.0	1.3	0.0	0.7	0.0	0.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

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



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.

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			815	
Approach Delay, s/veh		27.1			27.2			16.4			27.8	
Approach LOS		C			C			B			C	

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.

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

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

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

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

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

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

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

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

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.

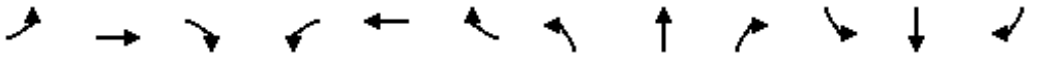
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	333	59	53	194	0	0	0	0	617	10	100
Future Volume (veh/h)	0	333	59	53	194	0	0	0	0	617	10	100
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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.



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.

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.

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.

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.

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.

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.

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+I1), 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

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

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

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

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

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

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+I1), 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

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

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+I1), 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

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

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+I1), 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

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

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+I1), 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

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

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+I1), 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

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

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	-	-	-	-

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	0	-	0
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	-	-	-	-

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	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	-	-	-	-

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	0	-	0
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	-	-	-	-

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	-	-

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	-	-

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	-	-

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	-	-

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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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	NBR	WBLn1	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	-

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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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	NBR	WBLn1	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	-

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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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	NBR	WBLn1	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	-

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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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	NBR	WBLn1	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	-

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	0
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	-

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	0
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	-

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	0
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	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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

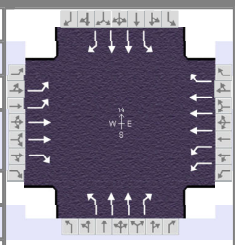
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1308	271	0	0	580	0
Stage 1	541	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Critical Hdwy	7.8	7.9	-	-	4.7	-
Critical Hdwy Stg 1	6.8	-	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-	-
Follow-up Hdwy	4	3.8	-	-	2.5	-
Pot Cap-1 Maneuver	100	601	-	-	820	-
Stage 1	431	-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

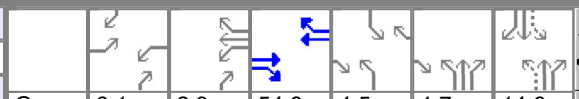
HCS Signalized Intersection Results Summary

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				

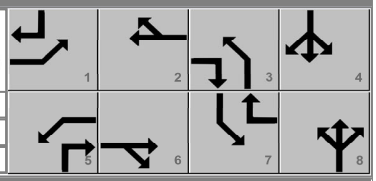


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	116	1304	160	392	596	44	80	120	284	56	112	68

Signal Information			
Cycle, s	120.0	Reference Phase	2
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	54.8	4.5	1.7	14.6
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



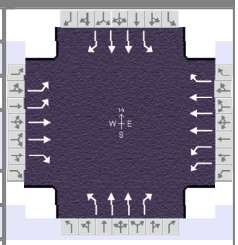
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.2	61.9	23.2	71.9	13.3	23.4	11.6	21.7
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	6.0		15.3		6.7	18.3	5.3	6.5
Green Extension Time (g_e), s	0.2	0.0	0.8	0.0	0.0	0.0	0.0	0.9
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	0.05

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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	4.0	37.7	6.6	13.3	7.3	1.4	4.7	3.6	16.3	3.3	3.4	4.5
Cycle Queue Clearance Time (g_c), s	4.0	37.7	6.6	13.3	7.3	1.4	4.7	3.6	16.3	3.3	3.4	4.5
Green Ratio (*g/C*)	0.05	0.46	0.51	0.13	0.54	0.58	0.17	0.14	0.27	0.16	0.12	0.17
Capacity (*c*), veh/h	174	1625	805	463	2749	914	271	484	428	240	433	273
Volume-to-Capacity Ratio (*X*)	0.665	0.803	0.199	0.847	0.217	0.048	0.295	0.248	0.664	0.234	0.259	0.249
Back of Queue (*Q*), ft/ln (95 th percentile)	79.4	578.1	111.7	246.1	125.5	23.4	90.8	70.7	301.3	64.1	67.1	77.2
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	22.8	4.4	9.7	4.9	0.9	3.6	2.8	11.9	2.5	2.6	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29	0.00	0.45	0.65	0.00	0.00	0.16	0.00	0.42	0.64	0.00	0.18
Uniform Delay (d_1), s/veh	56.0	28.0	16.2	50.8	14.4	11.0	43.0	46.3	39.0	43.9	47.8	43.0
Incremental Delay (d_2), s/veh	1.6	4.3	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	57.6	32.3	16.7	52.5	14.6	11.1	43.2	46.4	42.1	44.1	47.9	43.2
Level of Service (LOS)	E	C	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	32.6	C		28.8	C		43.4	D		45.6	D	
Intersection Delay, s/veh / LOS	33.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.79	B	1.06	A	0.89	A	0.68	A

HCS Signalized Intersection Results Summary

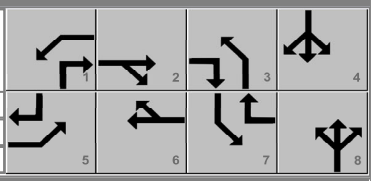
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	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
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	2.3	54.8	4.5	1.7	14.6
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



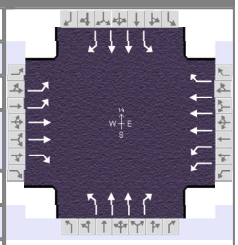
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.8	61.9	23.2	71.2	13.3	23.4	11.6	21.7
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue 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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	4.5	37.7	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	37.7	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	1625	805	463	2723	906	269	484	428	238	433	281
Volume-to-Capacity Ratio (*X*)	0.686	0.803	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	578.1	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	22.8	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	28.0	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	4.3	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	32.3	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	32.8	C		29.0	C		43.4	D		45.5	D	
Intersection Delay, s/veh / LOS	34.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.80	B	1.06	A	0.89	A	0.70	A

HCS Signalized Intersection Results Summary

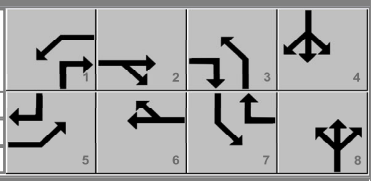
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM NO BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd	Analysis Year	2023	Analysis Period	3> 16:30
Intersection	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
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	4.1	48.8	3.8	3.8	16.6
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



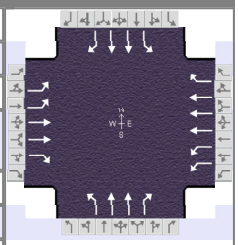
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.4	55.9	18.5	60.1	21.9	34.6	10.9	23.7
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	7.0		10.8		14.7	25.8	4.5	10.7
Green Extension Time (g_e), s	0.3	0.0	0.6	0.0	0.0	1.7	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		1.00	0.00	1.00	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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.0	15.7	3.5	8.8	19.4	1.5	12.7	4.4	23.8	2.5	5.6	8.7
Cycle Queue Clearance Time (g_c), s	5.0	15.7	3.5	8.8	19.4	1.5	12.7	4.4	23.8	2.5	5.6	8.7
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	210	1450	840	329	2250	751	389	816	514	287	492	315
Volume-to-Capacity Ratio (*X*)	0.706	0.444	0.109	0.790	0.509	0.048	0.587	0.196	0.701	0.154	0.374	0.419
Back of Queue (*Q*), ft/ln (95 th percentile)	101.1	276.6	57.7	175.8	310.9	25	233.1	83.2	344.3	49.1	110.1	150.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	10.9	2.3	6.9	12.2	1.0	9.2	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	0.47	0.49	0.00	0.35
Uniform Delay (d_1), s/veh	55.3	25.8	14.1	53.1	24.1	17.0	36.2	37.3	35.5	42.4	47.0	42.0
Incremental Delay (d_2), s/veh	1.6	1.0	0.3	1.6	0.8	0.1	1.3	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	26.7	14.3	54.8	25.0	17.1	37.5	37.4	36.1	42.5	47.2	42.3
Level of Service (LOS)	E	C	B	D	C	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	30.5	C		30.1	C		36.8	D		44.8	D	
Intersection Delay, s/veh / LOS	33.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.43	B	2.73	C	2.74	C
Bicycle LOS Score / LOS	1.22	A	1.28	A	1.10	A	0.78	A

HCS Signalized Intersection Results Summary

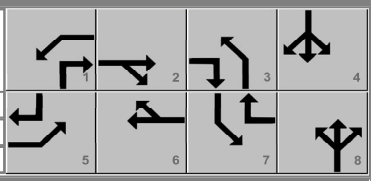
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd	Analysis Year	2023	Analysis Period	3> 16:30
Intersection	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	164	644	92	260	1144	36	228	164	360	44	188	148

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	7.9	3.5	48.8	3.8	3.8	16.7
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



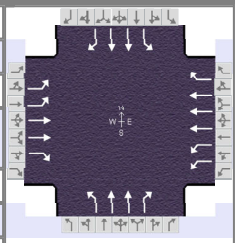
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	15.0	55.9	18.5	59.4	21.8	34.6	10.9	23.8
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	7.6		10.8		14.7	25.8	4.5	11.8
Green Extension Time (g_e), s	0.3	0.0	0.6	0.0	0.0	1.7	0.0	1.7
Phase Call Probability	1.00		1.00		1.00	1.00	0.77	1.00
Max Out Probability	0.00		0.00		1.00	0.00	1.00	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	164	644	92	260	1144	36	228	164	360	44	188	148
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.6	15.7	3.5	8.8	19.6	1.5	12.7	4.5	23.8	2.5	5.8	9.8
Cycle Queue Clearance Time (g_c), s	5.6	15.7	3.5	8.8	19.6	1.5	12.7	4.5	23.8	2.5	5.8	9.8
Green Ratio (*g/C*)	0.07	0.41	0.53	0.09	0.44	0.47	0.28	0.23	0.32	0.17	0.14	0.20
Capacity (*c*), veh/h	227	1449	839	328	2223	742	387	817	514	287	495	324
Volume-to-Capacity Ratio (*X*)	0.724	0.444	0.110	0.792	0.515	0.048	0.589	0.201	0.700	0.153	0.380	0.457
Back of Queue (*Q*), ft/ln (95 th percentile)	111.7	276.6	57.8	176	313.9	25.4	233.9	85.3	344.2	49	112.5	169.5
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	10.9	2.3	6.9	12.4	1.0	9.2	3.4	13.6	1.9	4.4	6.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.41	0.00	0.23	0.46	0.00	0.00	0.40	0.00	0.47	0.49	0.00	0.40
Uniform Delay (d_1), s/veh	55.0	25.8	14.1	53.2	24.6	17.4	36.2	37.3	35.4	42.3	47.0	41.9
Incremental Delay (d_2), s/veh	1.6	1.0	0.3	1.7	0.9	0.1	1.6	0.0	0.7	0.1	0.2	0.4
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	56.7	26.8	14.4	54.8	25.4	17.5	37.7	37.4	36.1	42.4	47.1	42.3
Level of Service (LOS)	E	C	B	D	C	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	30.9	C		30.5	C		36.9	D		44.7	D	
Intersection Delay, s/veh / LOS	33.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.43	B	2.73	C	2.73	C
Bicycle LOS Score / LOS	1.23	A	1.28	A	1.11	A	0.80	A

HCS Signalized Intersection Results Summary

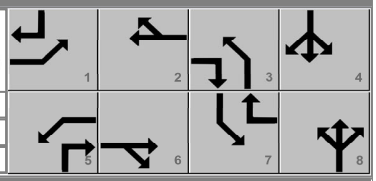
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM NO BUILD	PHF	1.00
Urban Street	RIO BRAVO	Analysis Year	2033	Analysis Period	1> 7:00
Intersection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



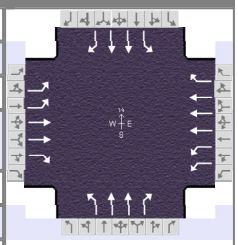
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.9	59.6	25.4	71.1	13.6	23.1	11.9	21.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue 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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	4.6	49.8	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	49.8	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	1558	779	527	2716	908	271	475	453	238	424	279
Volume-to-Capacity Ratio (*X*)	0.691	0.970	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	809.8	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	31.9	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	33.0	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	16.8	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	49.7	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	D	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	47.1	D		29.8	C		42.6	D		45.7	D	
Intersection Delay, s/veh / LOS	40.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	2.00	B	1.15	A	0.91	A	0.69	A

HCS Signalized Intersection Results Summary

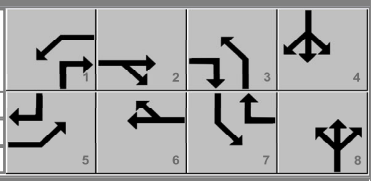
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd	Analysis Year	2033	Analysis Period	1> 7:00
Intersection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



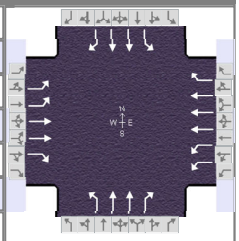
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.5	59.6	25.4	70.5	13.6	23.1	11.9	21.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue 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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.2	49.8	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	49.8	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	1558	779	527	2691	900	269	475	453	236	424	287
Volume-to-Capacity Ratio (*X*)	0.709	0.970	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	809.8	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	31.9	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	33.0	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	16.8	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	49.7	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	D	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	47.2	D		30.0	C		42.7	D		45.6	D	
Intersection Delay, s/veh / LOS	41.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	2.01	B	1.15	A	0.91	A	0.71	A

HCS Signalized Intersection Results Summary

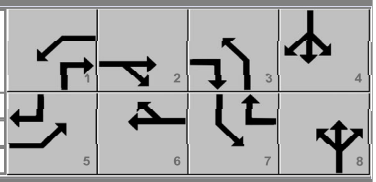
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E	Analysis Date		Area Type	Other
Jurisdiction	NMDOT, COA & BERNCO	Time Period	PM NO BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd.	Analysis Year	2033	Analysis Period	3> 16:30
Intersection	9 - Broadway Blvd.	File Name	2022031 2033 PNX RIO BRAVO.xus		
Project Description	2033 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	156	704	100	284	1272	40	448	328	776	176	616	504

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	6.9	5.3	25.6	5.9	2.9	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	14.0	32.7	19.3	38.0	23.0	55.0	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	7.3		11.6		17.9	49.9	7.9	37.1
Green Extension Time (*g e*), s	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.6
Phase Call Probability	0.99		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

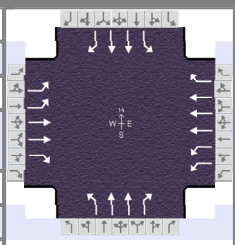
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	156	704	100	284	1272	40	448	328	776	176	616	504
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (*g s*), s	5.3	23.3	5.3	9.6	29.6	2.2	15.9	7.3	47.9	5.9	17.2	35.1
Cycle Queue Clearance Time (*g c*), s	5.3	23.3	5.3	9.6	29.6	2.2	15.9	7.3	47.9	5.9	17.2	35.1
Green Ratio (*g/C*)	0.06	0.21	0.35	0.10	0.26	0.31	0.46	0.40	0.50	0.36	0.32	0.37
Capacity (*c*), veh/h	199	759	548	352	1312	486	435	1421	794	480	1125	592
Volume-to-Capacity Ratio (*X*)	0.784	0.927	0.183	0.806	0.970	0.082	1.029	0.231	0.977	0.367	0.548	0.852
Back of Queue (*Q*), ft/ln (95 th percentile)	126.1	451.2	95.1	191.8	812.4	39.1	424.4	132.5	890.8	156	289.6	519.8
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	17.8	3.7	7.6	32.0	1.5	16.7	5.2	35.1	6.1	11.4	20.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.46	0.00	0.38	0.50	0.00	0.00	0.73	0.00	1.23	1.56	0.00	1.22
Uniform Delay (*d 1*), s/veh	55.8	46.3	27.4	52.7	44.6	29.6	30.7	23.9	29.7	27.0	34.0	34.5
Incremental Delay (*d 2*), s/veh	16.9	19.1	0.7	1.7	18.6	0.3	50.8	0.0	26.2	0.2	0.3	10.9
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	88.8	0.0	0.0	0.0	5.2	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.7	65.4	28.1	54.4	151.9	29.9	81.5	23.9	61.2	27.2	34.3	45.5
Level of Service (LOS)	E	E	C	D	F	C	F	C	E	C	C	D
Approach Delay, s/veh / LOS	62.7	E		131.5	F		59.2	E		37.7	D	
Intersection Delay, s/veh / LOS	76.0						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	1.28	A	1.37	A	1.77	B	1.56	B

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HCS Signalized Intersection Results Summary

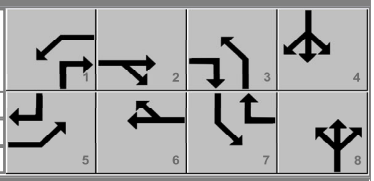
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd	Analysis Year	2033	Analysis Period	3> 16:30
Intersection	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	6.9	5.3	25.6	5.9	2.9	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	14.0	32.7	19.3	38.0	23.0	55.0	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	7.9		11.6		17.9	49.9	7.9	38.7
Green Extension Time (g_e), s	0.0	0.0	0.6	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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.9	23.3	5.3	9.6	29.6	2.2	15.9	7.4	47.9	5.9	17.3	36.7
Cycle Queue Clearance Time (g_c), s	5.9	23.3	5.3	9.6	29.6	2.2	15.9	7.4	47.9	5.9	17.3	36.7
Green Ratio (*g/C*)	0.06	0.21	0.35	0.10	0.26	0.31	0.47	0.40	0.50	0.37	0.32	0.37
Capacity (*c*), veh/h	199	759	548	352	1312	486	434	1421	794	479	1125	592
Volume-to-Capacity Ratio (*X*)	0.865	0.927	0.183	0.806	0.970	0.082	1.032	0.234	0.977	0.368	0.551	0.879
Back of Queue (*Q*), ft/ln (95 th percentile)	153.2	451.2	95.1	191.8	883.4	39.1	427	134.6	890.8	155.7	291.5	551.8
Back of Queue (*Q*), veh/ln (95 th percentile)	6.0	17.8	3.7	7.6	34.8	1.5	16.8	5.3	35.1	6.1	11.5	21.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.56	0.00	0.38	0.50	0.00	0.00	0.74	0.00	1.23	1.56	0.00	1.30
Uniform Delay (d_1), s/veh	56.1	46.3	27.4	52.7	44.6	29.6	30.7	23.9	29.7	27.0	34.0	35.1
Incremental Delay (d_2), s/veh	29.3	19.1	0.7	1.7	18.6	0.3	51.8	0.0	26.2	0.2	0.3	13.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	111.8	0.0	0.0	0.0	5.2	0.0	0.0	0.0
Control Delay (*d*), s/veh	85.4	65.4	28.1	54.4	174.9	29.9	82.5	23.9	61.2	27.2	34.3	48.8
Level of Service (LOS)	F	E	C	D	F	C	F	C	E	C	C	D
Approach Delay, s/veh / LOS	65.1	E		149.8	F		59.4	E		39.1	D	
Intersection Delay, s/veh / LOS	82.0						F					

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	1.29	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

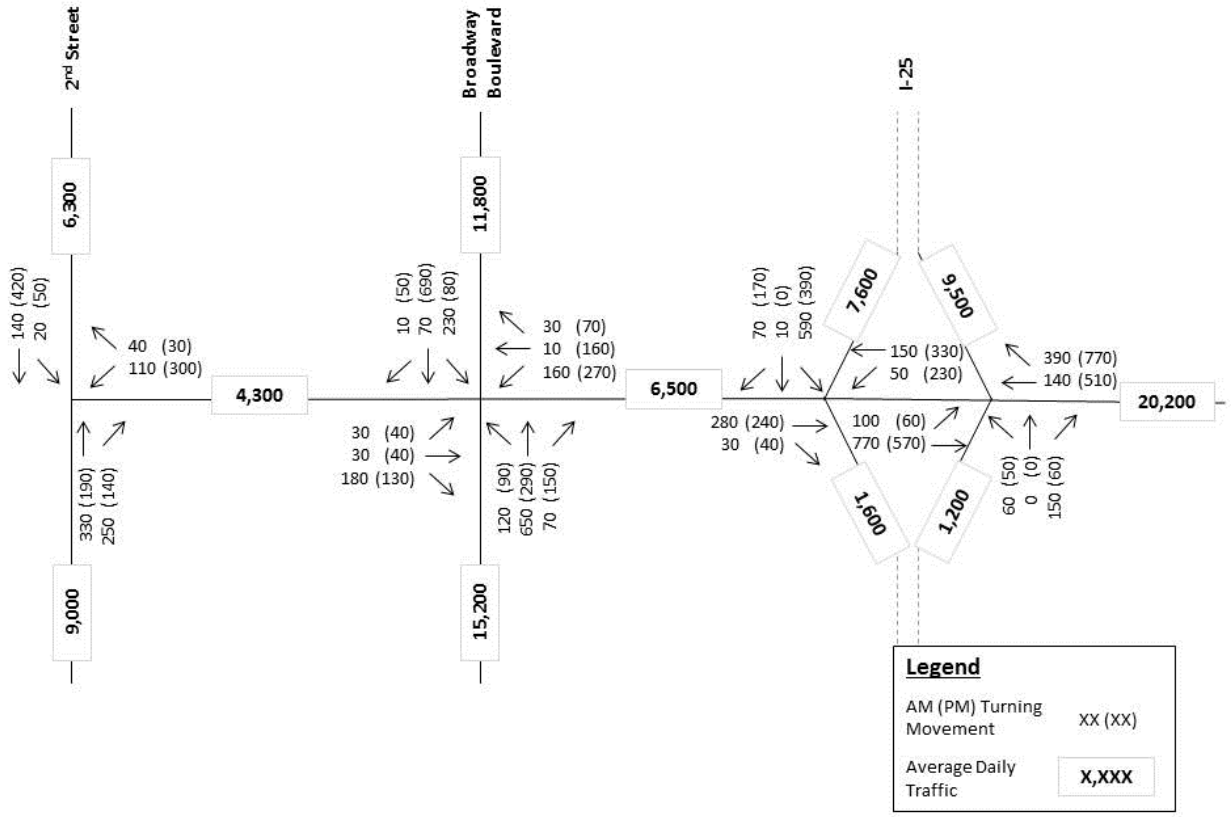


Figure 2: 2020 Volumes

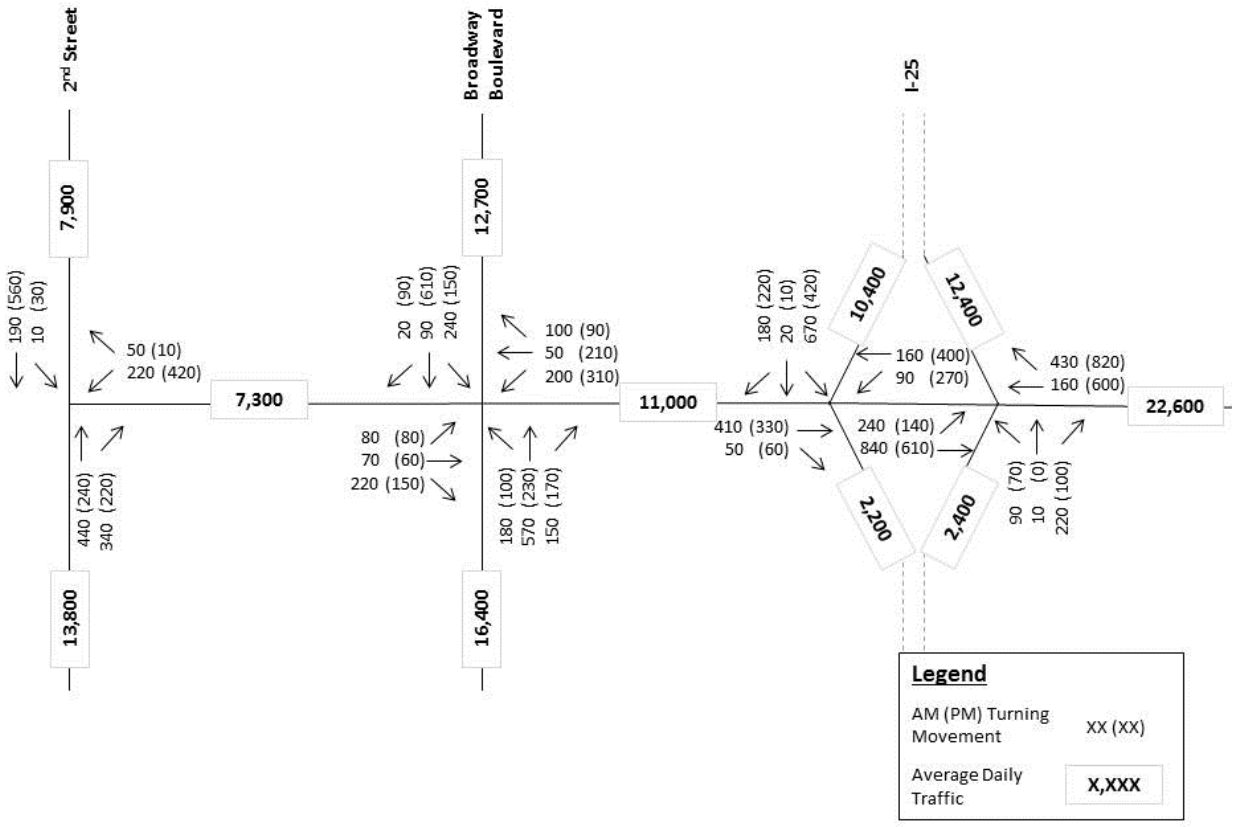


Figure 3: 2040 Volumes

Traffic Count Data Sheet (Raw Count)

Love' Sunport Station

Year Counts Taken: **2023**

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

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

Speed Limit (Rio Bravo Blvd.)= **55** MPH

Speed Limit (Broadway Blvd.)= **55** MPH

Date 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~~	~~11~~	~~19~~	~~29~~	~~69~~	~~12~~	~~26~~	~~15~~
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~~	~~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~~
8:30 AM	8:45 AM	~~27~~	~~291~~	~~18~~	~~49~~	~~128~~	~~9~~	~~25~~	~~29~~	~~59~~	~~15~~	~~26~~	~~13~~
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~~	~~21~~	~~54~~	~~294~~	~~8~~	~~53~~	~~41~~	~~101~~	~~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~~	~~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~~
5:45 PM	6:00 PM	~~26~~	~~154~~	~~12~~	~~41~~	~~272~~	~~4~~	~~16~~	~~9~~	~~35~~	~~9~~	~~21~~	~~21~~
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	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~~	~~14~~	~~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 Clr. (1-2)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk		7		7		7		7
Ped. Clr.		31		35		31		35

Broadway & Rio Bravo, EW

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

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

Broadway & Rio Bravo, EW

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

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

Broadway & Rio Bravo, NS

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

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

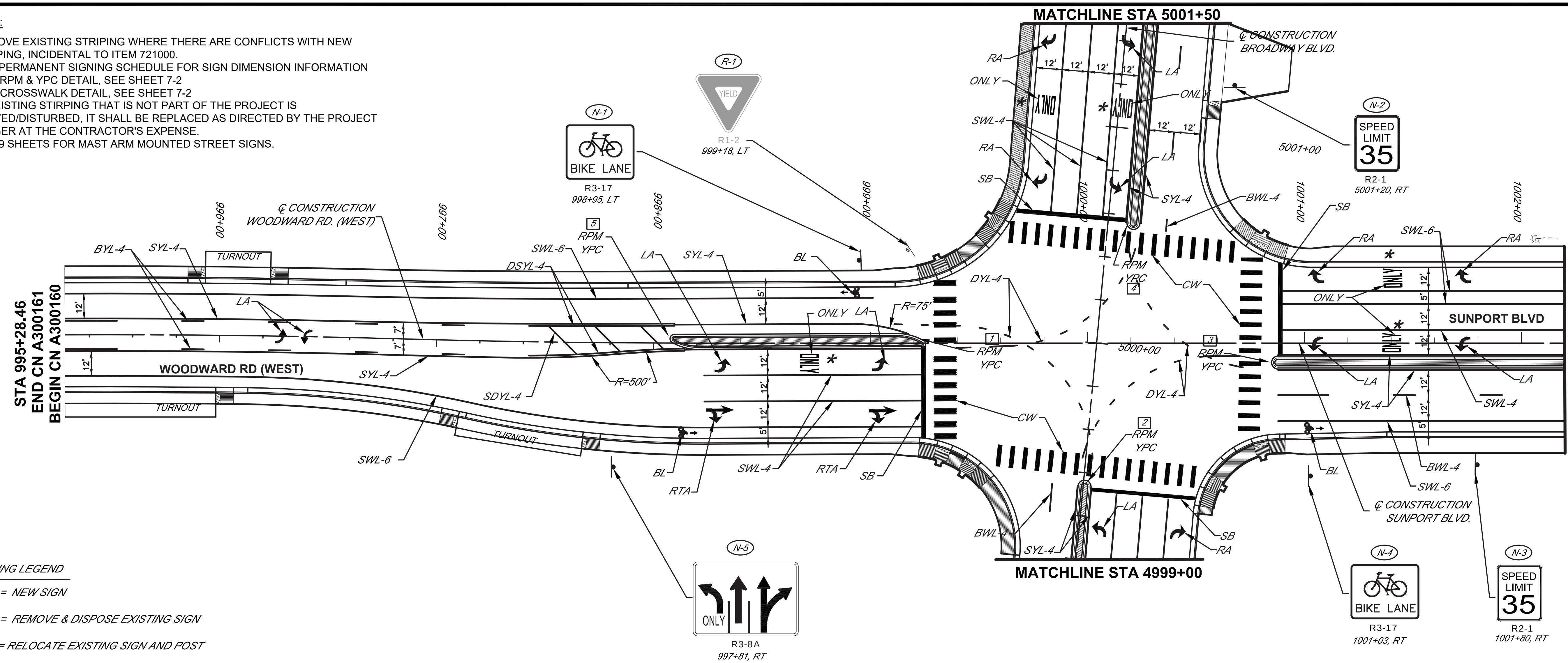
Broadway & Rio Bravo, NS

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

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

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. FOR CROSSWALK DETAIL, SEE SHEET 7-2
5. IF EXISTING STRIPPING 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.
6. SEE 9 SHEETS FOR MAST ARM MOUNTED STREET SIGNS.



SIGNING LEGEND

N-X = NEW SIGN

R-X = REMOVE & DISPOSE EXISTING SIGN

RE-X = RELOCATE EXISTING SIGN AND POST

RC-X = EXISTING SIGN - REMOVE COVER (INCIDENTAL ITEM 701000 - PANEL SIGNS)

EX-X = EXISTING SIGN TO REMAIN

STRIPING LEGEND

SYL-4 = 4" SOLID YELLOW LINE

DYL-4 = 4" DASHED YELLOW LINE (2' STRIPE/4' GAP)

DSYL-4 = 4" DOUBLE SOLID YELLOW LINES

SDYL-4 = 4" DIAGONAL SOLID YELLOW LINE (45° AT 20' SPACING)

SWL-4 = 4" SOLID WHITE LINE

SWL-6 = 6" SOLID WHITE LINE

BWL-4 = 4" BROKEN WHITE LINE (10' STRIPE/30' GAP)

BYL-4 = 4" BROKEN YELLOW LINE (10' STRIPE/30' GAP)

DWL-4 = 4" DASHED WHITE LINE (2' STRIPE/4' GAP)

DYL-4 = 4" DASHED YELLOW LINE (2' STRIPE/4' GAP)

SB = 24" WIDE SOLID WHITE STOP BAR

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 MAKING WORD - "ONLY"

SOUTH = PAVEMENT MAKING WORD - "SOUTH"

NORTH = PAVEMENT MAKING WORD - "NORTH"

YPC = YELLOW PAINTED CURB (APPLIED TO ALL RAISED MEDIAN CONCRETE CURB). EXTEND BEYOND PC OR PT OF CURB. INCIDENTAL TO ITEM 704700 - HOT THERMOPLASTIC PAVEMENT MARKINGS, 4".

RPM - REFLECTORIZED PAVEMENT MARKINGS

BL = BIKE SYMBOL WITH ARROW

[#] = KEY NOTE FOR RPM/YPC INSTALLATION (SEE STRIPING SCHEDULE FOR LOCATIONS)

* = PLACED ½ DISTANCE BETWEEN TURN ARROWS

50 25 0 50

1" = 50'

KEVIN W. EADES — NEW MEXICO — 14481 — REGISTERED PROFESSIONAL ENGINEER

1/26/2021

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
Plans approved by Albuquerque City Engineer and Design Review Committee, April 12, 2021	
	DWG SCALE: 1:50

NO.	DESCRIPTION	DATE	BY
4			
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REVISIONS (OR CHANGE NOTICES)

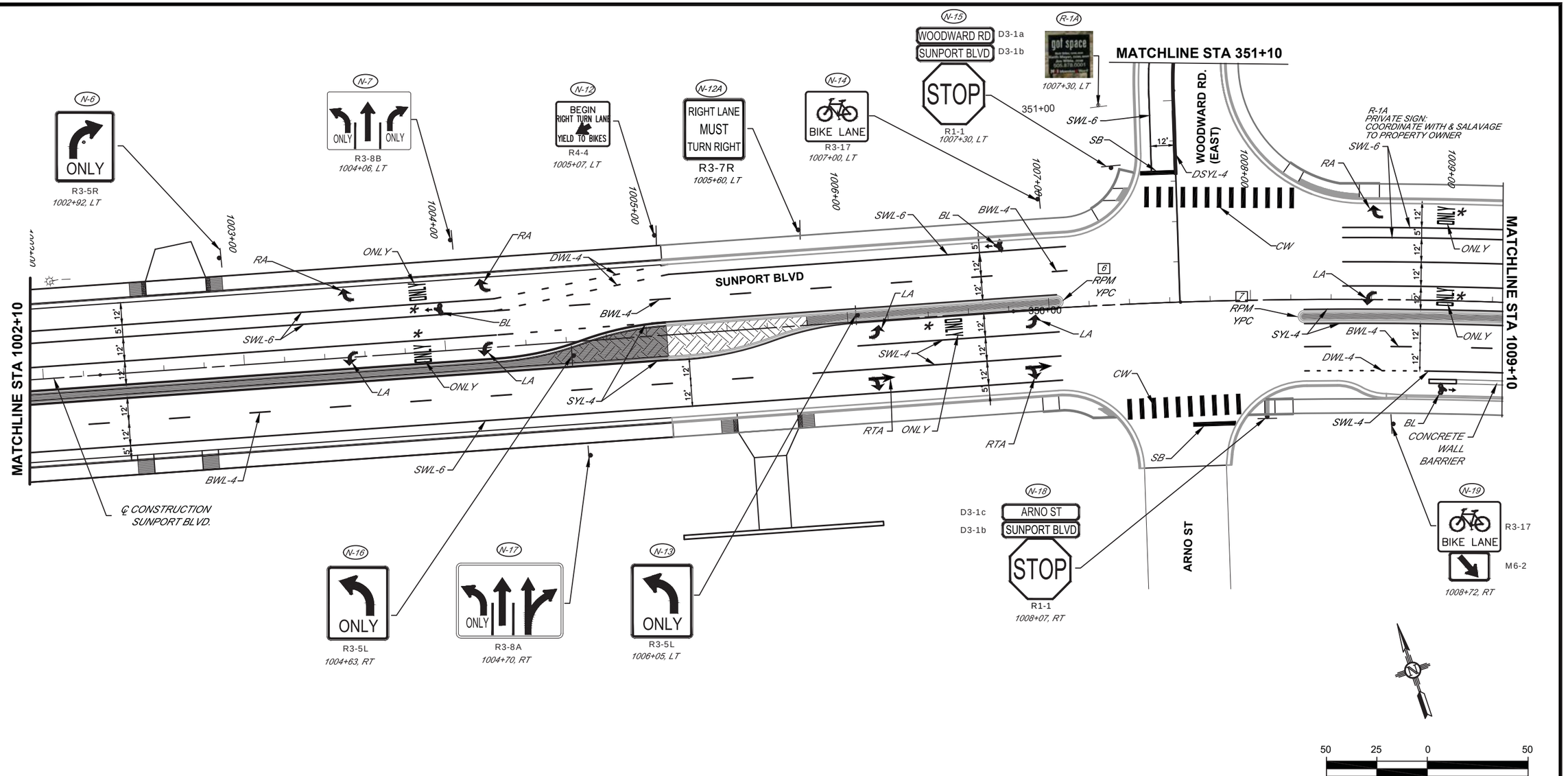
BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN PHONE: 505-242-5700 EMAIL: KEADES@MOLZENCORBIN.COM

Design File: \\MCA-FS\PROJECT\BHI\BHI161-11(BASIC SERVICES)\DWGS\MICROSTATION\PLANS\7_SHEETS\7-3.DWG

DESIGNED BY: KEVIN EADES   NEW MEXICO PROJECT NO. A300160   MOLZENCORBIN   SHEET NO. 7 - 3



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

KEVIN W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER
1/26/2021

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

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NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

Design File: \\MCA-FS\PROJECT\BHI\BHI161-11(BASIC SERVICES)\DWGS\MICROSTATION\PLANS\7_SHEETS\7-4.DWG

DESIGNED BY: KEVIN EADES

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 4

NOTES:

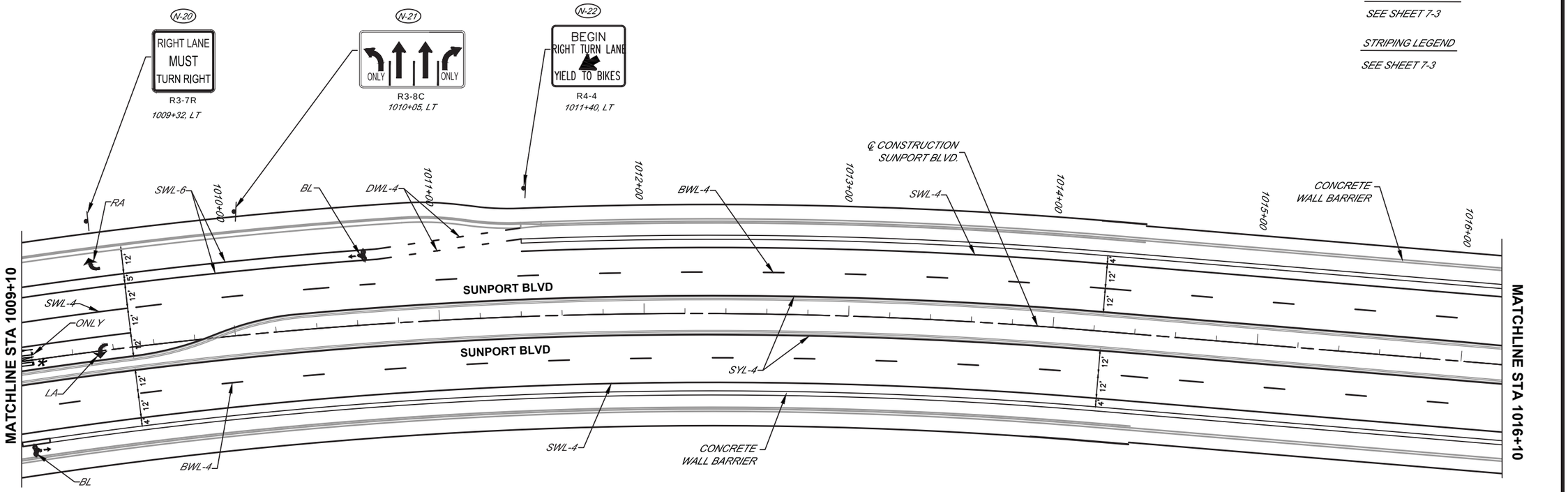
SEE SHEET 7-3

SIGNING LEGEND

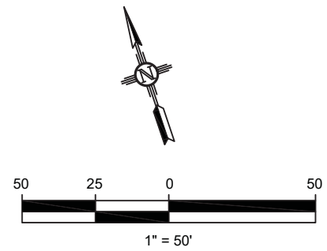
SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3







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REVISIONS (OR CHANGE NOTICES)

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

DWG SCALE: 1:50

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION
PERMANENT SIGNING & STRIPING PLAN

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PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

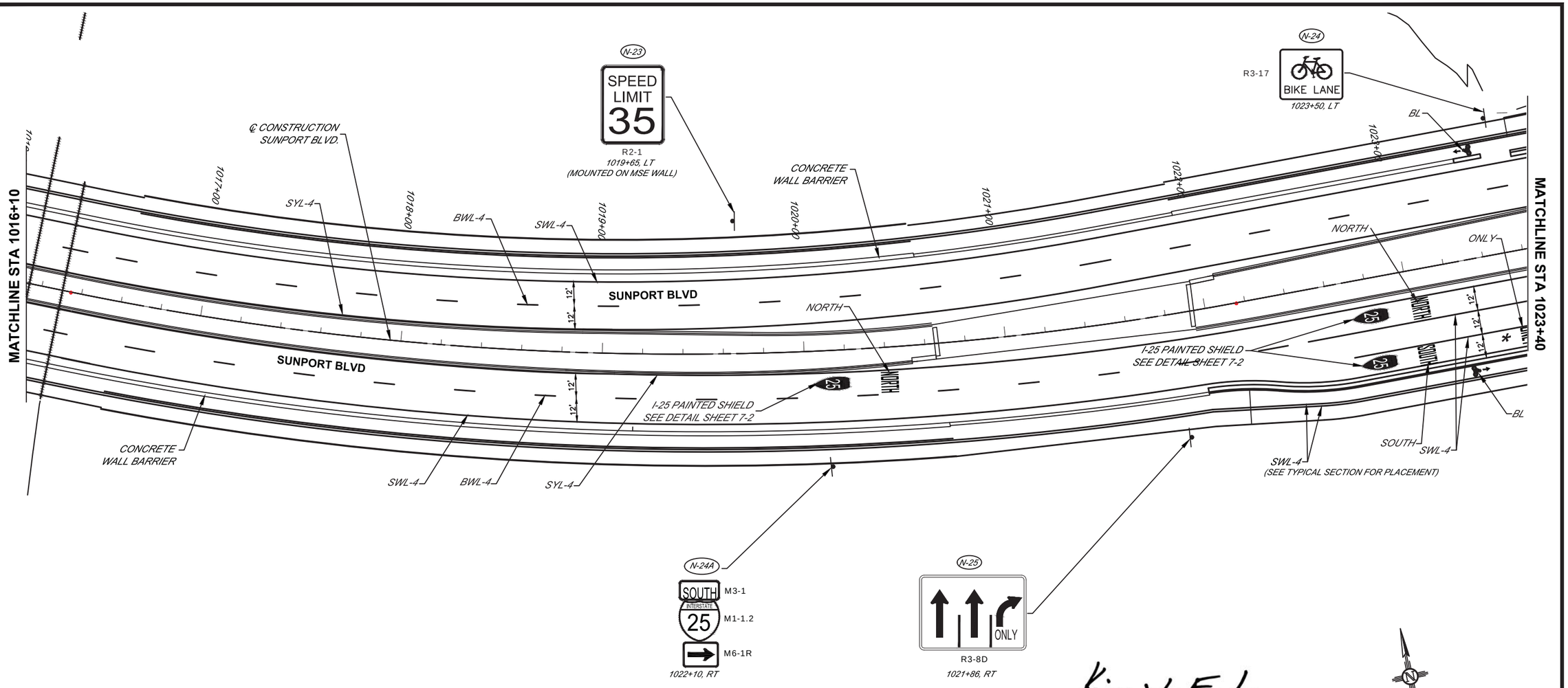
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 5



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

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1" = 50'

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REVISIONS (OR CHANGE NOTICES)

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
Plans approved by Albuquerque City Engineer and Design Review Committee, October 2, 2020	DWG SCALE: 1:50

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

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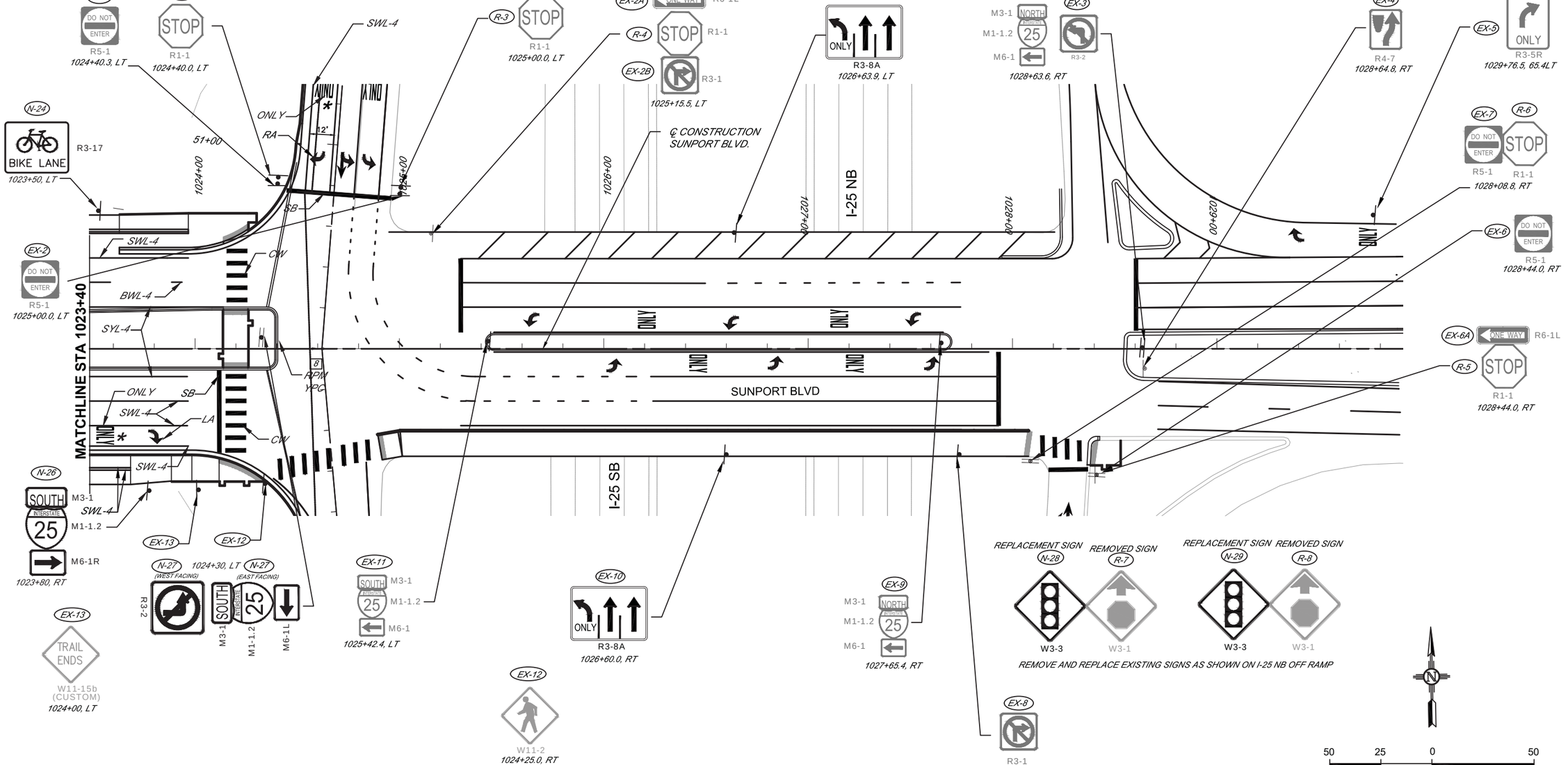
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 6



NOTES:

SEE SHEET 7-3
ALL STRIPING NOT IDENTIFIED ON PLANS IS EXISTING AND SHALL REMAIN UNDISTRIBUTED. 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 W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER
7/10/2020

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

DWG SCALE: 1:50

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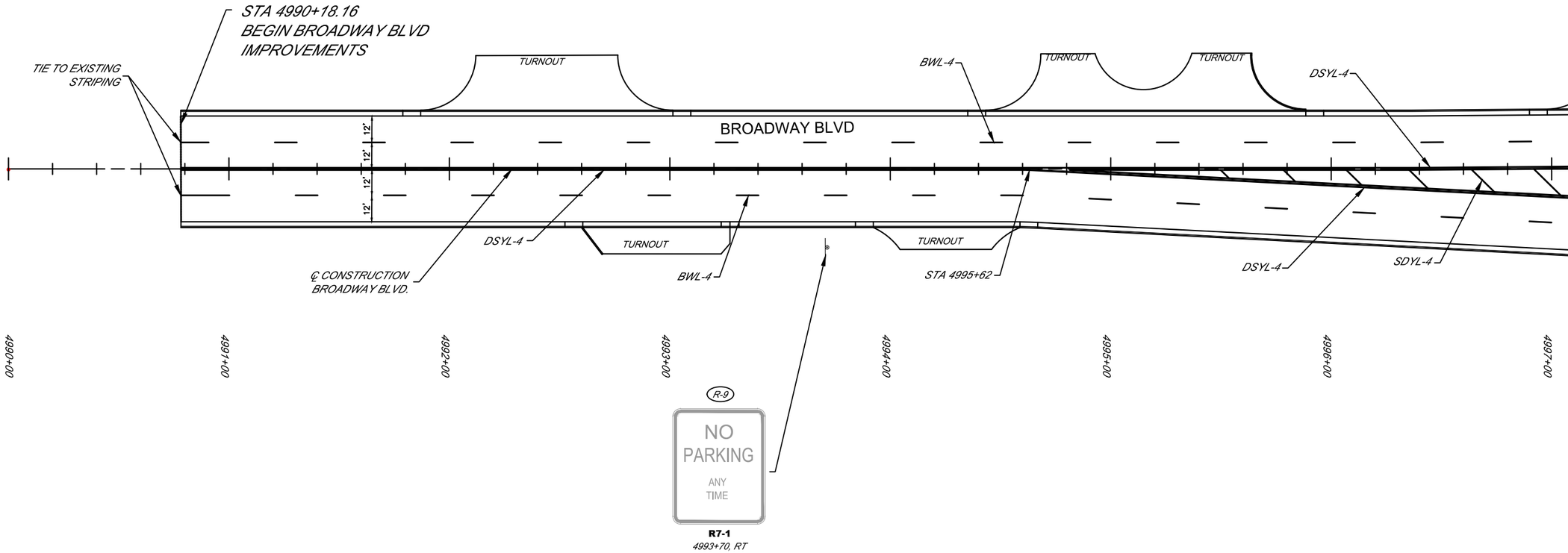
REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

Design File: I:\BHI\BHI161-11(BASIC SERVICES)\DWGS\MICROSTATION\PLANS\7_SHEETS\7-7.DWG
DESIGNED BY: KEVIN EADES
NEW MEXICO PROJECT NO. A300160
MOLZENCORBIN
SHEET NO. 7 - 7



DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

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

DWG SCALE: 1:50

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1" = 50'

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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTI

SUNPORT BOULEVARD EX
PERMANENT SIGNING & S
PLAN

BRIAN BAILEY
7/12/2020 12:19 PM

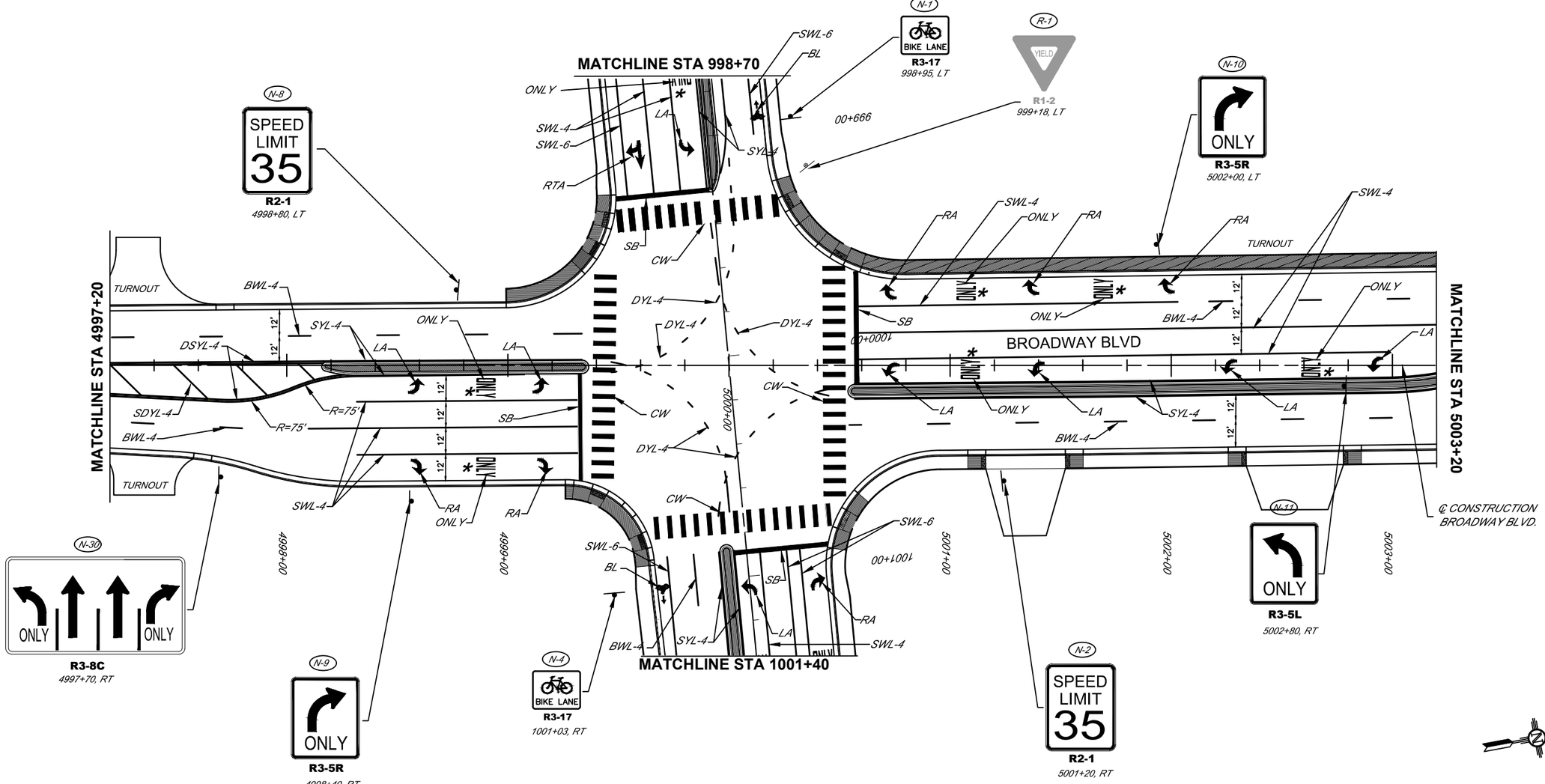
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHE



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

SEE SHEET 7-3 FOR RPM AND YPC LOCATION INFORMATION

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

DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

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

DWG SCALE: 1:50

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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTI

SUNPORT BOULEVARD EXT
PERMANENT SIGNING & ST
PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

BRIAN BAILEY
7/12/2020 12:20 PM

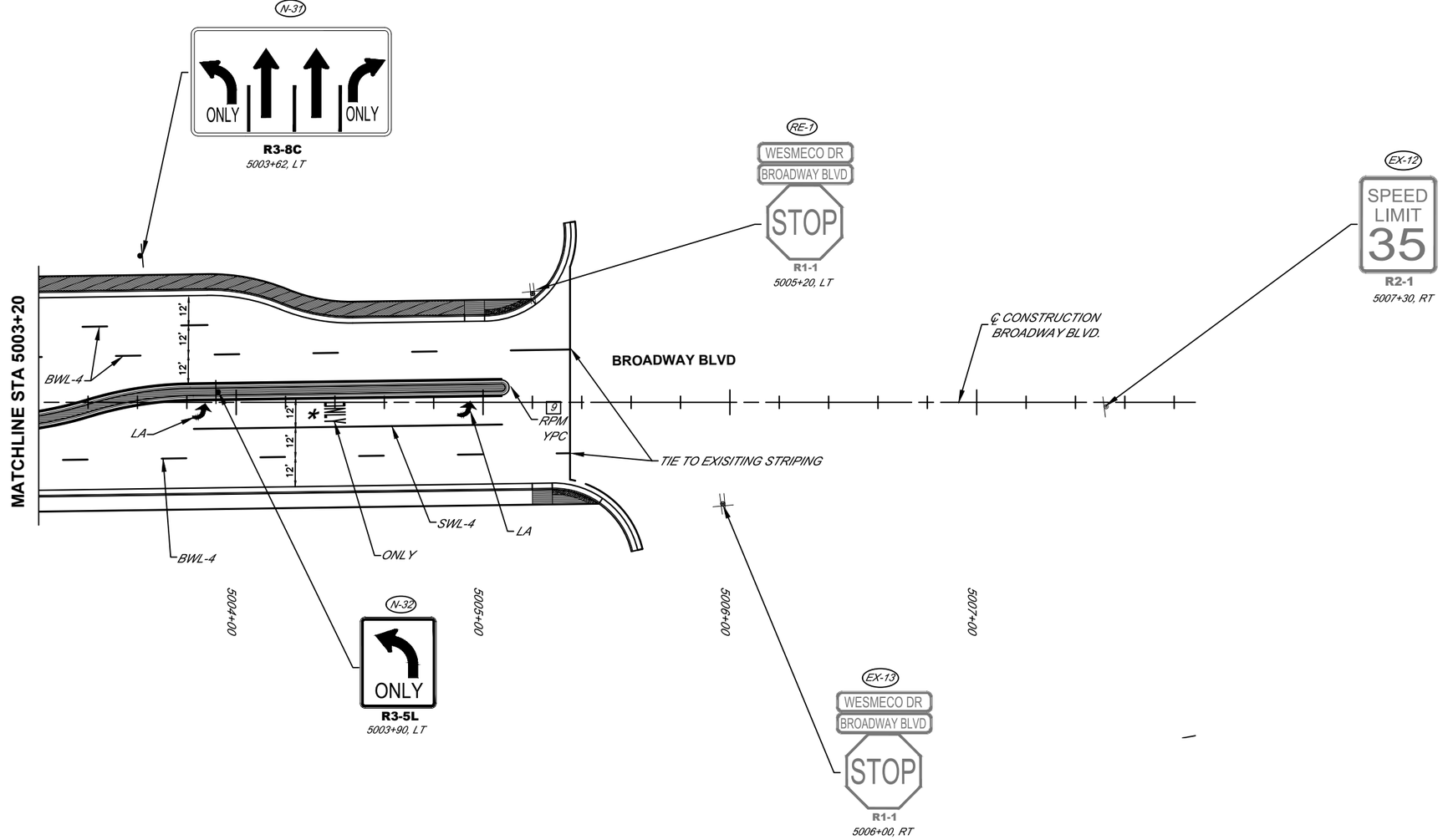
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHE



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
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DWG SCALE: 1:50

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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTM

SUNPORT BOULEVARD EXT
PERMANENT SIGNING & ST
PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

BRIAN BAILEY
7/12/2020 12:22 PM

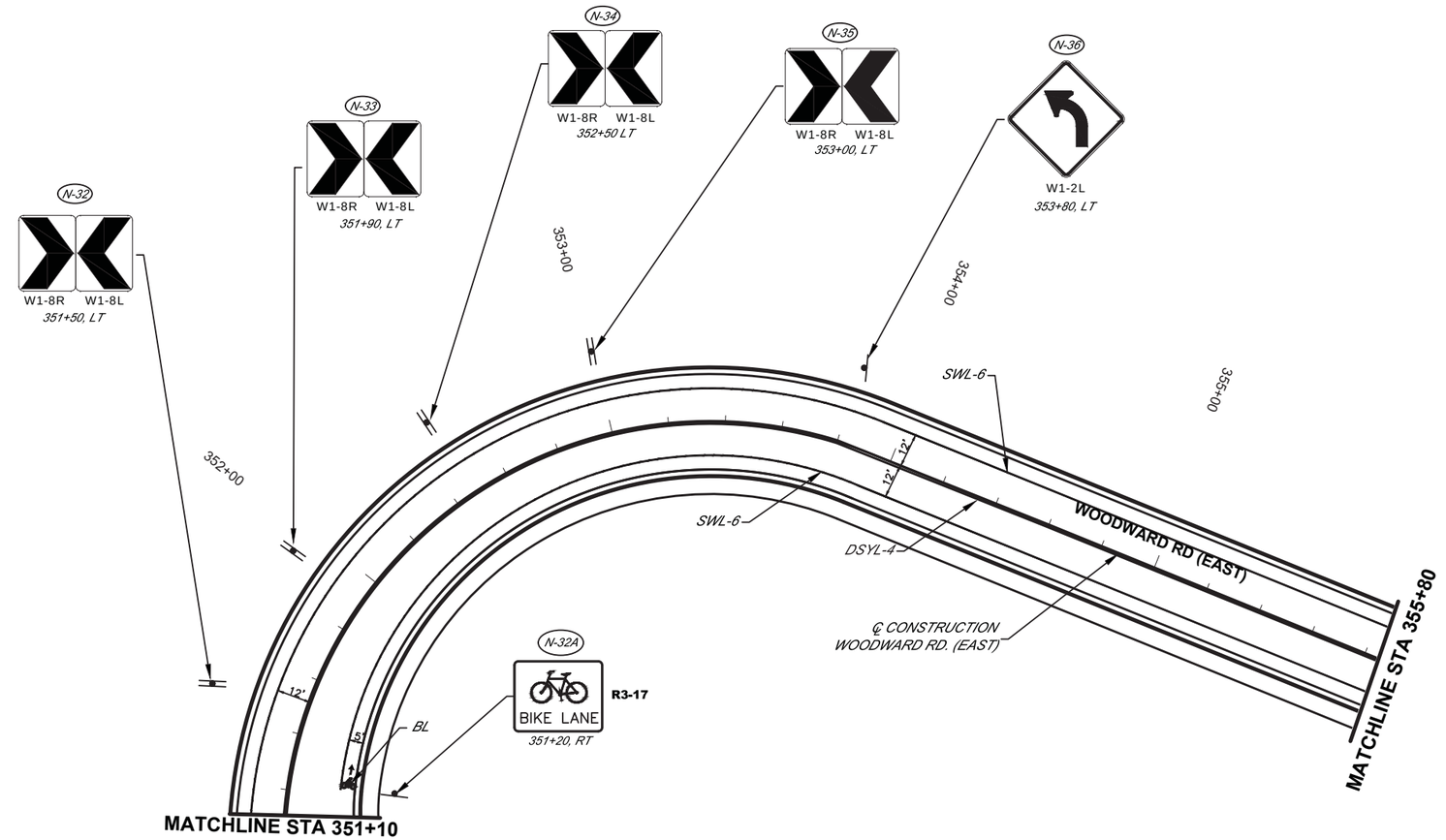
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHE



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

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REVISIONS (OR CHANGE NOTICES)

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

DWG SCALE: 1:50

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

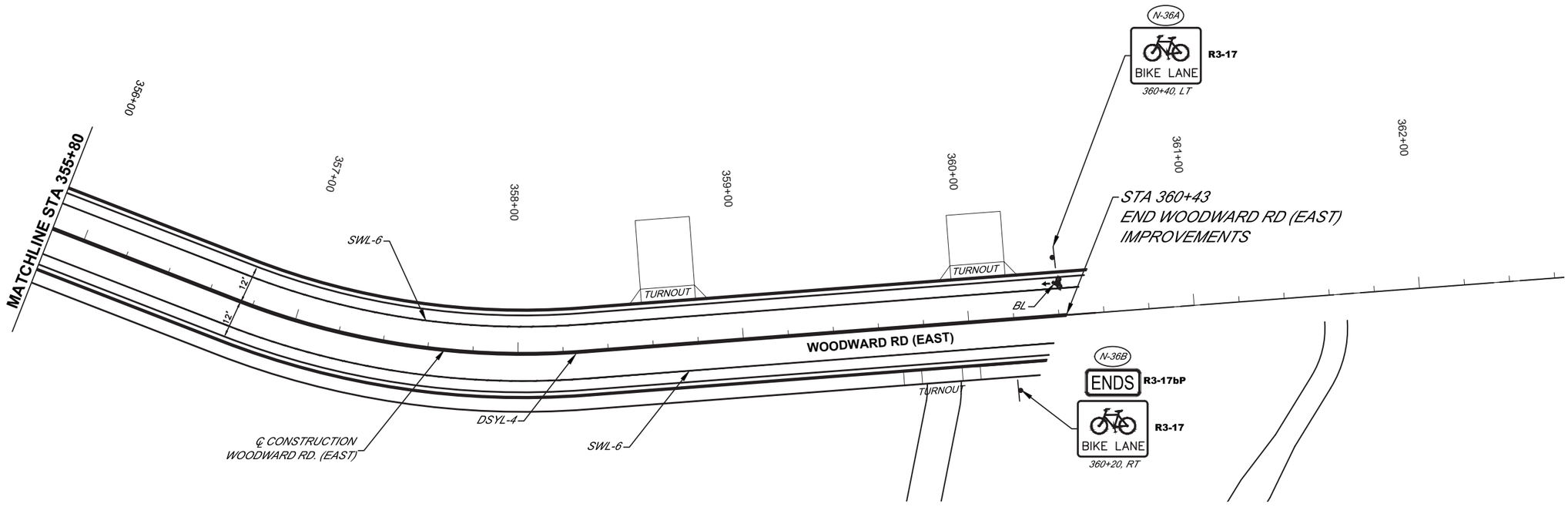
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 11



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EMAIL: KEADES@MOLZENCORBIN.COM

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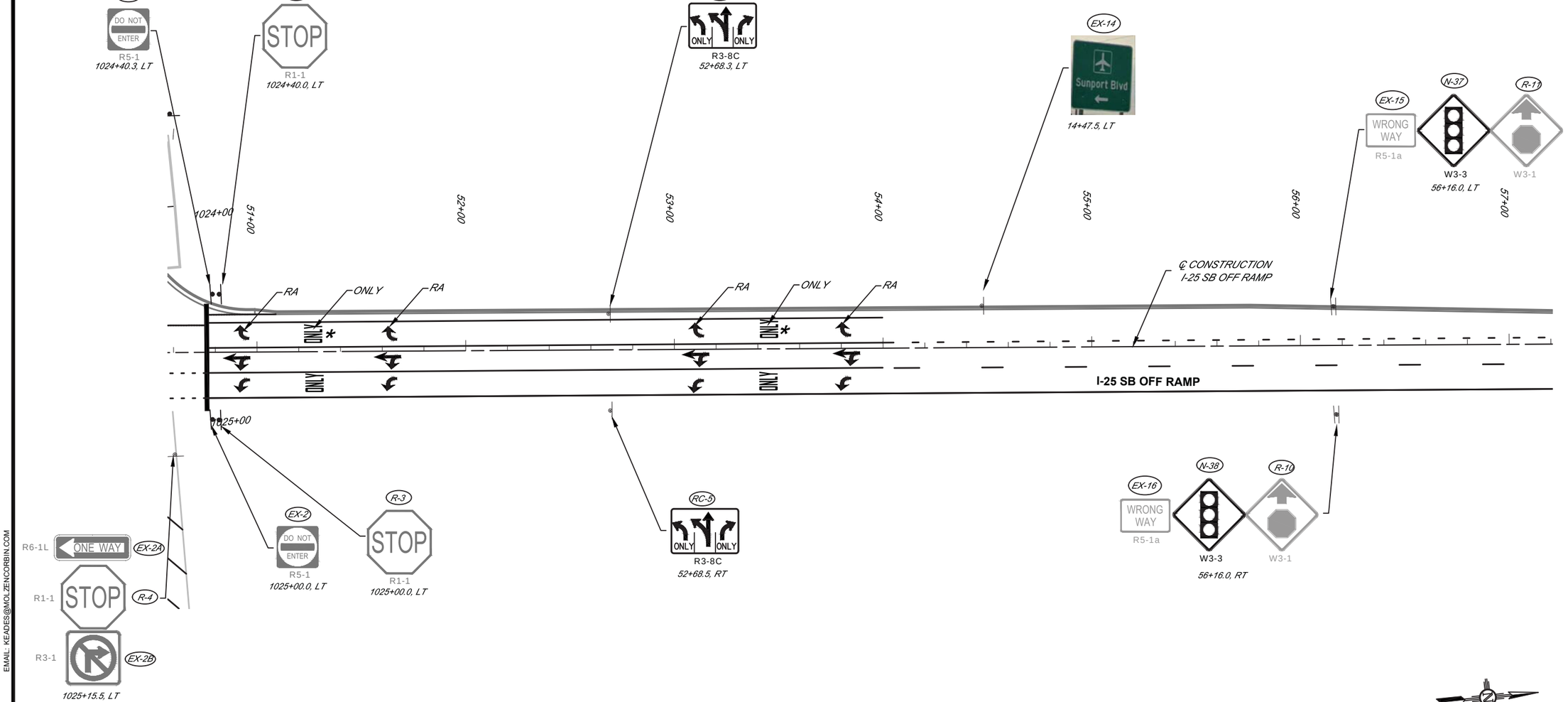
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MOLZENCORBIN

SHEET NO. 7 - 12



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NOTES:

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STRIPING LEGEND

SEE SHEET 7-3

KEVIN W. EADES
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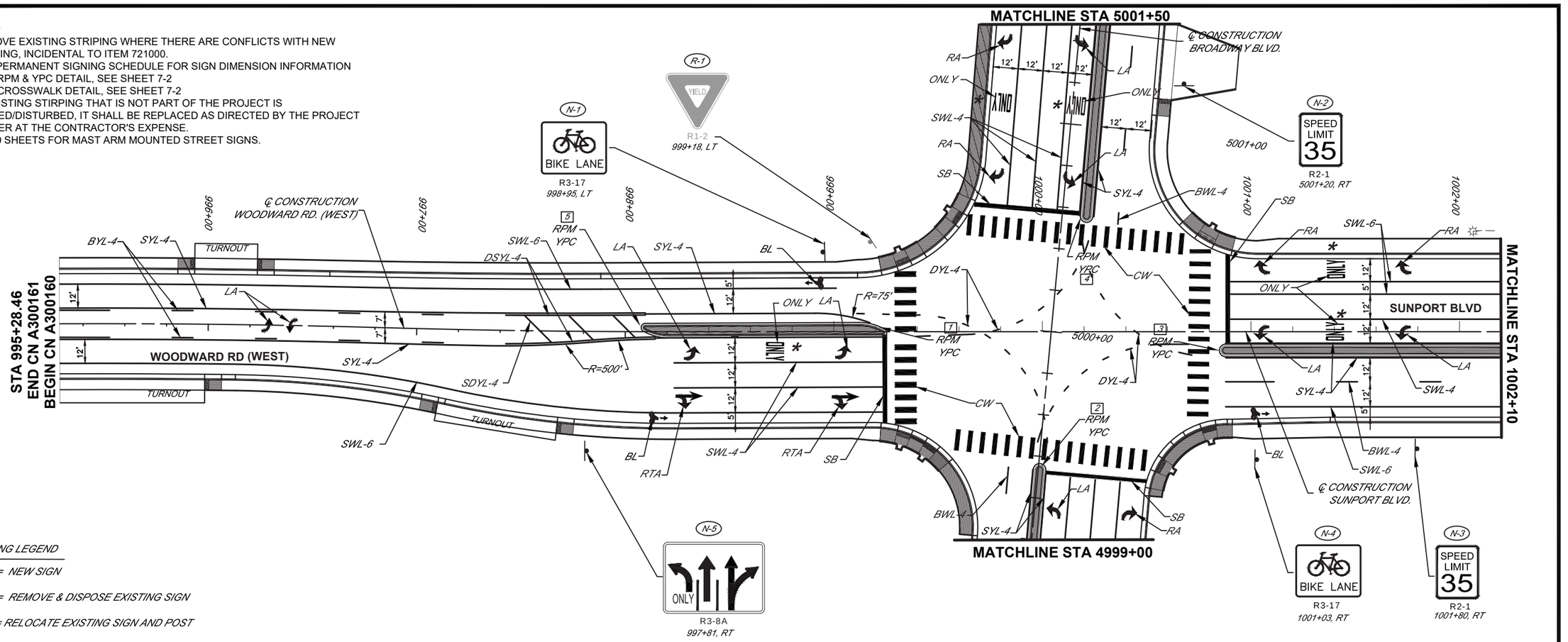
NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 13

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. FOR CROSSWALK DETAIL, SEE SHEET 7-2
5. IF EXISTING STIRPING 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.
6. SEE 9 SHEETS FOR MAST ARM MOUNTED STREET SIGNS.



SIGNING LEGEND

(N-X) = NEW SIGN

(R-X) = REMOVE & DISPOSE EXISTING SIGN

(RE-X) = RELOCATE EXISTING SIGN AND POST

(RC-X) = EXISTING SIGN - REMOVE COVER (INCIDENTAL ITEM 701000 - PANEL SIGNS)

(EX-X) = EXISTING SIGN TO REMAIN

STRIPING LEGEND

SYL-4 = 4" SOLID YELLOW LINE

DYL-4 = 4" DASHED YELLOW LINE (2' STRIPE/4' GAP)

DSYL-4 = 4" DOUBLE SOLID YELLOW LINES

SDYL-4 = 4" DIAGONAL SOLID YELLOW LINE (45° AT 20' SPACING)

SWL-4 = 4" SOLID WHITE LINE

SWL-6 = 6" SOLID WHITE LINE

BWL-4 = 4" BROKEN WHITE LINE (10' STRIPE/30' GAP)

BYL-4 = 4" BROKEN YELLOW LINE (10' STRIPE/30' GAP)

DWL-4 = 4" DASHED WHITE LINE (2' STRIPE/4' GAP)

DYL-4 = 4" DASHED YELLOW LINE (2' STRIPE/4' GAP)

SB = 24" WIDE SOLID WHITE STOP BAR

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 MAKING WORD - "ONLY"

SOUTH = PAVEMENT MAKING WORD - "SOUTH"

NORTH = PAVEMENT MAKING WORD - "NORTH"

YPC = YELLOW PAINTED CURB (APPLIED TO ALL RAISED MEDIAN CONCRETE CURB). EXTEND BEYOND PC OR PT OF CURB. INCIDENTAL TO ITEM 704700 - HOT THERMOPLASTIC PAVEMENT MARKINGS, 4".

RPM - REFLECTORIZED PAVEMENT MARKINGS

BL = BIKE SYMBOL WITH ARROW

[#] = KEY NOTE FOR RPM/YPC INSTALLATION (SEE STRIPING SCHEDULE FOR LOCATIONS)

* = PLACED 1/2 DISTANCE BETWEEN TURN ARROWS

KEVIN W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER
1/26/2021

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
Plans approved by Albuquerque City Engineer and Design Review Committee, April 12, 2021	DWG SCALE: 1:50

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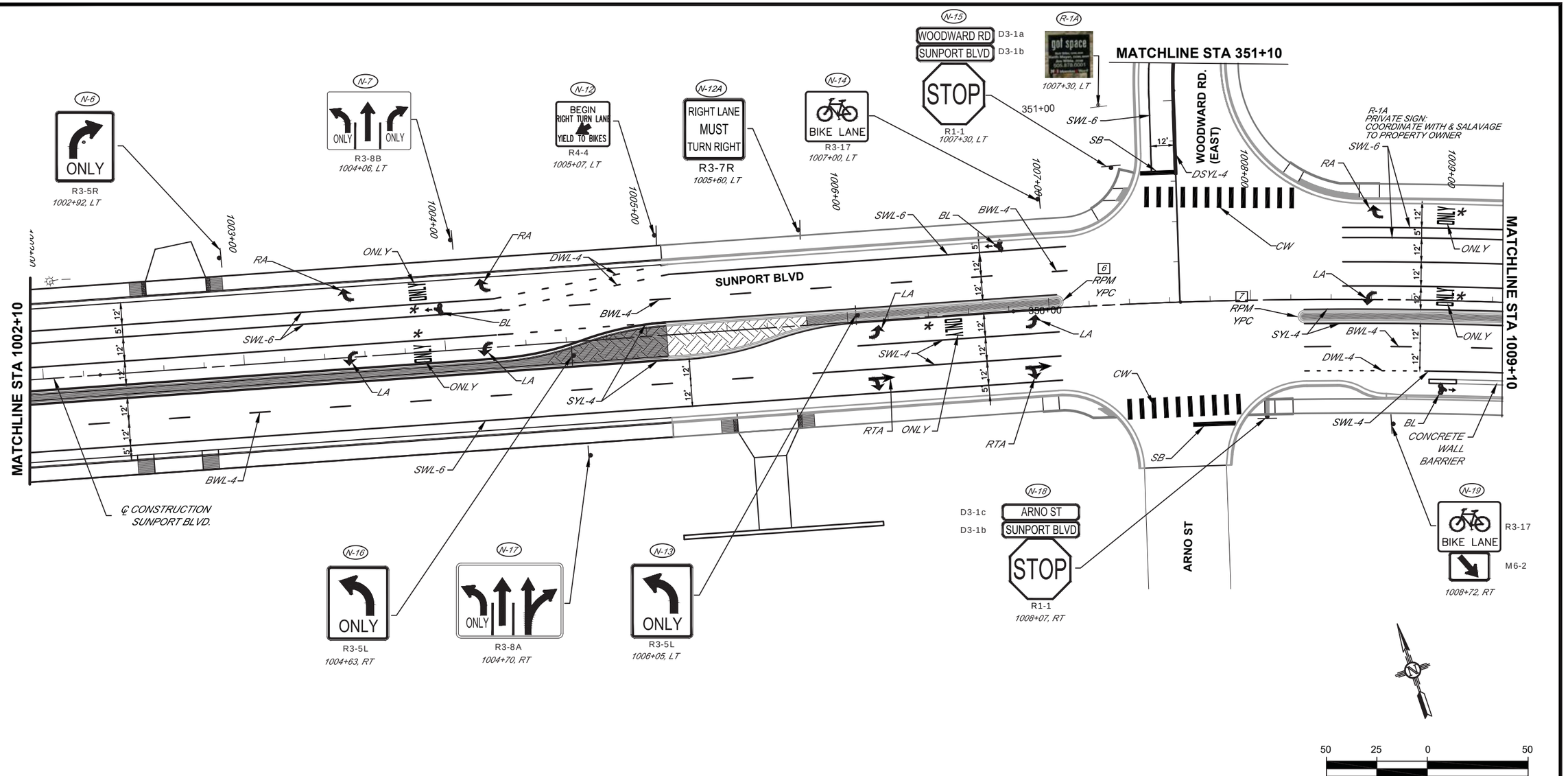
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DESIGNED BY: KEVIN EADES

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 3



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

KEVIN W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER
1/26/2021

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DESIGNED BY: KEVIN EADES

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 4

NOTES:

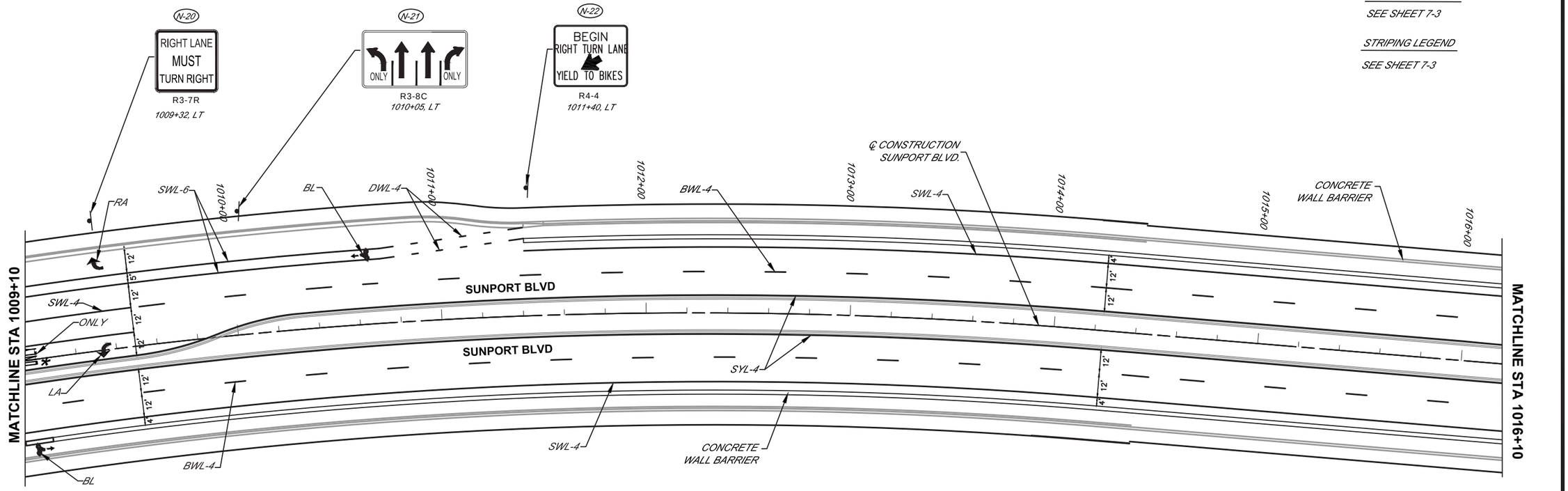
SEE SHEET 7-3

SIGNING LEGEND

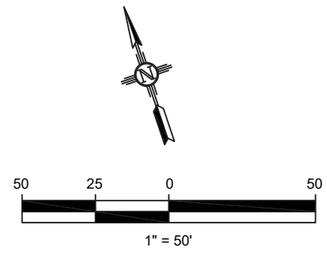
SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3







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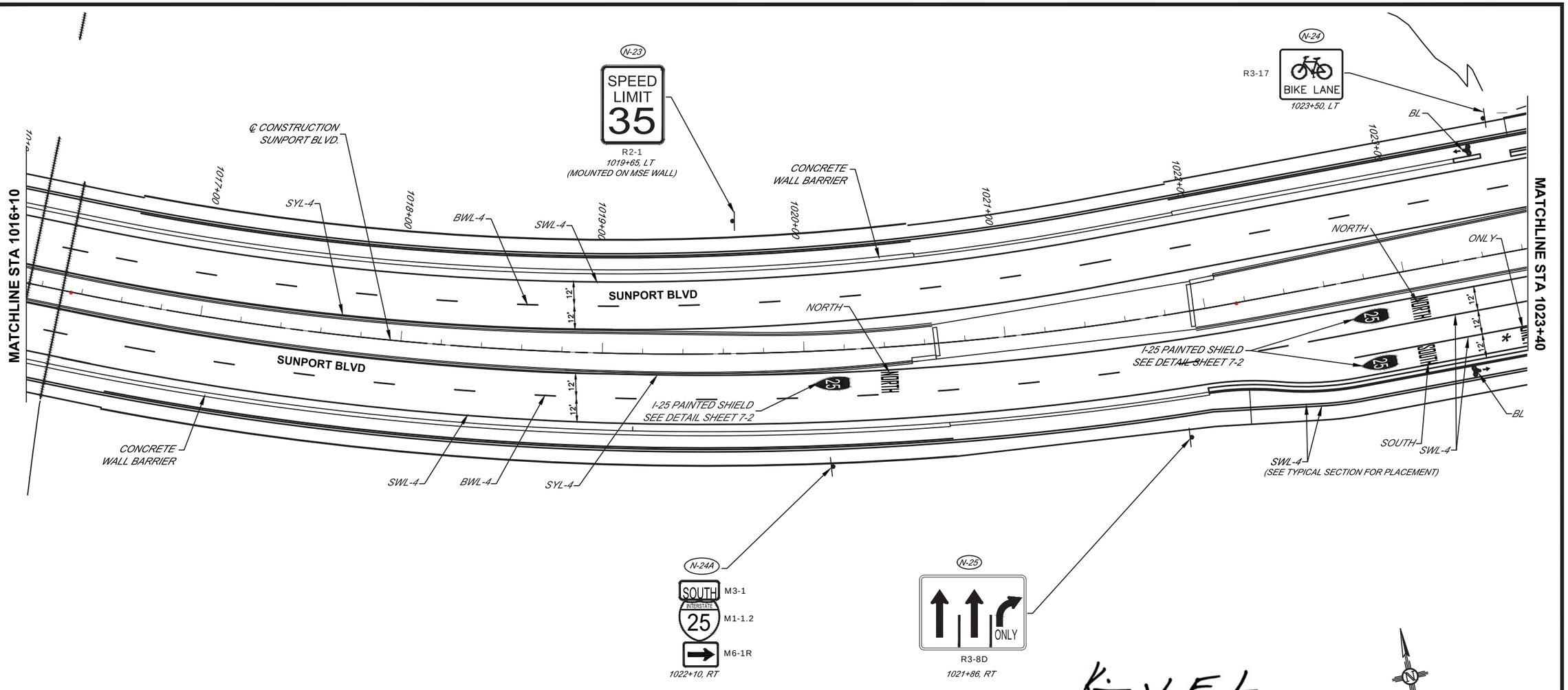
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NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 5



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

K. W. E.

KEVIN W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER

7/10/2020

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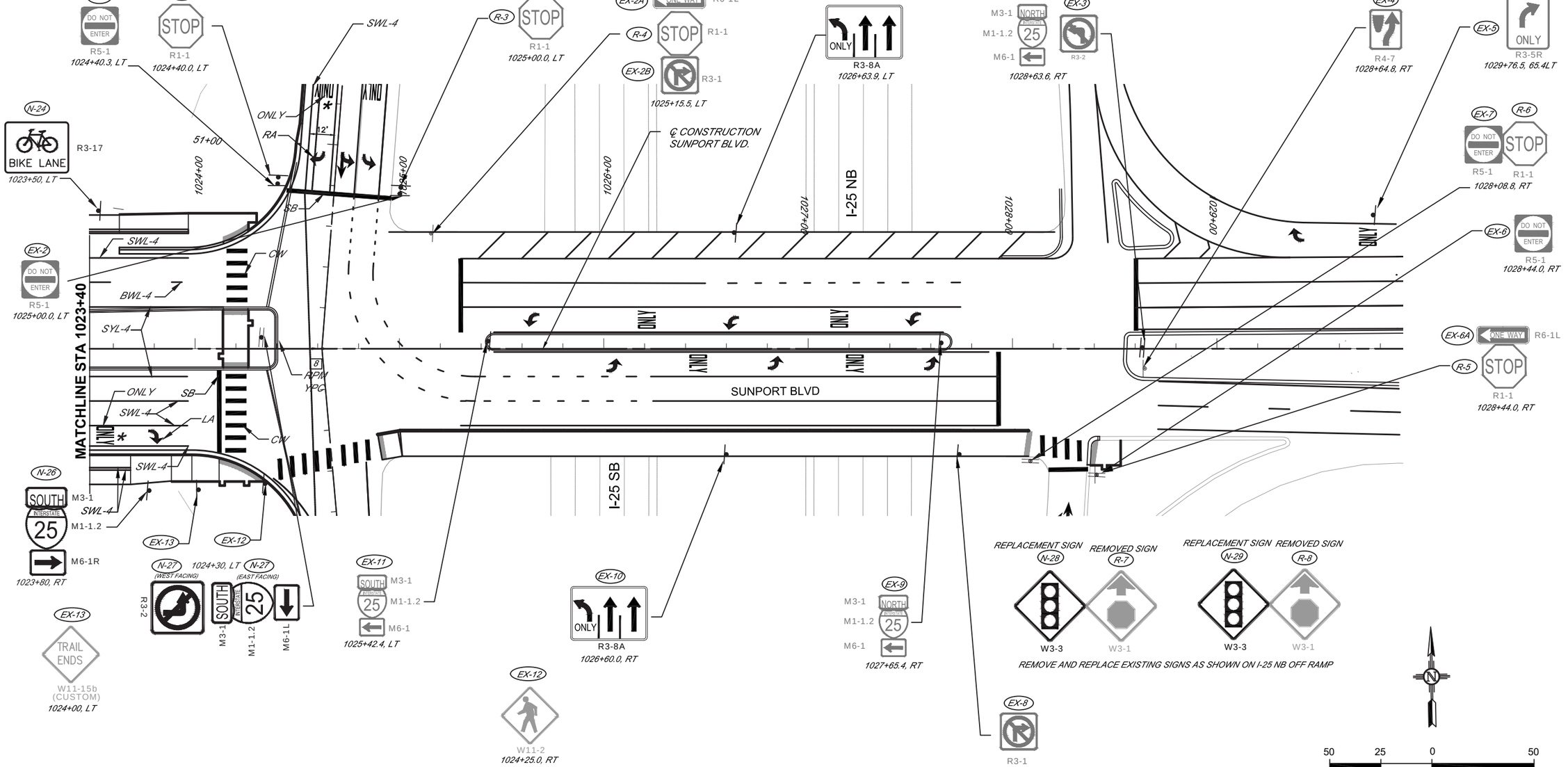
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 6



NOTES:

SEE SHEET 7-3
ALL STRIPING NOT IDENTIFIED ON PLANS IS EXISTING AND SHALL REMAIN UNDISTRIBUTED. 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 W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER
7/10/2020

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
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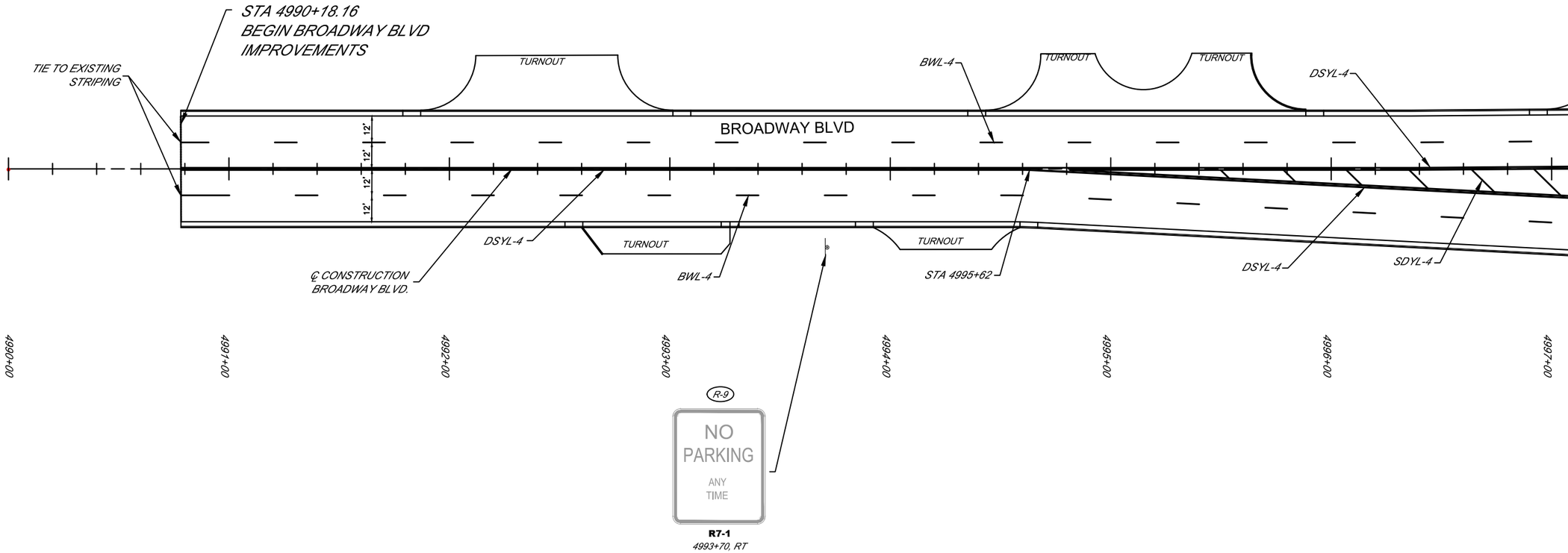
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PUBLIC WORKS DIVISION
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DESIGNED BY: KEVIN EADES
NEW MEXICO PROJECT NO. A300160
MOLZENCORBIN
SHEET NO. 7 - 7



DESIGNED BY: MOLZEN CORBIN
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EMAIL: KEADES@MOLZENCORBIN.COM

NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

KEVIN W. EADES
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DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

Plans approved by Albuquerque
City Engineer and Design Review
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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTI

SUNPORT BOULEVARD EX
PERMANENT SIGNING & S
PLAN

BRIAN BAILEY
7/12/2020 12:19 PM

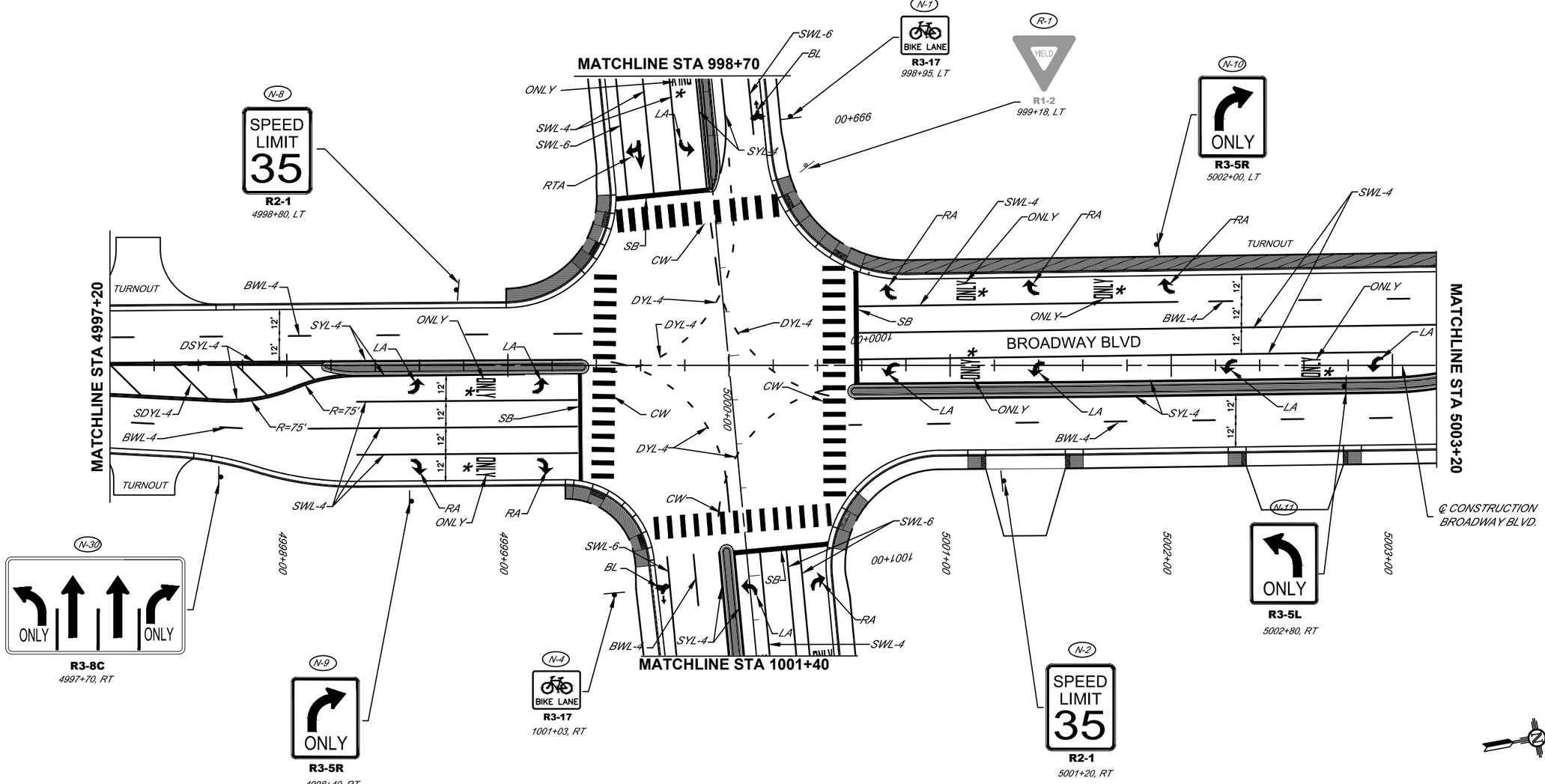
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MOLZENCORBIN

SHE



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

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SEE SHEET 7-3 FOR RPM AND YPC LOCATION INFORMATION

KEVIN N. EADES NEW MEXICO 14481 REGISTERED PROFESSIONAL ENGINEER

7/10/2020

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PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTI

SUNPORT BOULEVARD EXT
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PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
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BRIAN BAILEY
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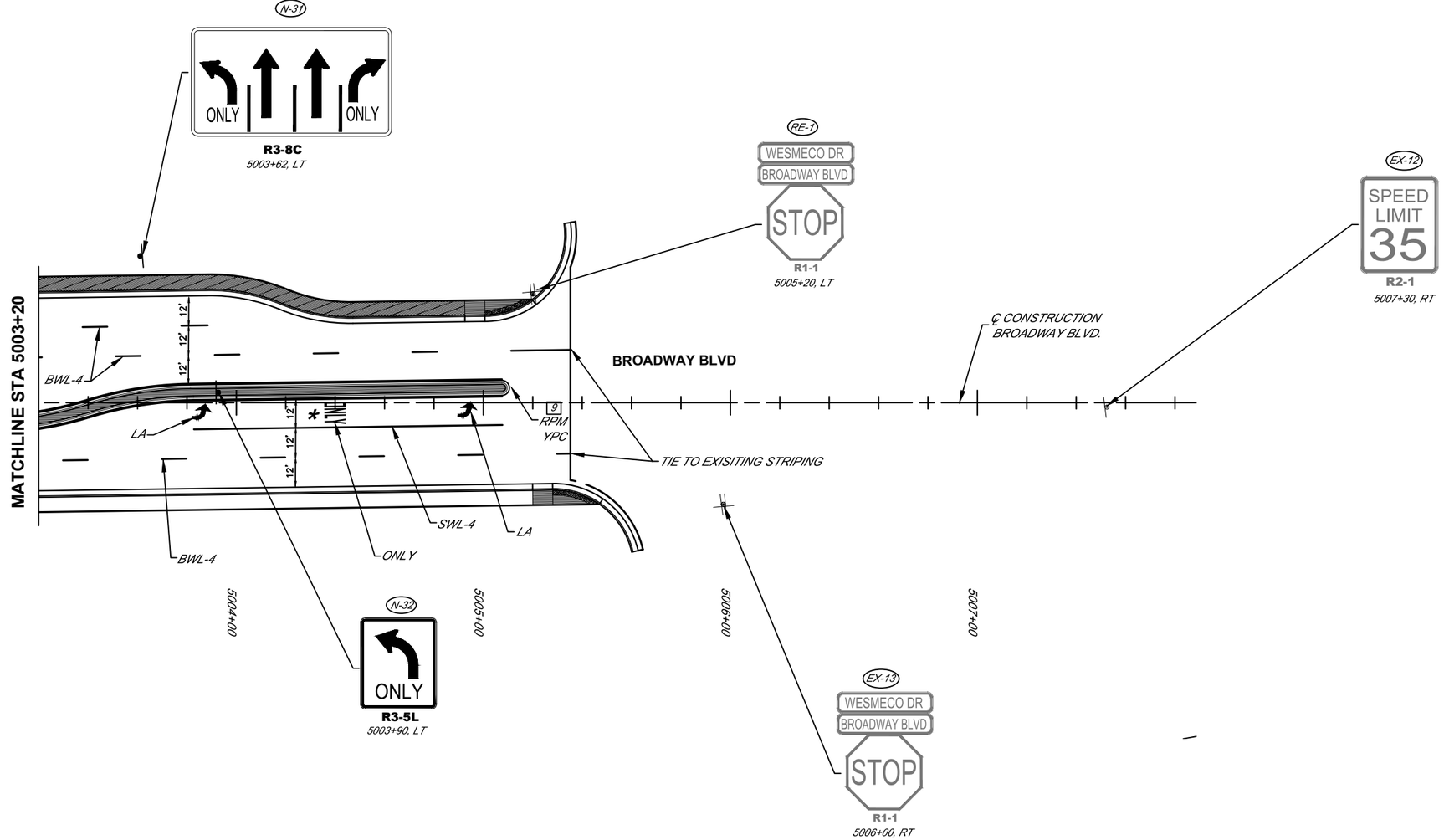
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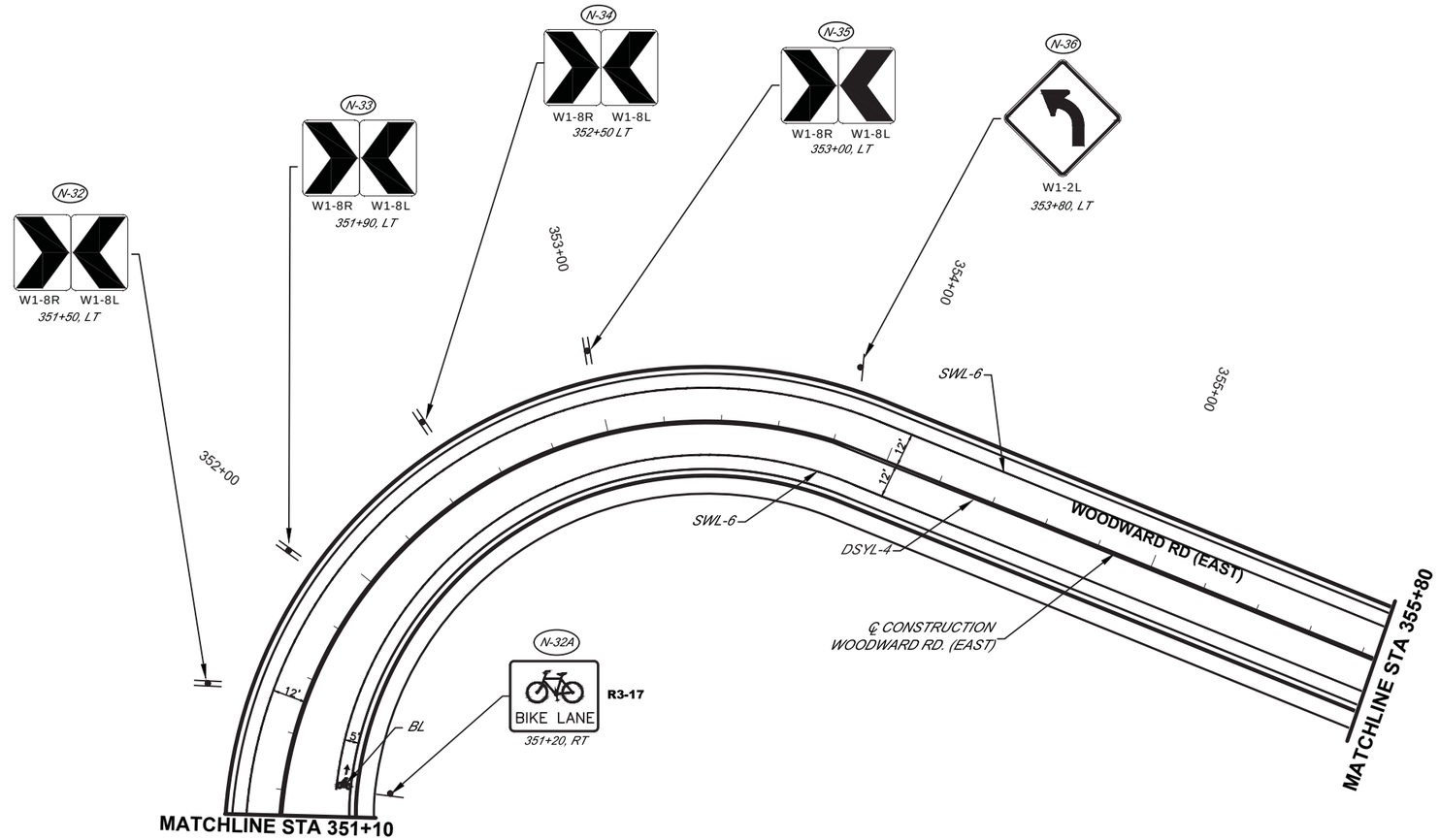
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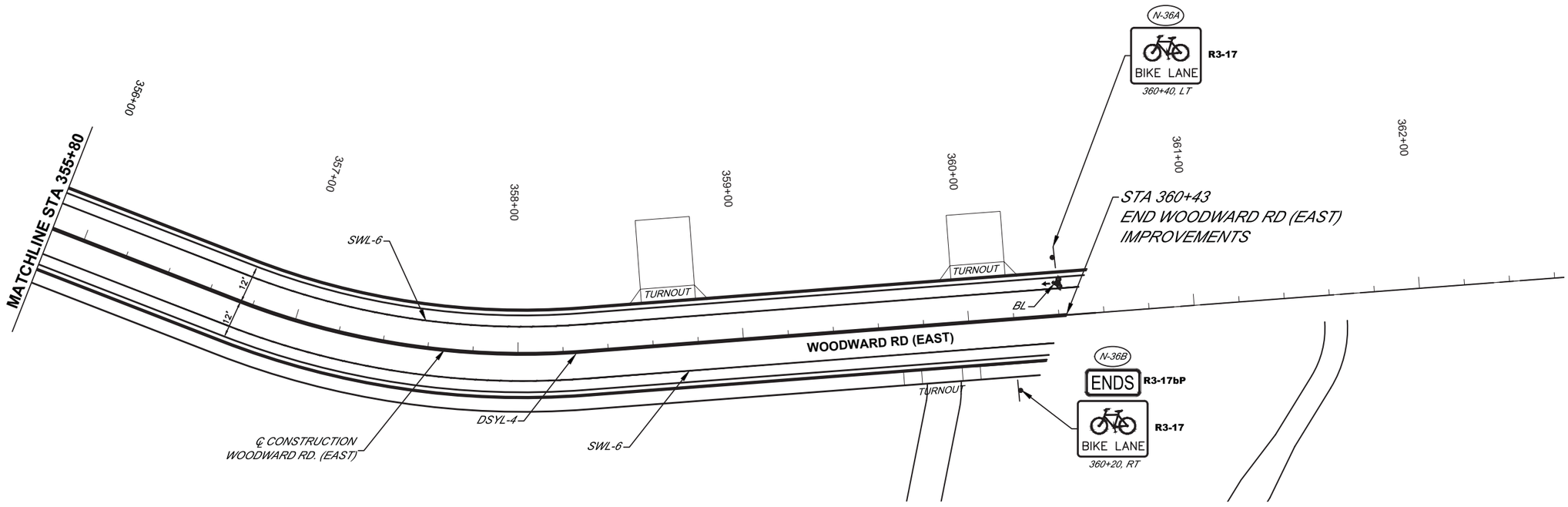
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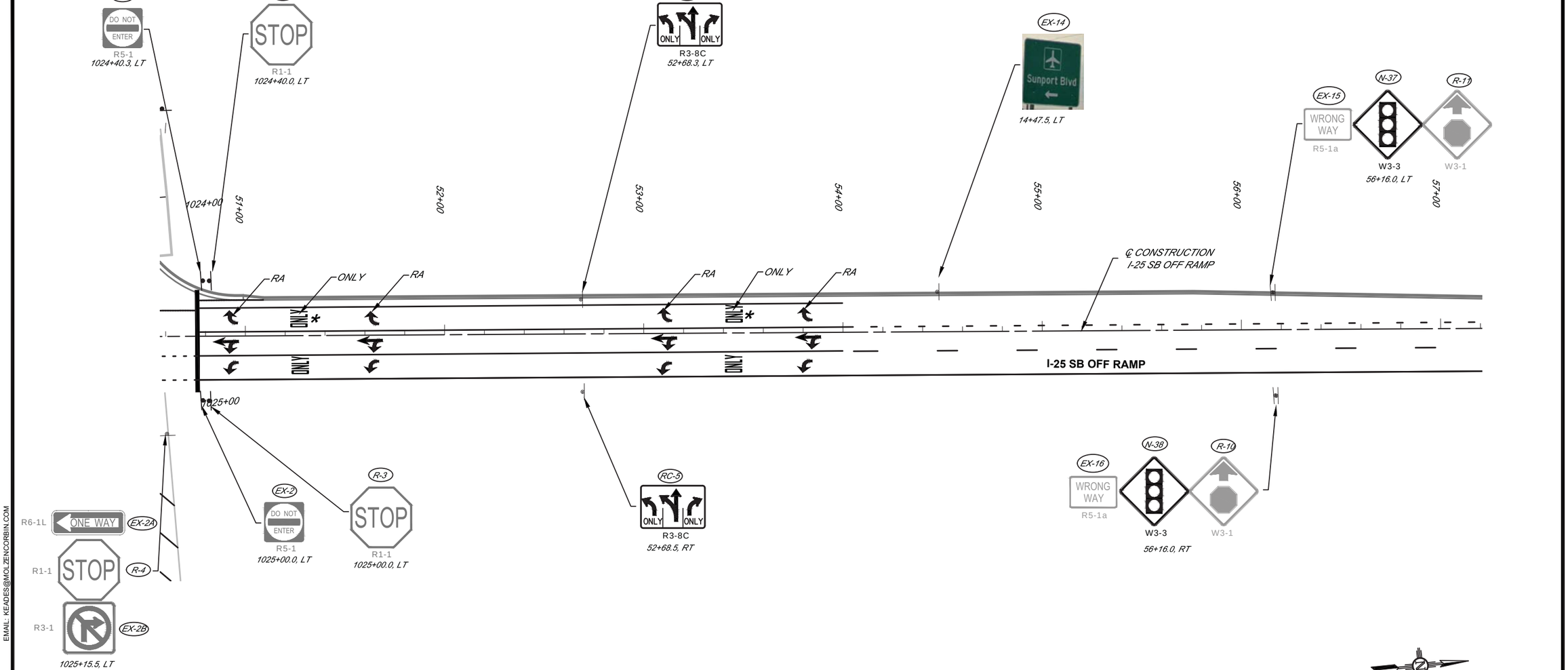
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SHEET NO. 7 - 12



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DESIGNED BY: KEVIN EADES

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 13

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, 11th 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.

5571 Midway Park Pl. NE Albuquerque, NM 87109
(505) 858-3100 fax (505) 858-1118 1 (800) 245-3102
tierrawestllc.com

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 Acceleraion 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)

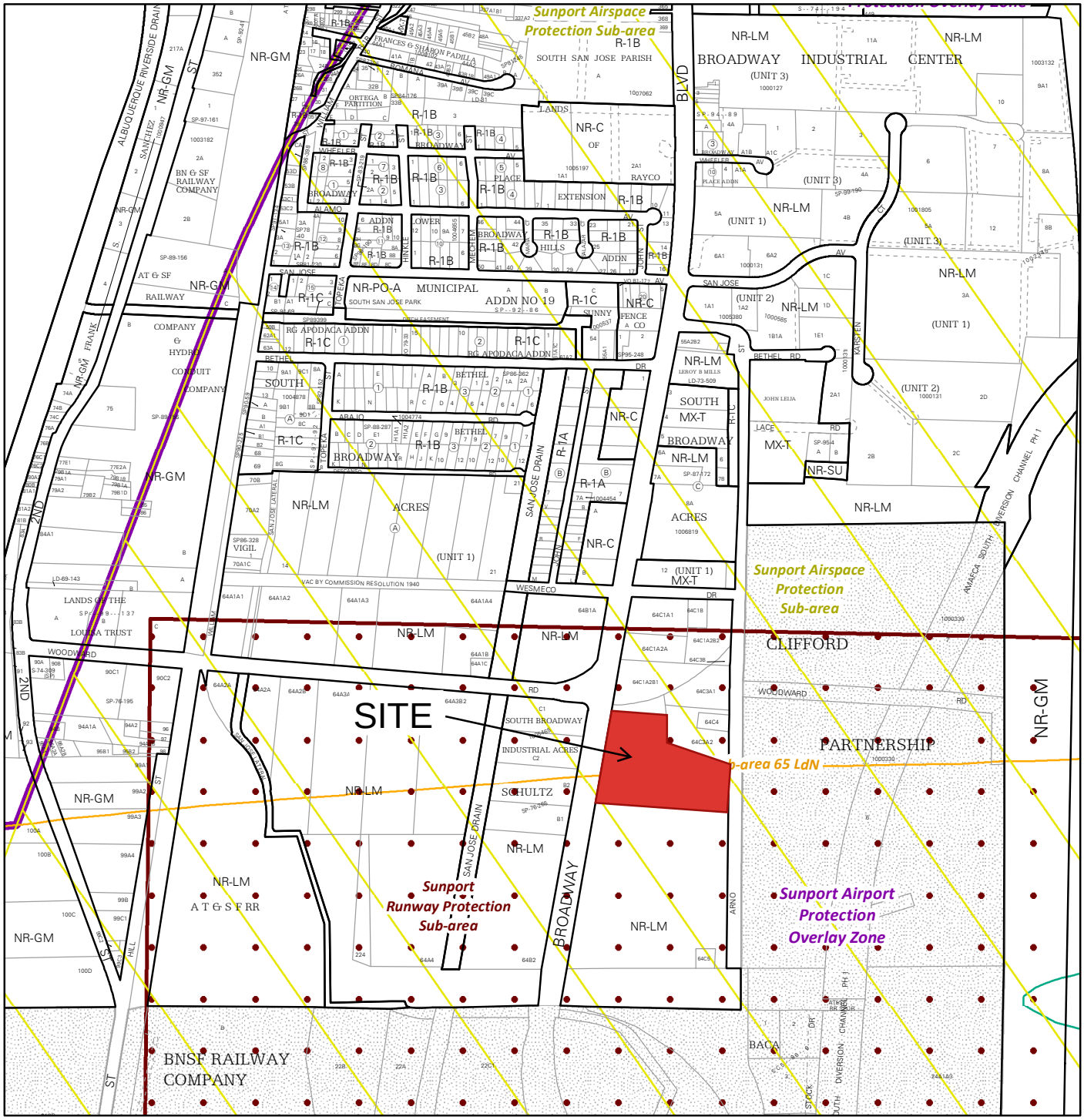
***** **Lane Length Requirements based on Table 18.K-1 (Deceleration and Acceleraion Lengths)**

****** **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.



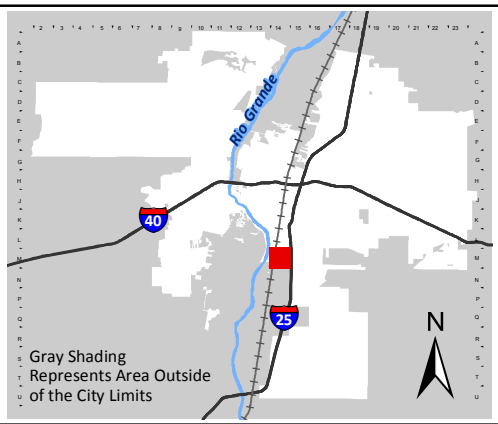
For more details about the Integrated Development Ordinance visit: http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance

IDO Zone Atlas May 2018

Albuquerque Geographic Information System

IDO Zoning information as of May 17, 2018

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

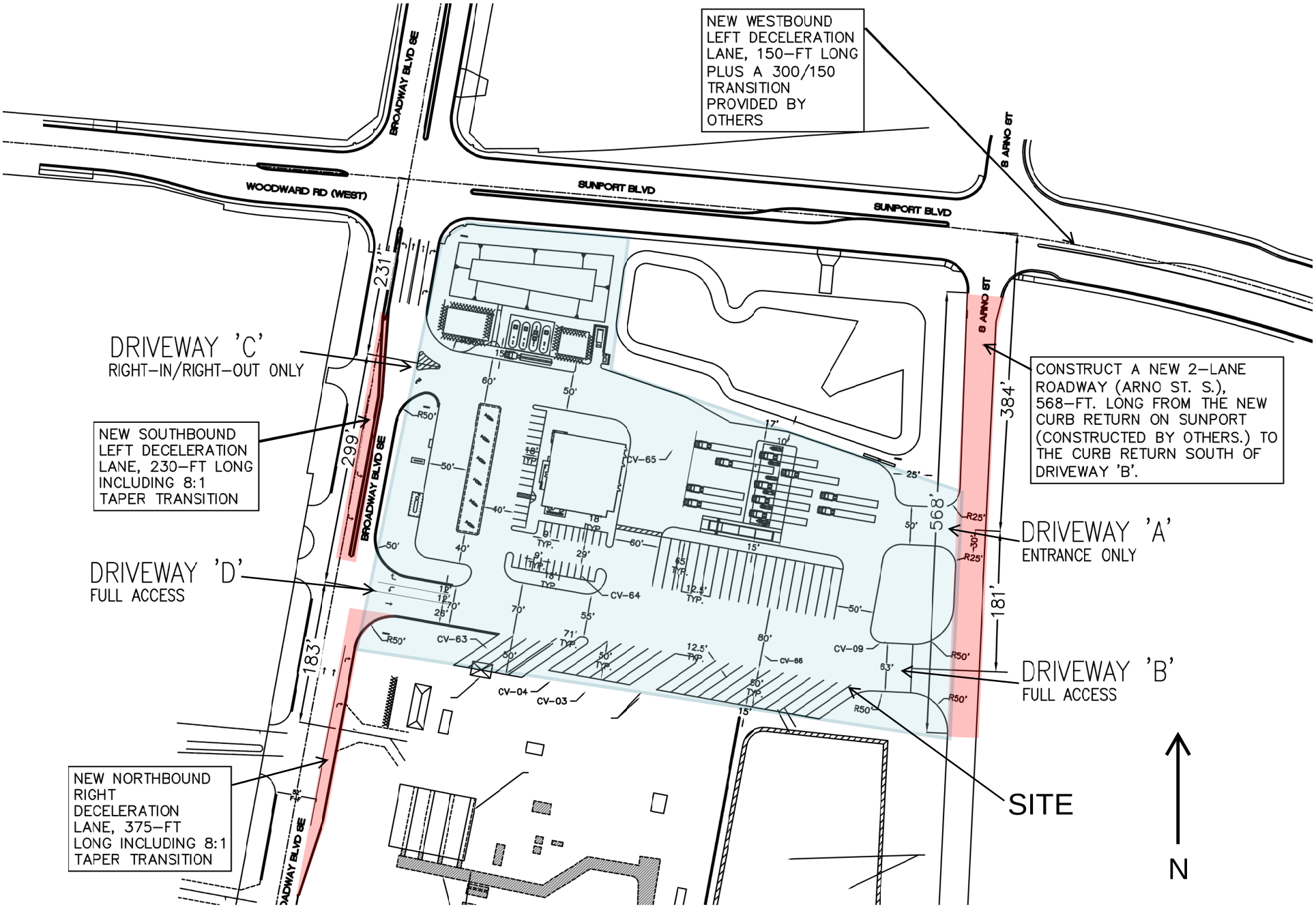


Zone Atlas Page:

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

Feet: 0 250 500 1,000



3/27

Love's Sunport Station
Project #2022031

A-2

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	Units					
12 PC + 5 HC	Convenience Store / Gas Station - GFA 5.5-10K (945)	17	5,878	269	269	229	229
	Subtotal		**5,878**	**269**	**269**	**229**	**229**
	Pass-By Trips	50%		*-135*	*-135*	*-115*	*-115*
	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 2020	2040	Annual Growth(%)	Volume Weighted Growth
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 2020	2040	Annual Growth(%)	Volume Weighted Growth
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 2015	2040	Annual Growth(%)
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	
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	9000	
Broadway	n/o Woodward	2015	11522	5095	8783	-0.95	0.76	1.10	12700	0.95	1.02	11800	Ratio of
Broadway	s/o Woodward	2015	7787	2340	12548	2.45	1.61	n/a	16400	1.12	1.95	15200	2040/2020 on
Sunport TI	I-25 NB Entrance	2015	8767	3329	3951	-2.20	0.45	1.42	12400	0.89	1.08	9500	Woodward
Sunport TI	I-25 NB Exit	2015	897	3262	4440	15.80	4.95	2.66	2400	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

Loves 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

							(WW) WOODWARD West			(BN) BROADWAY North		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2023**								
Boundary Specified on DASZ Map												
5121	50%	2677	3730	2,984	1,492	**6.63%**	**100%**	6.63%	1,492	0%	0.00%	0
5102	75%	454	497	467	350	**1.56%**	**50%**	0.78%	175	**50%**	0.78%	175
5101	75%	1604	1729	1,640	1,230	**5.47%**	0%	0.00%	0	**50%**	2.73%	615
5613	30%	1191	1188	1,190	357	**1.59%**	0%	0.00%	0	**60%**	0.95%	214
5623	75%	1579	1855	1,660	1,245	**5.53%**	0%	0.00%	0	**60%**	3.32%	747
5621	15%	842	967	878	132	**0.59%**	0%	0.00%	0	**60%**	0.35%	79
5633	15%	2426	3027	2,601	390	**1.73%**	0%	0.00%	0	**50%**	0.87%	195
5622	100%	2574	3648	2,887	2,887	**12.83%**	0%	0.00%	0	**60%**	7.70%	1,732
5301	100%	21	64	34	34	**0.15%**	**100%**	0.15%	34	0%	0.00%	0
5111	100%	1133	1152	1,139	1,139	**5.06%**	**50%**	2.53%	570	**50%**	2.53%	570
5112	100%	1630	1582	1,616	1,616	**7.18%**	0%	0.00%	0	**100%**	7.18%	1,616
5311	100%	1575	1801	1,641	1,641	**7.29%**	**50%**	3.65%	821	**50%**	3.65%	821
5312	100%	196	196	196	196	**0.87%**	0%	0.00%	0	**70%**	0.61%	137
5634	100%	2532	3059	2,686	2,686	**11.94%**	0%	0.00%	0	0%	0.00%	0
5635	60%	1083	1465	1,194	716	**3.18%**	0%	0.00%	0	0%	0.00%	0
5331	100%	498	519	504	504	**2.24%**	0%	0.00%	0	0%	0.00%	0
5321	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
5322	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
5402	20%	1147	2202	1,455	291	**1.29%**	0%	0.00%	0	0%	0.00%	0
5411	30%	1952	1679	1,872	562	**2.50%**	0%	0.00%	0	0%	0.00%	0
5412	25%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
8051	80%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
8052	50%	436	497	454	227	**1.01%**	0%	0.00%	0	0%	0.00%	0
8062	25%	3074	3195	3,109	777	**3.45%**	0%	0.00%	0	0%	0.00%	0
8071	100%	0	125	36	36	**0.16%**	0%	0.00%	0	0%	0.00%	0
8072	100%	1225	1248	1,232	1,232	**5.48%**	0%	0.00%	0	0%	0.00%	0
8061	85%	1252	1658	1,370	1,165	**5.18%**	0%	0.00%	0	0%	0.00%	0
8401	100%	422	674	496	496	**2.20%**	0%	0.00%	0	0%	0.00%	0
8082	100%	989	1097	1,021	1,021	**4.54%**	0%	0.00%	0	0%	0.00%	0
8081	100%	63	64	63	63	**0.28%**	0%	0.00%	0	0%	0.00%	0
8402	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
8412	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
8413	50%	0	74	22	11	**0.05%**	0%	0.00%	0	0%	0.00%	0
				34,447	22,496	100.00%			**3,091**			**6,901**
									13.74%			30.68%

Trip Distribution Table

Loves Sunport Station (Rio Bravo & Broadway)

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

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
		2016	**2040**	**2023**					
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** T

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

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

Trip Distribution Table

Loves Sunport Station (Rio Bravo & Broadway)

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

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	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2023**					
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%**	**50%**	0.87%	195
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%**	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%**	**80%**	0.00%	0
5322	100%	0	0	0	0	**0.00%**	**90%**	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%			**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** T

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

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

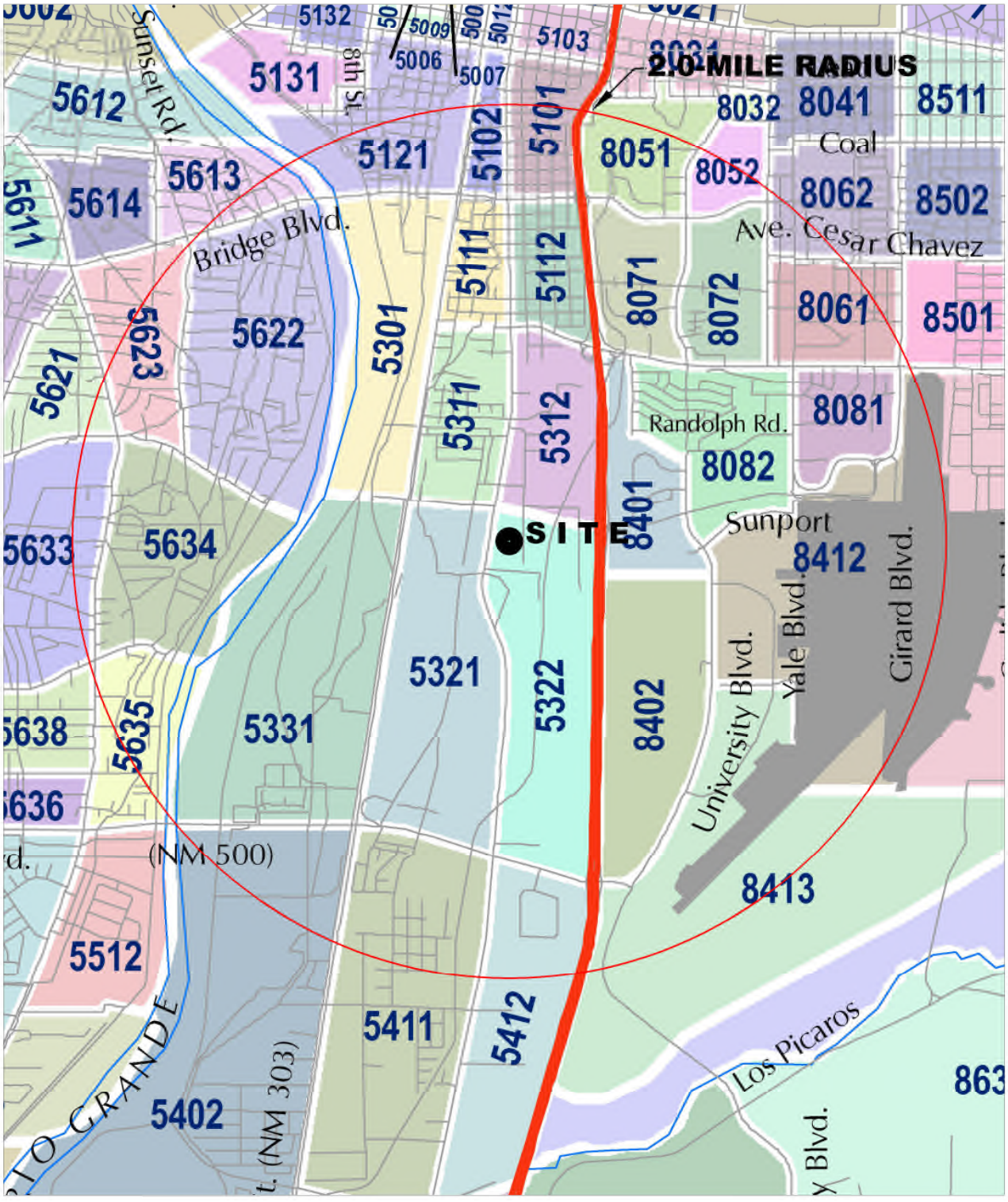
Trip Distribution Table

Loves Sunport Station (Rio Bravo & Broadway)

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

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

							I-25S I-25 South (northbound)		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2023**					
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%**	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

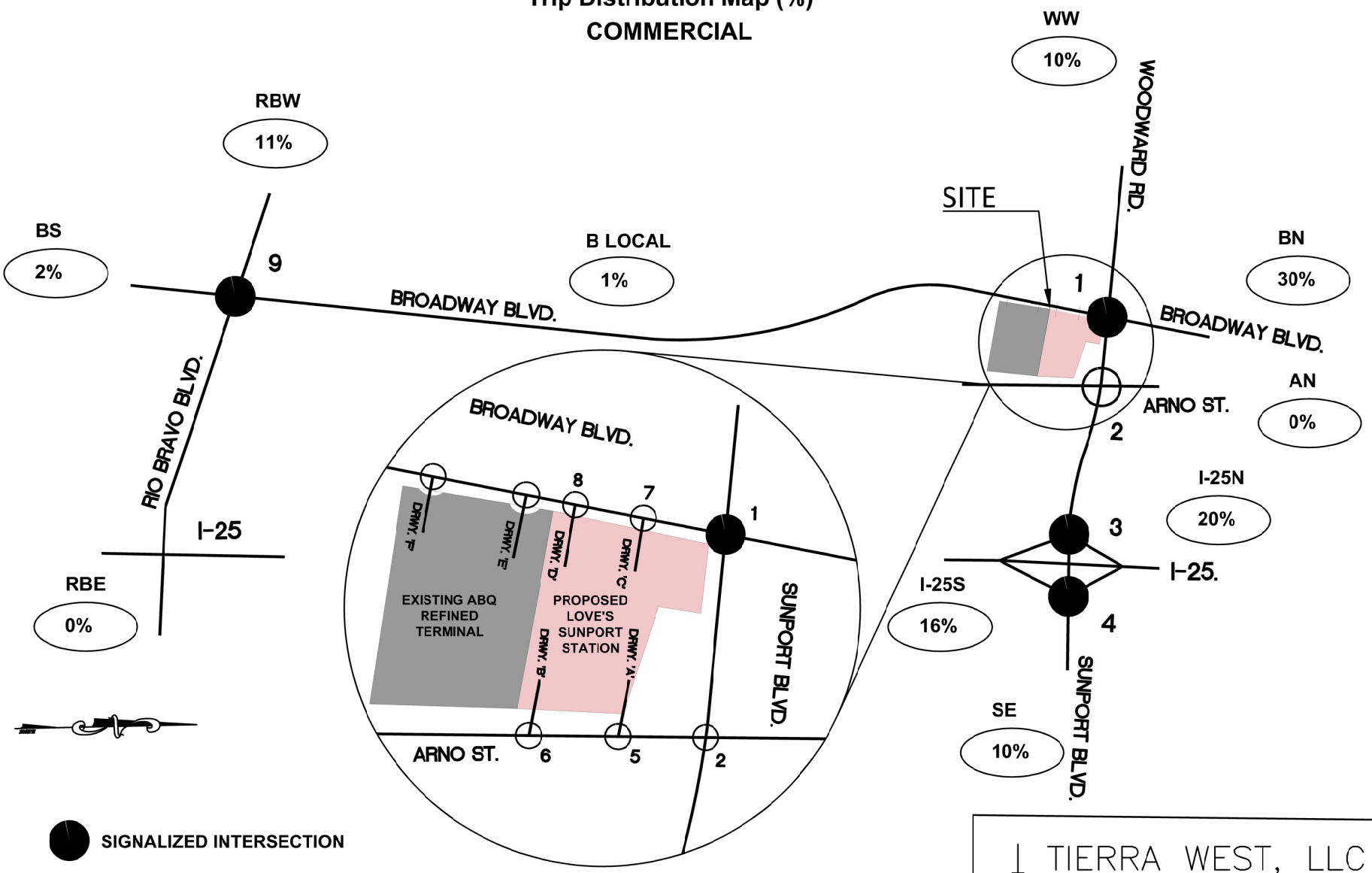
LOVE'S SUNPORT STATION (Broadway Blvd./Sunport Blvd., Albuquerque, NM)

LOVE'S SUNPORT STATION - ALBUQUERQUE, NM

Sunport Blvd./Broadway Bvd. - Albuquerque, NM

Trip Distribution Map (%)

COMMERCIAL



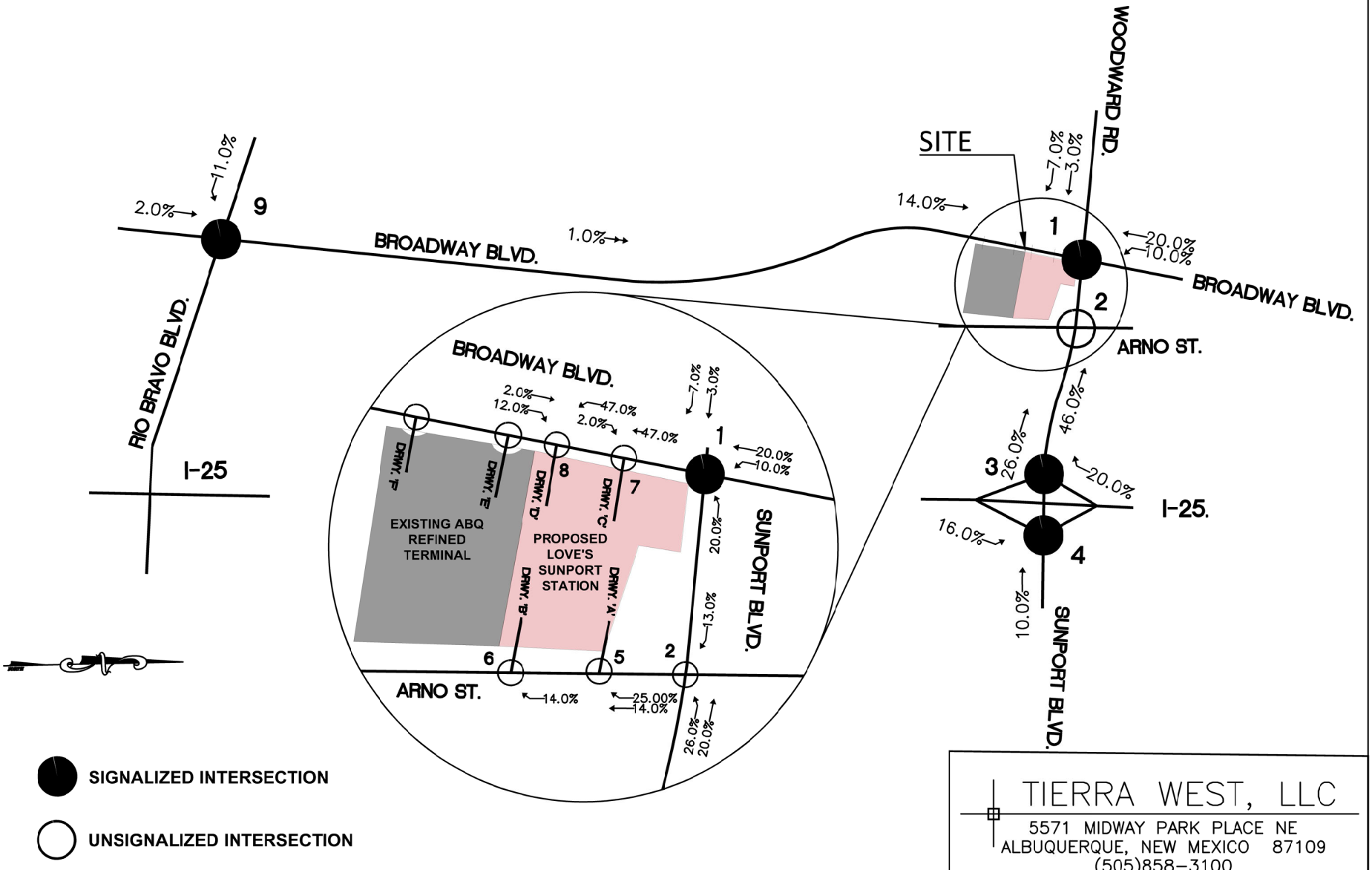
TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505)858-3100

LOVE'S SUNPORT STATION - ALBUQUERQUE, NM

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

Trip Assignments (% Entering)

COMMERCIAL



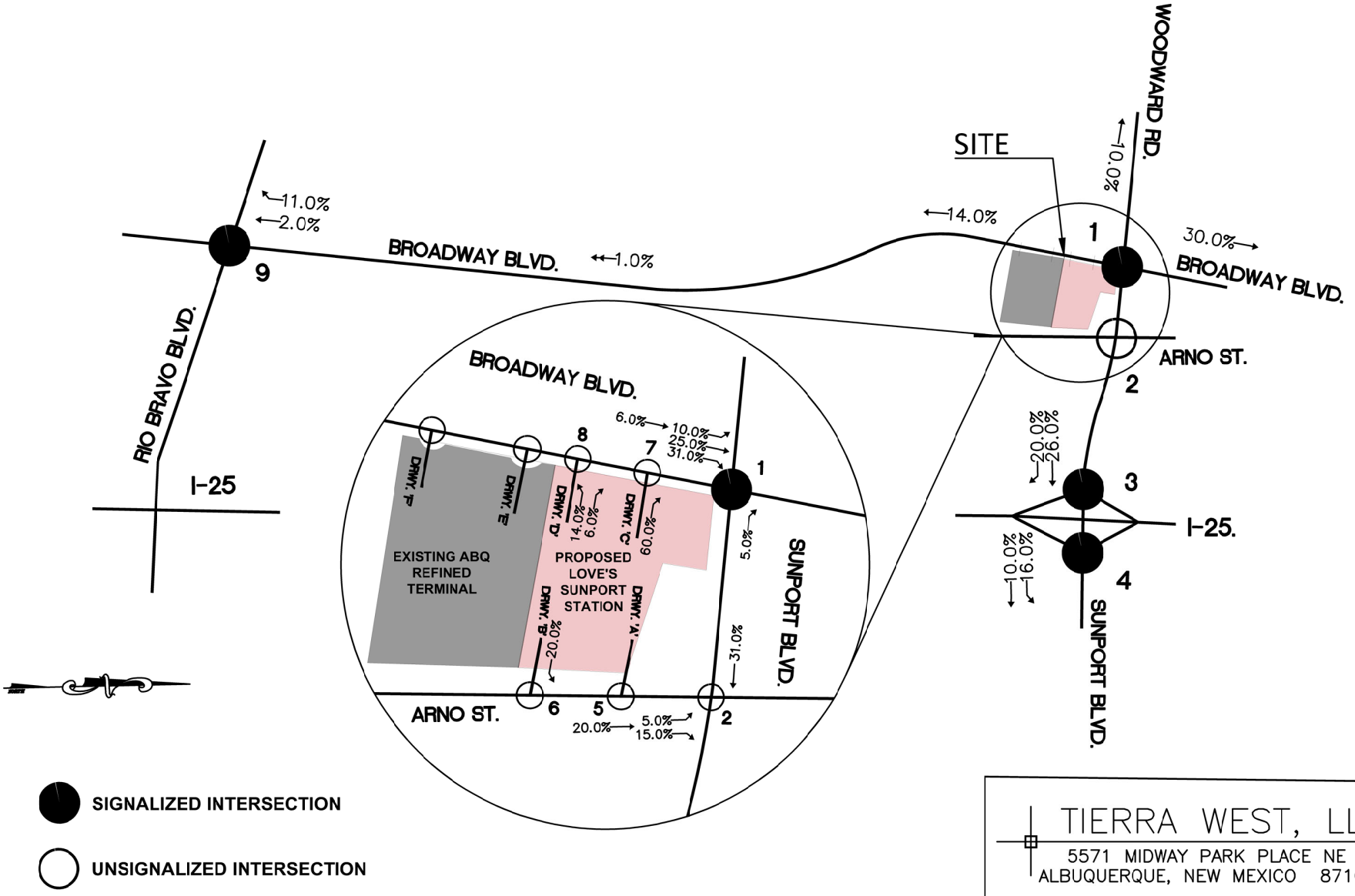
TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505)858-3100

LOVE'S SUNPORT STATION - ALBUQUERQUE, NM

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

Trip Assignments (% Exiting)

COMMERCIAL



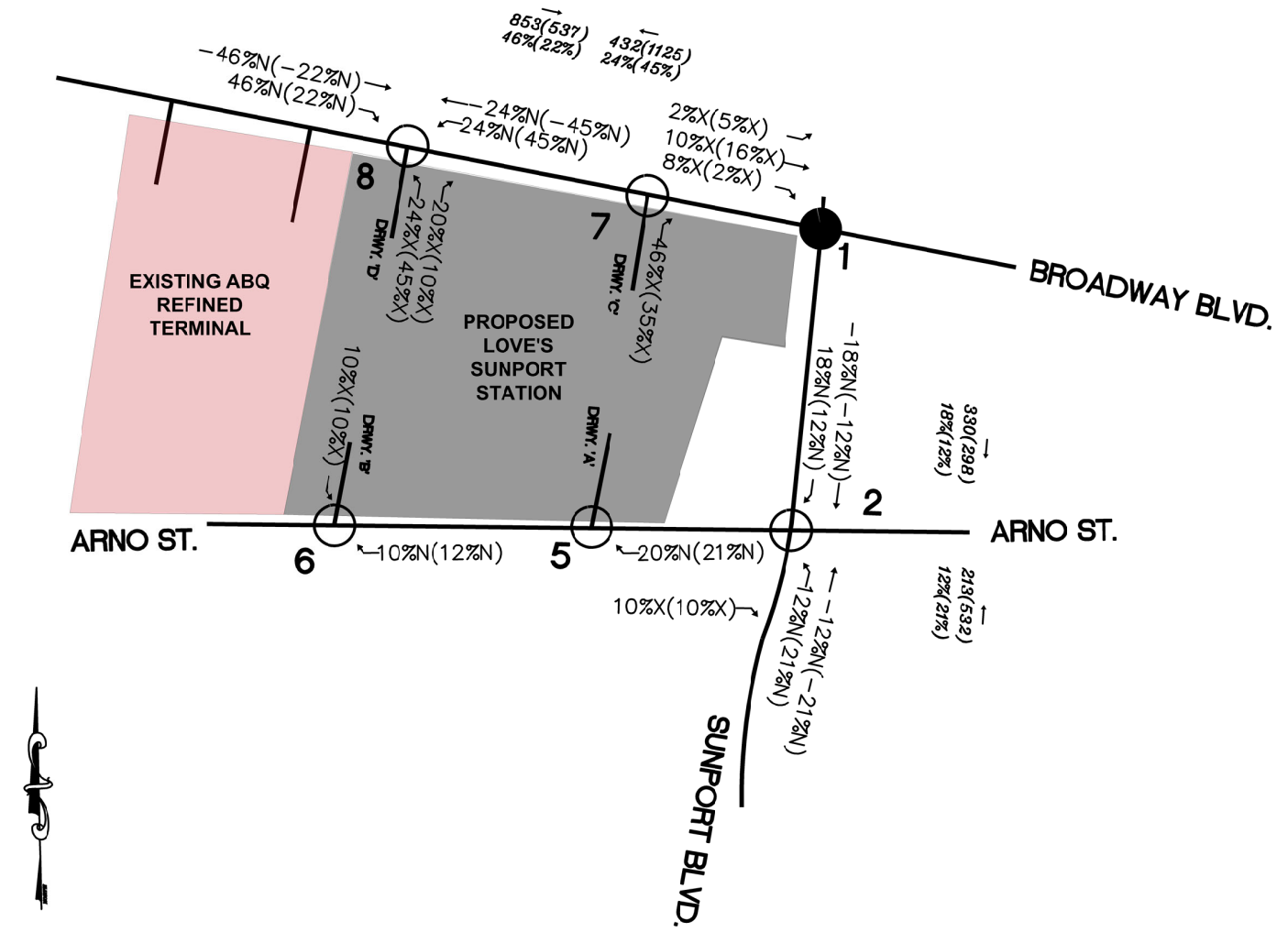
TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109

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. *0.10* *0.10* *0.10* *0.10* *PHF*

(1)

0.0% Truck	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)	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. *0.10* *0.10* *0.10* *0.10* *PHF*

(2)

0.0% Truck	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)	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 *0.10* *0.10* *0.10* *0.10* *PHF*

(3)

0.0% Truck	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	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 *0.10* *0.10* *0.10* *0.10* *PHF*

(4)

0.0% Truck	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)	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**

Drwy 'A' / Arno St.

(5)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'A')			Westbound (Drwy 'A')			Northbound (Arno St.)			Southbound (Arno St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2023 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2023 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***27***	***0***	***0***	***19***	***61***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'A')			Westbound (Drwy 'A')			Northbound (Arno St.)			Southbound (Arno St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2023 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2023 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***23***	***0***	***0***	***16***	***53***	

Drwy 'B' / Arno St.

(6)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'B')			Westbound (Drwy 'B')			Northbound (Arno St.)			Southbound (Arno St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2023 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2023 (BUILD - A.M.)	***41***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***33***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'B')			Westbound (Drwy 'B')			Northbound (Arno St.)			Southbound (Arno St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2023 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2023 (BUILD - P.M.)	***35***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***30***	

Drwy. 'C' / Broadway Blvd.

(7)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy. 'C')			Westbound (Drwy. 'C')			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***	***0***	***0***	***142***	***0***	***853***	***3***	***0***	***479***	***0***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy. 'C')			Westbound (Drwy. 'C')			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***	***0***	***0***	***108***	***0***	***538***	***2***	***0***	***1,160***	***0***	

Love's Sunport Station

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2023) - 100% Development

INTERSECTION: **Summary**

Drwy 'D' / Broadway Blvd.

(8)

0.0% Truck

	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	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.

(1)	0.10			0.10			0.10			0.10			PHF
	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	
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.)			
	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	
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	
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.)			
	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	
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	
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)			
	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	
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	
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)			
	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	
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.

(5)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'A')			Westbound (Drwy 'A')			Northbound (Arno St.)			Southbound (Arno St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2033 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2033 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***27***	***0***	***0***	***19***	***61***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'A')			Westbound (Drwy 'A')			Northbound (Arno St.)			Southbound (Arno St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2033 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2033 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***23***	***0***	***0***	***16***	***53***	

Drwy 'B' / Arno St.

(6)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'B')			Westbound (Drwy 'B')			Northbound (Arno St.)			Southbound (Arno St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2033 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2033 (BUILD - A.M.)	***41***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***33***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy 'B')			Westbound (Drwy 'B')			Northbound (Arno St.)			Southbound (Arno St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	0	0	0	0	0	0	0	0	0	0	0	0	
2033 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2033 (BUILD - P.M.)	***35***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***30***	

Drwy. 'C' / Broadway Blvd.

(7)

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy. 'C')			Westbound (Drwy. 'C')			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***	***0***	***0***	***142***	***0***	***895***	***3***	***0***	***500***	***0***	

	0.10			0.10			0.10			0.10			PHF
	Eastbound (Drwy. 'C')			Westbound (Drwy. 'C')			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***	***0***	***0***	***108***	***0***	***564***	***2***	***0***	***1,215***	***0***	

Love's Sunport Station

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2033) - 100% Development

INTERSECTION: **Summary**

Drwy 'D' / Broadway Blvd.

(8)

0.0% Truck

	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	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' Sunport Station

Projected Turning Movements Worksheet

Rio Bravo Blvd. / Broadway Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Rio Bravo Blvd.** (5)

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

NOTES

Year of Existing Counts 2023

Implementation Year **2023**

	Entering	Exiting		
Retail/Shopping Center (Hourly)	**134**	**134**	A.M.	100% Retail Development
	114	**114**	P.M.	

Growth Rates **1.60%** **1.60%** **0.50%** **0.50%**

AM Peak

(Hourly Demand Volumes - **AM Peak**)		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		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 - Preiod 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

(Hourly Demand Volumes - **PM Peak**)		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		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 - Period 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 - Preiod 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' Sunport Station

Projected Turning Movements Worksheet

Rio Bravo Blvd. / Broadway Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Rio Bravo Blvd.** (5)

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

NOTES

Year of Existing Counts 2023

Horizon Year **2033**

	Entering	Exiting		
Retail/Shopping Center (Hourly)	**134**	**134**	A.M.	100% Retail Development
	114	**114**	P.M.	

Growth Rates **1.60%** **1.60%** **0.50%** **0.50%**

AM Peak

(Hourly Demand Volumes - AM Peak)

		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		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 - Preiod 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

(Hourly Demand Volumes - PM Peak)

		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
		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 - Preiod 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 Support Station
2023 Signalized Intersections 1, 3 & 4
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated - Not Used
2023
BUILD
2023
NO BUILD
2023
C(C)
25.7(24.3)
B(B)
13.7(14.3)
B(B)
13.7(19.0)
C(C)
25.4(22.1)
B(B)
14.3(14.2)
B(B)
18.2(19.4)
1: Broadway Blvd. & Woodward Rd./Sunport Blvd.
3: Sunport Blvd. & I-25 SB Ramp
4: I-25 NB Ramp & Sunport Blvd.
SUNPORT BLVD.
I-25
ARNO ST.
BROADWAY BLVD.
WOODWARD RD.
RIO BRAVO BLVD.
SITE
EXISTING ABQ REFINED TERMINAL
PROPOSED LOVE'S SUNPORT STATION
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION

Love's Sunport Station
2023 Unsignalized ARNO & SUNPORT
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated - Not Used
2023
BUILD
2023
NO BUILD
2023
TW/SC
2: Arno St. & Sunport Blvd.
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
SUNPORT BLVD.
I-25
ARNO ST.
BROADWAY BLVD.
WOODWARD RD.
RIO BRAVO BLVD.
SITE
EXISTING ABQ REFINED TERMINAL
PROPOSED LOVE'S SUNPORT STATION

Love's Support Station
2023 Unsignalized Driveways A, B, C & D
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated - Not Used
2023
BUILD
2023
NO BUILD
2023
TWSC
5: Arno St. & Driveway 'A'
6: Arno St. & Driveway 'B'
7: Broadway Blvd. & Driveway 'C'
8: Broadway Blvd. & Driveway 'D'
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
SUNPORT BLVD.
I-25
ARNO ST.
BROADWAY BLVD.
WOODWARD RD.
RIO BRAVO BLVD.
SITE
EXISTING ABQ REFINED TERMINAL
PROPOSED LOVE'S SUNPORT STATION
DRWY. 'A'
DRWY. 'B'
DRWY. 'C'
DRWY. 'D'
DRWY. 'E'
DRWY. 'F'

LOVE'S Support Station
2033 Signalized Intersections 1, 3 & 4
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated
2033
NO BUILD
2033
NO BUILD
2033
1: Broadway Blvd. & Woodward Rd./Sunport Blvd.
3: Sunport Blvd. & I-25 SB Ramp
4: I-25 NB Ramp & Sunport Blvd.
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
SUNPORT BLVD.
I-25
ARNO ST.
BROADWAY BLVD.
WOODWARD RD.
RIO BRAVO BLVD.
SITE
PROPOSED LOVE'S SUNPORT STATION
EXISTING ABQ REFINED TERMINAL

Love's Sunport Station
2033 Unsignalized ARNO & SUNPORT
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated - Not Used
2033
BUILD
2033
NO BUILD
2033
TW/SC
2: Arno St. & Sunport Blvd.
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
SUNPORT BLVD.
ARNO ST.
BROADWAY BLVD.
I-25
RIO BRAVO BLVD.
WOODWARD RD.
SITE
PROPOSED LOVE'S SUNPORT STATION
EXISTING ABQ REFINED TERMINAL

Love's Sunport Station
2033 Unsignalized Driveways
LOS / Volume Analysis Map
AM(PM)
BUILD Mitigated - Not Used
2033
BUILD
2033
NO BUILD
2033
TWSC
5: Arno St. & Driveway 'A'
6: Arno St. & Driveway 'B'
7: Broadway Blvd. & Driveway 'C'
8: Broadway Blvd. & Driveway 'D'
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
SUNPORT BLVD.
I-25
ARNO ST.
BROADWAY BLVD.
WOODWARD RD.
RIO BRAVO BLVD.
SITE
PROPOSED LOVE'S SUNPORT STATION
EXISTING ABQ REFINED TERMINAL

HCM 6th Signalized Intersection Summary
1: Broadway Blvd. & Woodward Rd./Sunport Blvd.

03/14/2023

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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	283	253	352	453	526	625	1020	617	369	1091	
Arrive On Green	0.02	0.16	0.16	0.10	0.24	0.24	0.07	0.29	0.29	0.09	0.31	0.00
Sat Flow, veh/h	1781	1777	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	32	32	191	170	11	32	122	660	71	233	71	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.9	0.9	7.0	4.6	0.3	0.8	2.9	9.9	1.7	5.5	0.9	0.0
Cycle Q Clear(g_c), s	0.9	0.9	7.0	4.6	0.3	0.8	2.9	9.9	1.7	5.5	0.9	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	371	283	253	352	453	526	625	1020	617	369	1091	
V/C Ratio(X)	0.09	0.11	0.76	0.48	0.02	0.06	0.20	0.65	0.11	0.63	0.07	
Avail Cap(c_a), veh/h	555	510	455	388	537	598	660	1020	617	369	1091	
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	21.9	24.5	17.8	17.6	13.9	13.5	19.0	11.9	15.1	14.9	0.0
Incr Delay (d2), s/veh	0.1	0.2	4.6	1.0	0.0	0.0	0.2	3.2	0.4	3.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.7	4.9	3.2	0.2	0.5	1.9	7.3	1.1	4.2	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	22.1	29.1	18.9	17.6	13.9	13.7	22.2	12.3	18.6	15.1	0.0
LnGrp LOS	C	C	C	B	B	B	B	C	B	B	B	
Approach Vol, veh/h		255			213			853			304	
Approach Delay, s/veh		27.2			18.1			20.2			17.8	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	23.0	11.8	15.2	9.8	24.2	6.7	20.3
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	5.5	17.5	7.5	17.5	5.5	17.5	7.5	17.5
Max Q Clear Time (g_c+I1), s	7.5	11.9	6.6	9.0	4.9	2.9	2.9	2.8
Green Ext Time (p_c), s	0.0	2.2	0.0	0.8	0.0	0.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	20.5
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.

03/15/2023

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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	398	299	267	291	385	451	637	1089	583	355	1095	
Arrive On Green	0.02	0.17	0.17	0.06	0.21	0.21	0.08	0.31	0.31	0.08	0.31	0.00
Sat Flow, veh/h	1781	1777	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	38	36	200	197	11	32	138	708	124	246	98	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.0	1.0	6.9	3.5	0.3	0.8	3.0	9.9	3.1	4.5	1.1	0.0
Cycle Q Clear(g_c), s	1.0	1.0	6.9	3.5	0.3	0.8	3.0	9.9	3.1	4.5	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	398	299	267	291	385	451	637	1089	583	355	1095	
V/C Ratio(X)	0.10	0.12	0.75	0.68	0.03	0.07	0.22	0.65	0.21	0.69	0.09	
Avail Cap(c_a), veh/h	465	544	486	291	573	610	640	1089	583	355	1095	
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	19.0	20.2	22.6	21.9	18.1	14.9	11.8	17.2	12.4	15.9	14.1	0.0
Incr Delay (d2), s/veh	0.1	0.2	4.2	6.2	0.0	0.1	0.2	3.0	0.8	5.7	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	4.7	2.3	0.2	0.5	1.8	7.1	1.9	4.4	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	20.3	26.8	28.1	18.1	15.0	12.0	20.2	13.2	21.7	14.2	0.0
LnGrp LOS	B	C	C	C	B	B	B	C	B	C	B	
Approach Vol, veh/h		274			240			970			344	
Approach Delay, s/veh		24.9			25.9			18.1			19.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	23.0	9.0	15.1	9.9	23.1	6.9	17.3
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	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	11.9	5.5	8.9	5.0	3.1	3.0	2.8
Green Ext Time (p_c), s	0.0	2.4	0.0	0.8	0.0	0.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	20.4
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

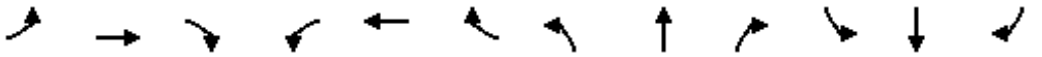
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	32	191	170	11	32	122	660	71	233	71	10
Future Volume (veh/h)	32	32	191	170	11	32	122	660	71	233	71	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	352	268	239	325	427	480	540	844	528	295	874	
Arrive On Green	0.02	0.18	0.18	0.11	0.27	0.27	0.08	0.28	0.28	0.09	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	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	1.1	1.1	8.5	5.4	0.3	1.0	3.5	12.6	2.1	5.5	1.1	0.0
Cycle Q Clear(g_c), s	1.1	1.1	8.5	5.4	0.3	1.0	3.5	12.6	2.1	5.5	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	352	268	239	325	427	480	540	844	528	295	874	
V/C Ratio(X)	0.09	0.12	0.80	0.52	0.03	0.07	0.23	0.78	0.13	0.79	0.08	
Avail Cap(c_a), veh/h	501	422	377	337	444	495	555	844	528	295	874	
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	20.8	21.9	24.9	17.5	17.1	13.5	14.3	21.1	12.5	19.5	16.4	0.0
Incr Delay (d2), s/veh	0.1	0.2	6.3	1.4	0.0	0.1	0.2	7.1	0.5	13.4	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	0.7	0.7	5.3	3.2	0.2	0.5	2.0	8.5	1.2	6.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	22.1	31.2	18.9	17.1	13.6	14.5	28.2	13.0	32.9	16.6	0.0
LnGrp LOS	C	C	C	B	B	B	B	C	B	C	B	
Approach Vol, veh/h		255			213			853			304	
Approach Delay, s/veh		28.8			18.0			25.0			29.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	23.0	12.5	16.6	10.4	23.6	6.8	22.3
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	5.5	17.5	7.5	17.5	5.5	17.5	7.5	17.5
Max Q Clear Time (g_c+I1), s	7.5	14.6	7.4	10.5	5.5	3.1	3.1	3.0
Green Ext Time (p_c), s	0.0	1.3	0.0	0.7	0.0	0.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

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



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.

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			815	
Approach Delay, s/veh		27.1			27.2			16.4			27.8	
Approach LOS		C			C			B			C	

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.

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

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

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

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

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

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

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

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

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.

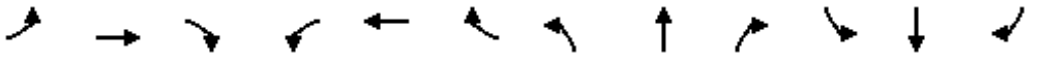
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	333	59	53	194	0	0	0	0	617	10	100
Future Volume (veh/h)	0	333	59	53	194	0	0	0	0	617	10	100
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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.



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.

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.

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.

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.

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.

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.

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+I1), 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

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

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

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

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

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

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+I1), 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

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

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+I1), 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

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

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+I1), 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

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

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+I1), 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

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

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+I1), 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

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

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	-	-	-	-

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	0	-	0
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	-	-	-	-

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	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	-	-	-	-

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	0	-	0
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	-	-	-	-

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	-	-

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	-	-

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	-	-

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	-	-

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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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	NBR	WBLn1	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	-

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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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	NBR	WBLn1	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	-

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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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	NBR	WBLn1	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	-

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	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	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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	NBR	WBLn1	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	-

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	0
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	-

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	0
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	-

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	0
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	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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

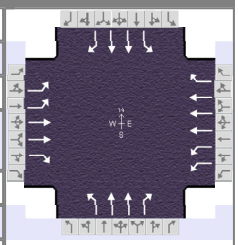
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1308	271	0	0	580	0
Stage 1	541	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Critical Hdwy	7.8	7.9	-	-	4.7	-
Critical Hdwy Stg 1	6.8	-	-	-	-	-
Critical Hdwy Stg 2	6.8	-	-	-	-	-
Follow-up Hdwy	4	3.8	-	-	2.5	-
Pot Cap-1 Maneuver	100	601	-	-	820	-
Stage 1	431	-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

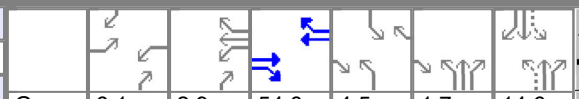
HCS Signalized Intersection Results Summary

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				

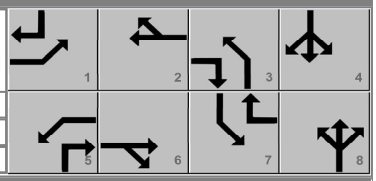


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	116	1304	160	392	596	44	80	120	284	56	112	68

Signal Information			
Cycle, s	120.0	Reference Phase	2
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	54.8	4.5	1.7	14.6
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



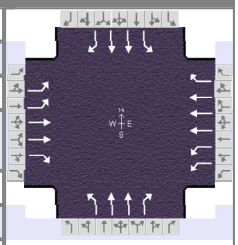
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.2	61.9	23.2	71.9	13.3	23.4	11.6	21.7
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	6.0		15.3		6.7	18.3	5.3	6.5
Green Extension Time (g_e), s	0.2	0.0	0.8	0.0	0.0	0.0	0.0	0.9
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	0.05

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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	4.0	37.7	6.6	13.3	7.3	1.4	4.7	3.6	16.3	3.3	3.4	4.5
Cycle Queue Clearance Time (g_c), s	4.0	37.7	6.6	13.3	7.3	1.4	4.7	3.6	16.3	3.3	3.4	4.5
Green Ratio (*g/C*)	0.05	0.46	0.51	0.13	0.54	0.58	0.17	0.14	0.27	0.16	0.12	0.17
Capacity (*c*), veh/h	174	1625	805	463	2749	914	271	484	428	240	433	273
Volume-to-Capacity Ratio (*X*)	0.665	0.803	0.199	0.847	0.217	0.048	0.295	0.248	0.664	0.234	0.259	0.249
Back of Queue (*Q*), ft/ln (95 th percentile)	79.4	578.1	111.7	246.1	125.5	23.4	90.8	70.7	301.3	64.1	67.1	77.2
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	22.8	4.4	9.7	4.9	0.9	3.6	2.8	11.9	2.5	2.6	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29	0.00	0.45	0.65	0.00	0.00	0.16	0.00	0.42	0.64	0.00	0.18
Uniform Delay (d_1), s/veh	56.0	28.0	16.2	50.8	14.4	11.0	43.0	46.3	39.0	43.9	47.8	43.0
Incremental Delay (d_2), s/veh	1.6	4.3	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	57.6	32.3	16.7	52.5	14.6	11.1	43.2	46.4	42.1	44.1	47.9	43.2
Level of Service (LOS)	E	C	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	32.6	C		28.8	C		43.4	D		45.6	D	
Intersection Delay, s/veh / LOS	33.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.79	B	1.06	A	0.89	A	0.68	A

HCS Signalized Intersection Results Summary

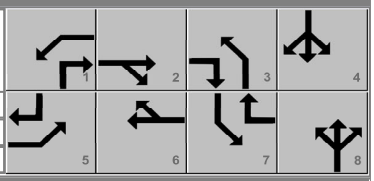
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	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
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	2.3	54.8	4.5	1.7	14.6
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



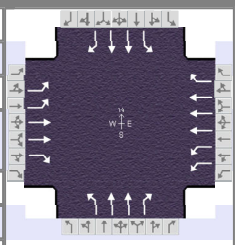
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.8	61.9	23.2	71.2	13.3	23.4	11.6	21.7
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue 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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	4.5	37.7	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	37.7	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	1625	805	463	2723	906	269	484	428	238	433	281
Volume-to-Capacity Ratio (*X*)	0.686	0.803	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	578.1	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	22.8	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	28.0	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	4.3	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	32.3	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	32.8	C		29.0	C		43.4	D		45.5	D	
Intersection Delay, s/veh / LOS	34.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.80	B	1.06	A	0.89	A	0.70	A

HCS Signalized Intersection Results Summary

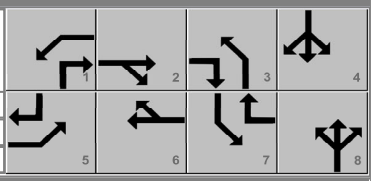
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM NO BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd	Analysis Year	2023	Analysis Period	3> 16:30
Intersection	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
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	4.1	48.8	3.8	3.8	16.6
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



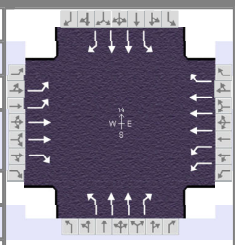
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.4	55.9	18.5	60.1	21.9	34.6	10.9	23.7
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	7.0		10.8		14.7	25.8	4.5	10.7
Green Extension Time (g_e), s	0.3	0.0	0.6	0.0	0.0	1.7	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		1.00	0.00	1.00	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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.0	15.7	3.5	8.8	19.4	1.5	12.7	4.4	23.8	2.5	5.6	8.7
Cycle Queue Clearance Time (g_c), s	5.0	15.7	3.5	8.8	19.4	1.5	12.7	4.4	23.8	2.5	5.6	8.7
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	210	1450	840	329	2250	751	389	816	514	287	492	315
Volume-to-Capacity Ratio (*X*)	0.706	0.444	0.109	0.790	0.509	0.048	0.587	0.196	0.701	0.154	0.374	0.419
Back of Queue (*Q*), ft/ln (95 th percentile)	101.1	276.6	57.7	175.8	310.9	25	233.1	83.2	344.3	49.1	110.1	150.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	10.9	2.3	6.9	12.2	1.0	9.2	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	0.47	0.49	0.00	0.35
Uniform Delay (d_1), s/veh	55.3	25.8	14.1	53.1	24.1	17.0	36.2	37.3	35.5	42.4	47.0	42.0
Incremental Delay (d_2), s/veh	1.6	1.0	0.3	1.6	0.8	0.1	1.3	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	26.7	14.3	54.8	25.0	17.1	37.5	37.4	36.1	42.5	47.2	42.3
Level of Service (LOS)	E	C	B	D	C	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	30.5	C		30.1	C		36.8	D		44.8	D	
Intersection Delay, s/veh / LOS	33.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.43	B	2.73	C	2.74	C
Bicycle LOS Score / LOS	1.22	A	1.28	A	1.10	A	0.78	A

HCS Signalized Intersection Results Summary

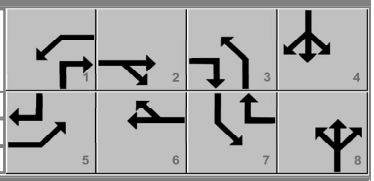
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd	Analysis Year	2023	Analysis Period	3> 16:30
Intersection	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	164	644	92	260	1144	36	228	164	360	44	188	148

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	7.9	3.5	48.8	3.8	3.8	16.7
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



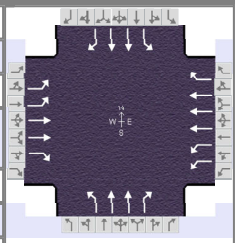
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	15.0	55.9	18.5	59.4	21.8	34.6	10.9	23.8
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue Clearance Time (g_s), s	7.6		10.8		14.7	25.8	4.5	11.8
Green Extension Time (g_e), s	0.3	0.0	0.6	0.0	0.0	1.7	0.0	1.7
Phase Call Probability	1.00		1.00		1.00	1.00	0.77	1.00
Max Out Probability	0.00		0.00		1.00	0.00	1.00	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	164	644	92	260	1144	36	228	164	360	44	188	148
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.6	15.7	3.5	8.8	19.6	1.5	12.7	4.5	23.8	2.5	5.8	9.8
Cycle Queue Clearance Time (g_c), s	5.6	15.7	3.5	8.8	19.6	1.5	12.7	4.5	23.8	2.5	5.8	9.8
Green Ratio (*g/C*)	0.07	0.41	0.53	0.09	0.44	0.47	0.28	0.23	0.32	0.17	0.14	0.20
Capacity (*c*), veh/h	227	1449	839	328	2223	742	387	817	514	287	495	324
Volume-to-Capacity Ratio (*X*)	0.724	0.444	0.110	0.792	0.515	0.048	0.589	0.201	0.700	0.153	0.380	0.457
Back of Queue (*Q*), ft/ln (95 th percentile)	111.7	276.6	57.8	176	313.9	25.4	233.9	85.3	344.2	49	112.5	169.5
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	10.9	2.3	6.9	12.4	1.0	9.2	3.4	13.6	1.9	4.4	6.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.41	0.00	0.23	0.46	0.00	0.00	0.40	0.00	0.47	0.49	0.00	0.40
Uniform Delay (d_1), s/veh	55.0	25.8	14.1	53.2	24.6	17.4	36.2	37.3	35.4	42.3	47.0	41.9
Incremental Delay (d_2), s/veh	1.6	1.0	0.3	1.7	0.9	0.1	1.6	0.0	0.7	0.1	0.2	0.4
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	56.7	26.8	14.4	54.8	25.4	17.5	37.7	37.4	36.1	42.4	47.1	42.3
Level of Service (LOS)	E	C	B	D	C	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	30.9	C		30.5	C		36.9	D		44.7	D	
Intersection Delay, s/veh / LOS	33.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.43	B	2.73	C	2.73	C
Bicycle LOS Score / LOS	1.23	A	1.28	A	1.11	A	0.80	A

HCS Signalized Intersection Results Summary

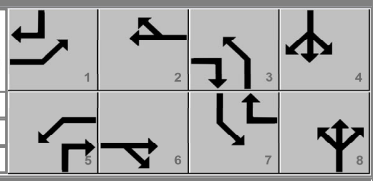
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM NO BUILD	PHF	1.00
Urban Street	RIO BRAVO	Analysis Year	2033	Analysis Period	1> 7:00
Intersection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



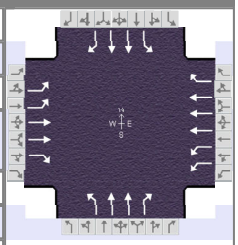
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.9	59.6	25.4	71.1	13.6	23.1	11.9	21.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue 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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	4.6	49.8	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	49.8	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	1558	779	527	2716	908	271	475	453	238	424	279
Volume-to-Capacity Ratio (*X*)	0.691	0.970	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	809.8	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	31.9	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	33.0	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	16.8	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	49.7	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	D	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	47.1	D		29.8	C		42.6	D		45.7	D	
Intersection Delay, s/veh / LOS	40.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	2.00	B	1.15	A	0.91	A	0.69	A

HCS Signalized Intersection Results Summary

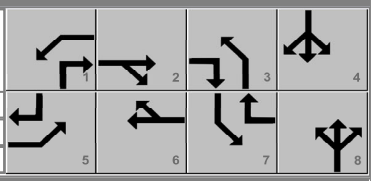
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	AM BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd	Analysis Year	2033	Analysis Period	1> 7:00
Intersection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



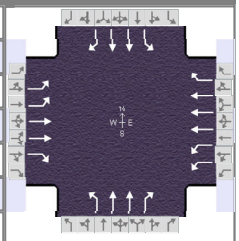
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.5	59.6	25.4	70.5	13.6	23.1	11.9	21.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	7.1	7.1	7.1	7.1
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	2.9	3.0	2.9	3.0
Queue 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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.2	49.8	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	49.8	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	1558	779	527	2691	900	269	475	453	236	424	287
Volume-to-Capacity Ratio (*X*)	0.709	0.970	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	809.8	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	31.9	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	33.0	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	16.8	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	49.7	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	D	B	D	B	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	47.2	D		30.0	C		42.7	D		45.6	D	
Intersection Delay, s/veh / LOS	41.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.74	C	2.74	C
Bicycle LOS Score / LOS	2.01	B	1.15	A	0.91	A	0.71	A

HCS Signalized Intersection Results Summary

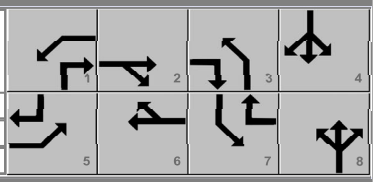
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E	Analysis Date		Area Type	Other
Jurisdiction	NMDOT, COA & BERNCO	Time Period	PM NO BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd.	Analysis Year	2033	Analysis Period	3> 16:30
Intersection	9 - Broadway Blvd.	File Name	2022031 2033 PNX RIO BRAVO.xus		
Project Description	2033 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	156	704	100	284	1272	40	448	328	776	176	616	504

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	6.9	5.3	25.6	5.9	2.9	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	14.0	32.7	19.3	38.0	23.0	55.0	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	7.3		11.6		17.9	49.9	7.9	37.1
Green Extension Time (*g e*), s	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.6
Phase Call Probability	0.99		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

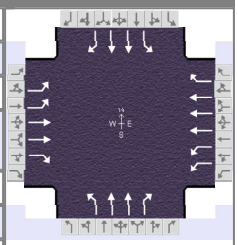
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	156	704	100	284	1272	40	448	328	776	176	616	504
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (*g s*), s	5.3	23.3	5.3	9.6	29.6	2.2	15.9	7.3	47.9	5.9	17.2	35.1
Cycle Queue Clearance Time (*g c*), s	5.3	23.3	5.3	9.6	29.6	2.2	15.9	7.3	47.9	5.9	17.2	35.1
Green Ratio (*g/C*)	0.06	0.21	0.35	0.10	0.26	0.31	0.46	0.40	0.50	0.36	0.32	0.37
Capacity (*c*), veh/h	199	759	548	352	1312	486	435	1421	794	480	1125	592
Volume-to-Capacity Ratio (*X*)	0.784	0.927	0.183	0.806	0.970	0.082	1.029	0.231	0.977	0.367	0.548	0.852
Back of Queue (*Q*), ft/ln (95 th percentile)	126.1	451.2	95.1	191.8	812.4	39.1	424.4	132.5	890.8	156	289.6	519.8
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	17.8	3.7	7.6	32.0	1.5	16.7	5.2	35.1	6.1	11.4	20.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.46	0.00	0.38	0.50	0.00	0.00	0.73	0.00	1.23	1.56	0.00	1.22
Uniform Delay (*d 1*), s/veh	55.8	46.3	27.4	52.7	44.6	29.6	30.7	23.9	29.7	27.0	34.0	34.5
Incremental Delay (*d 2*), s/veh	16.9	19.1	0.7	1.7	18.6	0.3	50.8	0.0	26.2	0.2	0.3	10.9
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	88.8	0.0	0.0	0.0	5.2	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.7	65.4	28.1	54.4	151.9	29.9	81.5	23.9	61.2	27.2	34.3	45.5
Level of Service (LOS)	E	E	C	D	F	C	F	C	E	C	C	D
Approach Delay, s/veh / LOS	62.7	E		131.5	F		59.2	E		37.7	D	
Intersection Delay, s/veh / LOS	76.0						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	1.28	A	1.37	A	1.77	B	1.56	B

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HCS Signalized Intersection Results Summary

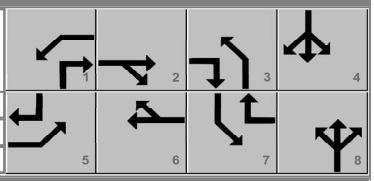
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	J. Becker, P.E.	Analysis Date	2/22/2023	Area Type	Other
Jurisdiction	NMDOT, COA, & BERNCO	Time Period	PM BUILD	PHF	1.00
Urban Street	Rio Bravo Blvd	Analysis Year	2033	Analysis Period	3> 16:30
Intersection	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	6.9	5.3	25.6	5.9	2.9	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	14.0	32.7	19.3	38.0	23.0	55.0	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	7.9		11.6		17.9	49.9	7.9	38.7
Green Extension Time (g_e), s	0.0	0.0	0.6	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	1781	1585	1730	1698	1585	1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	5.9	23.3	5.3	9.6	29.6	2.2	15.9	7.4	47.9	5.9	17.3	36.7
Cycle Queue Clearance Time (g_c), s	5.9	23.3	5.3	9.6	29.6	2.2	15.9	7.4	47.9	5.9	17.3	36.7
Green Ratio (*g/C*)	0.06	0.21	0.35	0.10	0.26	0.31	0.47	0.40	0.50	0.37	0.32	0.37
Capacity (*c*), veh/h	199	759	548	352	1312	486	434	1421	794	479	1125	592
Volume-to-Capacity Ratio (*X*)	0.865	0.927	0.183	0.806	0.970	0.082	1.032	0.234	0.977	0.368	0.551	0.879
Back of Queue (*Q*), ft/ln (95 th percentile)	153.2	451.2	95.1	191.8	883.4	39.1	427	134.6	890.8	155.7	291.5	551.8
Back of Queue (*Q*), veh/ln (95 th percentile)	6.0	17.8	3.7	7.6	34.8	1.5	16.8	5.3	35.1	6.1	11.5	21.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.56	0.00	0.38	0.50	0.00	0.00	0.74	0.00	1.23	1.56	0.00	1.30
Uniform Delay (d_1), s/veh	56.1	46.3	27.4	52.7	44.6	29.6	30.7	23.9	29.7	27.0	34.0	35.1
Incremental Delay (d_2), s/veh	29.3	19.1	0.7	1.7	18.6	0.3	51.8	0.0	26.2	0.2	0.3	13.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	111.8	0.0	0.0	0.0	5.2	0.0	0.0	0.0
Control Delay (*d*), s/veh	85.4	65.4	28.1	54.4	174.9	29.9	82.5	23.9	61.2	27.2	34.3	48.8
Level of Service (LOS)	F	E	C	D	F	C	F	C	E	C	C	D
Approach Delay, s/veh / LOS	65.1	E		149.8	F		59.4	E		39.1	D	
Intersection Delay, s/veh / LOS	82.0						F					

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	1.29	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

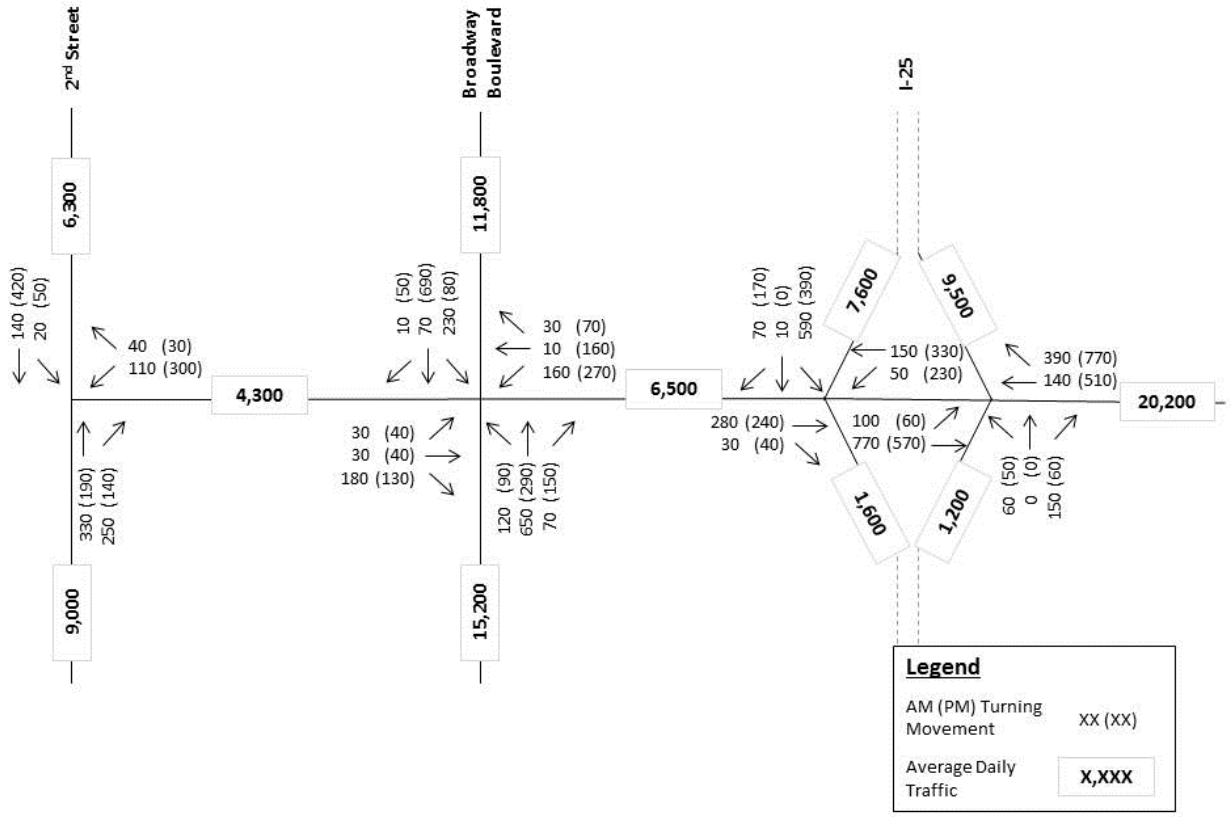


Figure 2: 2020 Volumes

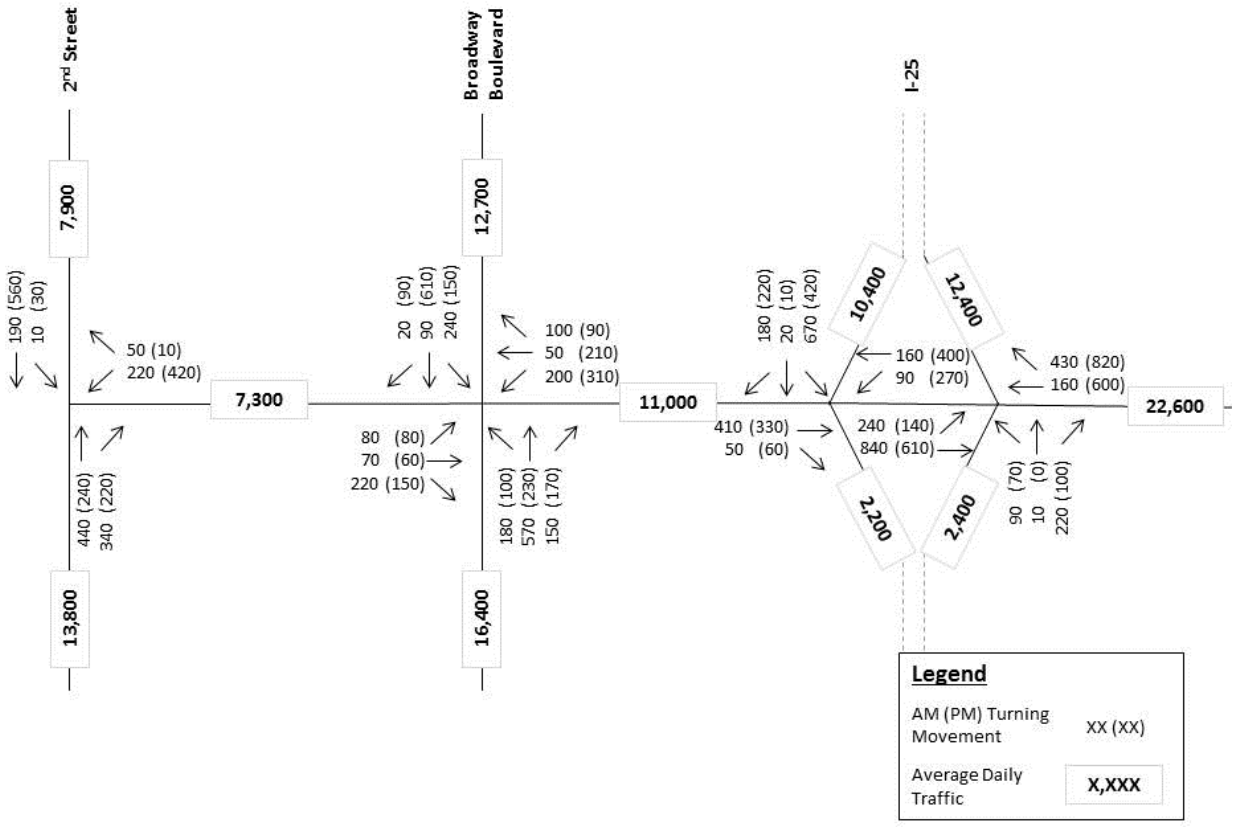


Figure 3: 2040 Volumes

Traffic Count Data Sheet (Raw Count)

Love' Sunport Station

Year Counts Taken: **2023**

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

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

Speed Limit (Rio Bravo Blvd.)= **55** MPH

Speed Limit (Broadway Blvd.)= **55** MPH

Date 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~~	~~11~~	~~19~~	~~29~~	~~69~~	~~12~~	~~26~~	~~15~~
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~~	~~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~~
8:30 AM	8:45 AM	~~27~~	~~291~~	~~18~~	~~49~~	~~128~~	~~9~~	~~25~~	~~29~~	~~59~~	~~15~~	~~26~~	~~13~~
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~~	~~21~~	~~54~~	~~294~~	~~8~~	~~53~~	~~41~~	~~101~~	~~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~~	~~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~~
5:45 PM	6:00 PM	~~26~~	~~154~~	~~12~~	~~41~~	~~272~~	~~4~~	~~16~~	~~9~~	~~35~~	~~9~~	~~21~~	~~21~~
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	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~~	~~14~~	~~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 Clr. (1-2)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk		7		7		7		7
Ped. Clr.		31		35		31		35

Broadway & Rio Bravo, EW

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

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

Broadway & Rio Bravo, EW

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

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

Broadway & Rio Bravo, NS

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

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

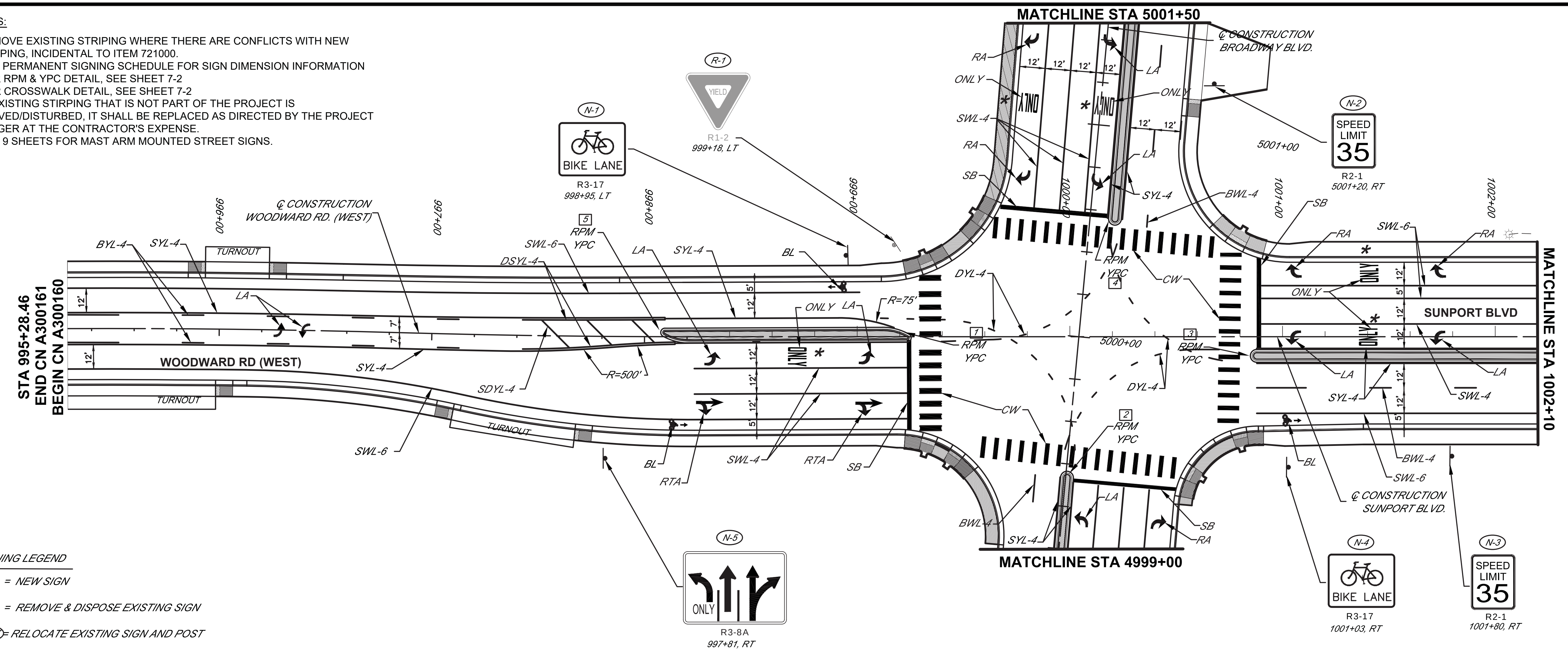
Broadway & Rio Bravo, NS

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

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

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. FOR CROSSWALK DETAIL, SEE SHEET 7-2
5. IF EXISTING STRIPPING 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.
6. SEE 9 SHEETS FOR MAST ARM MOUNTED STREET SIGNS.



SIGNING LEGEND

(N-X) = NEW SIGN

(R-X) = REMOVE & DISPOSE EXISTING SIGN

(RE-X) = RELOCATE EXISTING SIGN AND POST

(RC-X) = EXISTING SIGN - REMOVE COVER (INCIDENTAL ITEM 701000 - PANEL SIGNS)

(EX-X) = EXISTING SIGN TO REMAIN

STRIPING LEGEND

SYL-4 = 4" SOLID YELLOW LINE

DYL-4 = 4" DASHED YELLOW LINE (2' STRIPE/4' GAP)

DSYL-4 = 4" DOUBLE SOLID YELLOW LINES

SDYL-4 = 4" DIAGONAL SOLID YELLOW LINE (45° AT 20' SPACING)

SWL-4 = 4" SOLID WHITE LINE

SWL-6 = 6" SOLID WHITE LINE

BWL-4 = 4" BROKEN WHITE LINE (10' STRIPE/30' GAP)

BYL-4 = 4" BROKEN YELLOW LINE (10' STRIPE/30' GAP)

DWL-4 = 4" DASHED WHITE LINE (2' STRIPE/4' GAP)

DYL-4 = 4" DASHED YELLOW LINE (2' STRIPE/4' GAP)

SB = 24" WIDE SOLID WHITE STOP BAR

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 MAKING WORD - "ONLY"

SOUTH = PAVEMENT MAKING WORD - "SOUTH"

NORTH = PAVEMENT MAKING WORD - "NORTH"

YPC = YELLOW PAINTED CURB (APPLIED TO ALL RAISED MEDIAN CONCRETE CURB). EXTEND BEYOND PC OR PT OF CURB. INCIDENTAL TO ITEM 704700 - HOT THERMOPLASTIC PAVEMENT MARKINGS, 4".

RPM - REFLECTORIZED PAVEMENT MARKINGS

BL = BIKE SYMBOL WITH ARROW

[#] = KEY NOTE FOR RPM/YPC INSTALLATION (SEE STRIPING SCHEDULE FOR LOCATIONS)

* = PLACED 1/2 DISTANCE BETWEEN TURN ARROWS

50 25 0 50

1" = 50'

KEVIN W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER

1/26/2021

NO.	DESCRIPTION	DATE	BY
4			
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL

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

DWG SCALE: 1:50

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN PHONE: 505-242-5700 EMAIL: KEADES@MOLZENCORBIN.COM

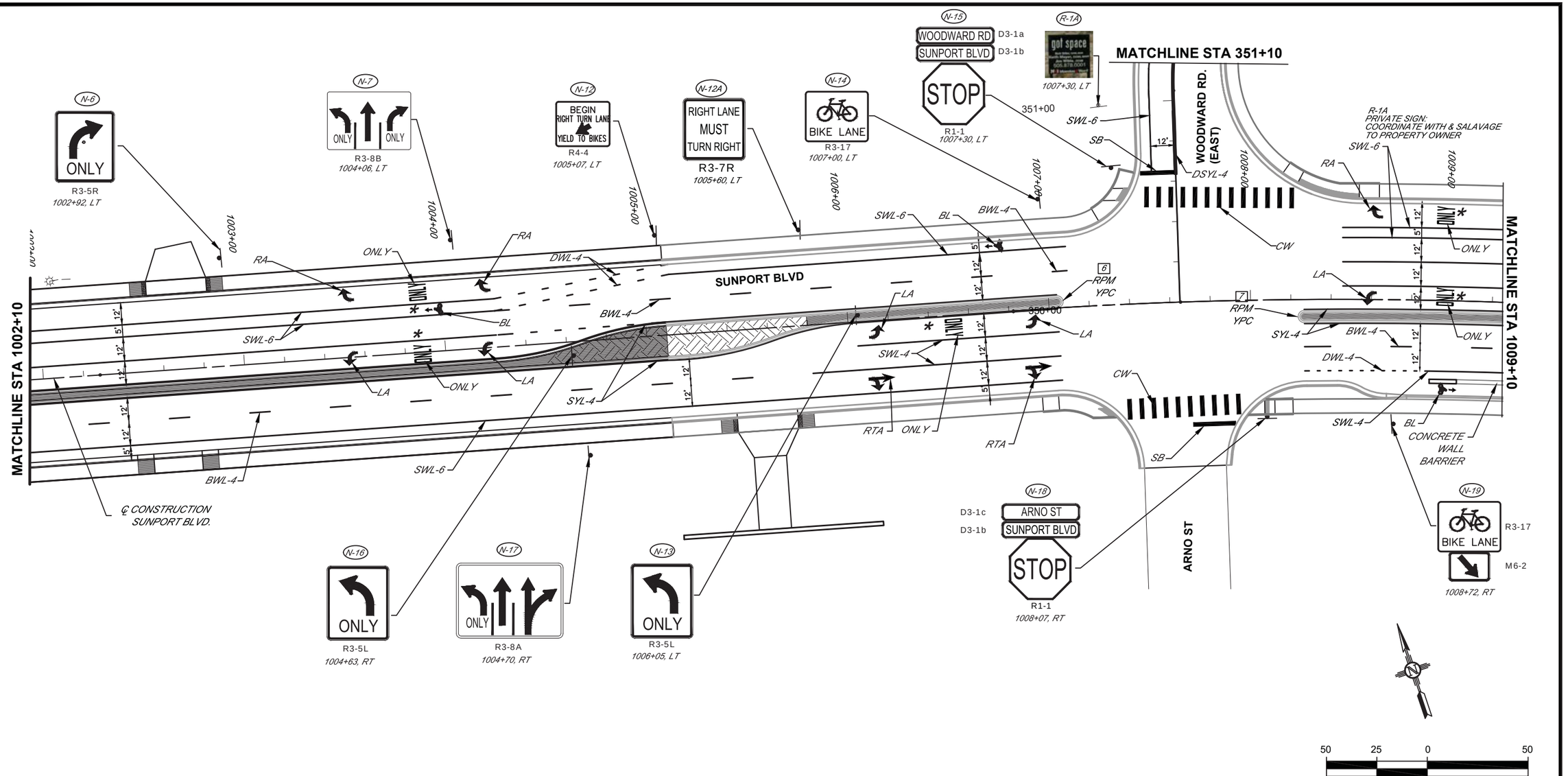
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DESIGNED BY: KEVIN EADES

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 3



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

KEVIN W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER
1/26/2021

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

DWG SCALE: 1:50

NO.	DESCRIPTION	DATE	BY
4			
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

Design File: \\MCA-FS\PROJECT\BHI\BHI161-11(BASIC SERVICES)\DWGS\MICROSTATION\PLANS\7_SHEETS\7-4.DWG

DESIGNED BY: KEVIN EADES

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 4

NOTES:

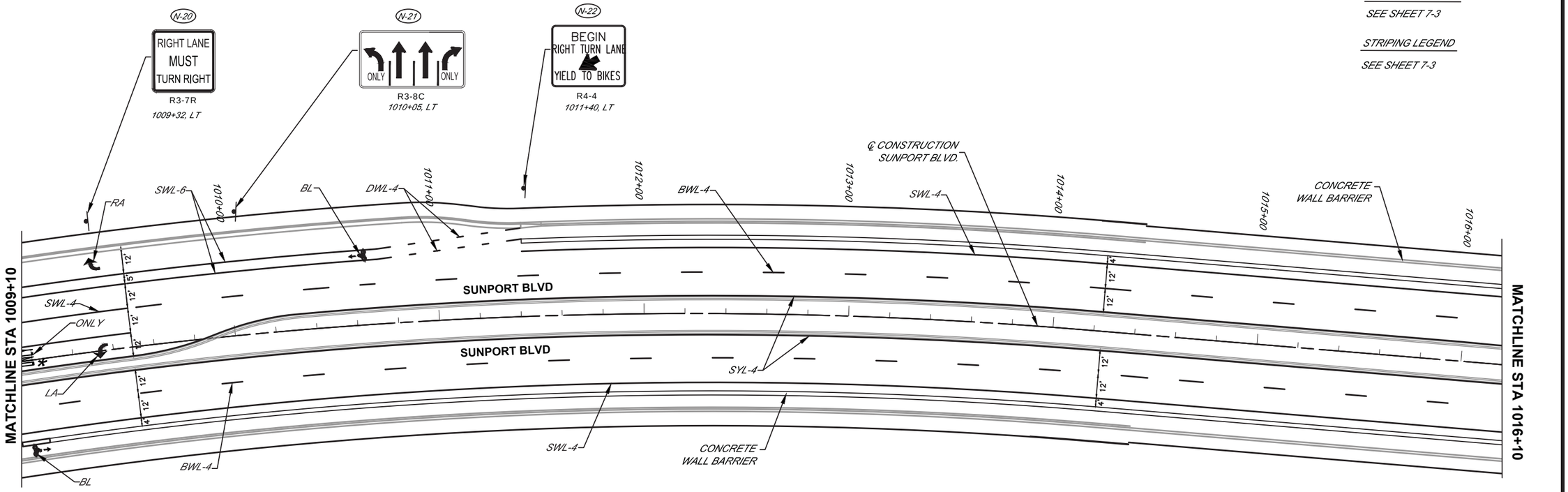
SEE SHEET 7-3

SIGNING LEGEND

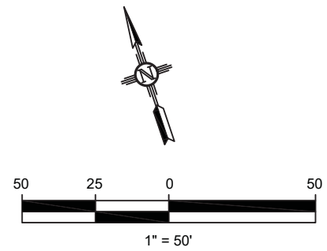
SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3







NO.	DESCRIPTION	DATE	BY
4			
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

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

DWG SCALE: 1:50

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION
PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

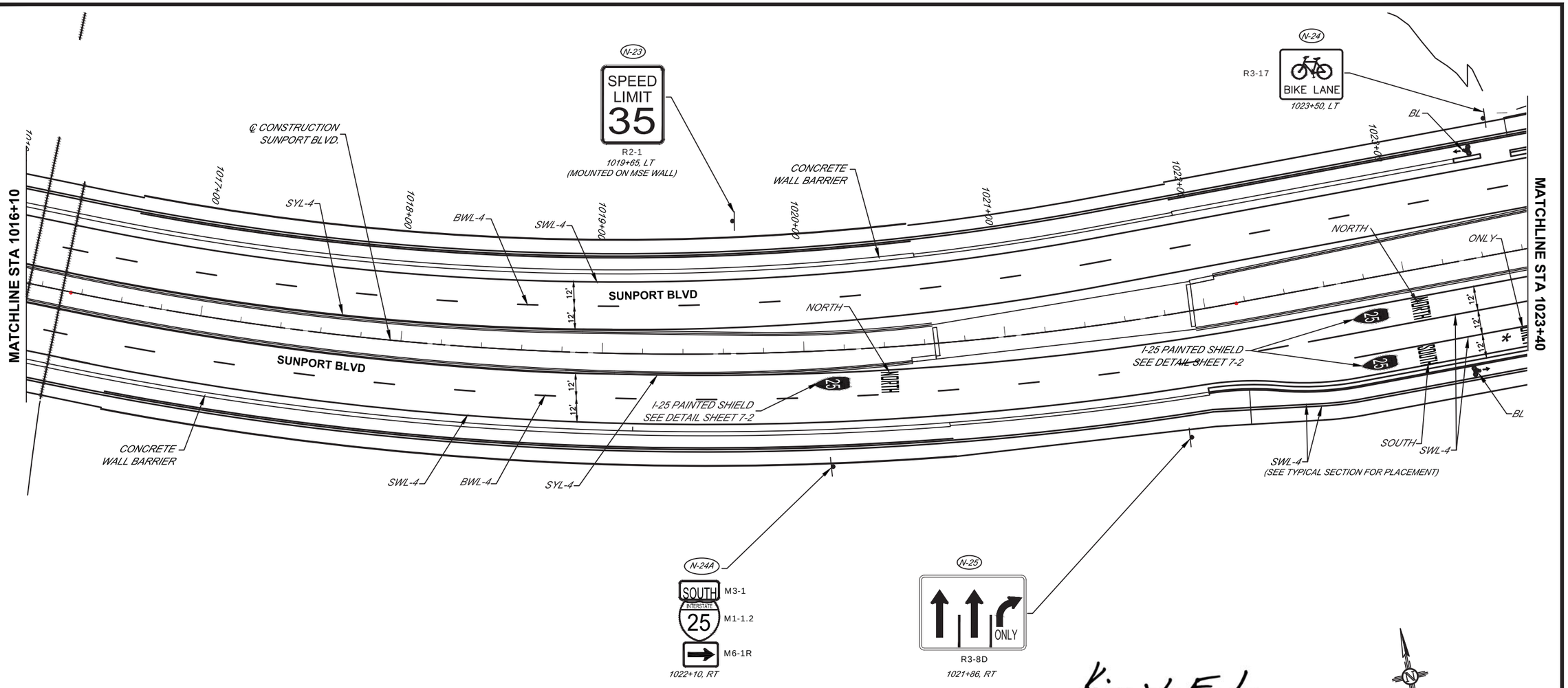
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 5



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

50 25 0 50

1" = 50'

NO.	DESCRIPTION	DATE	BY
4			
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
Plans approved by Albuquerque City Engineer and Design Review Committee, October 2, 2020	DWG SCALE: 1:50

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN
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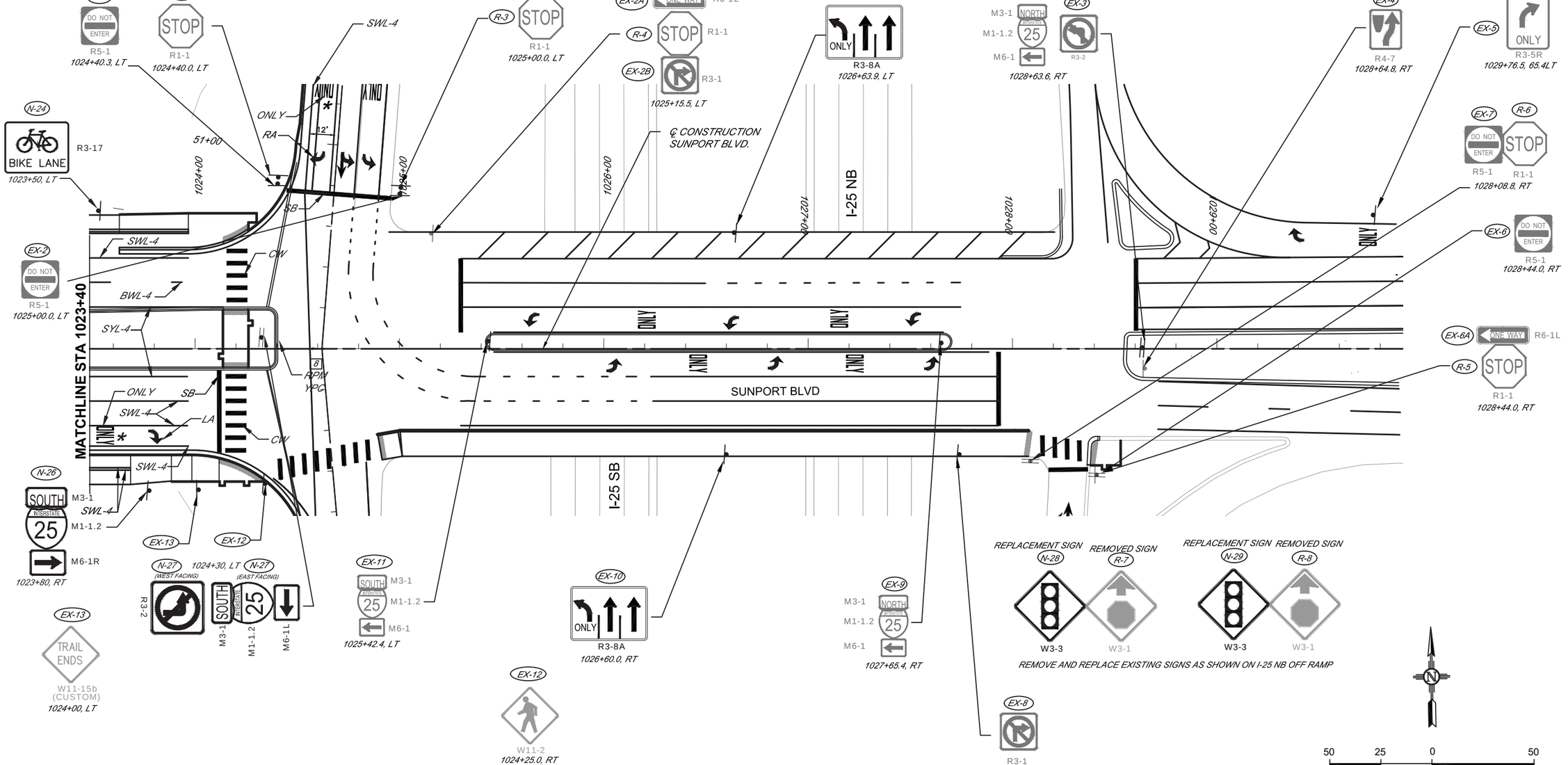
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 6



NOTES:

SEE SHEET 7-3
ALL STRIPING NOT IDENTIFIED ON PLANS IS EXISTING AND SHALL REMAIN UNDISTRIBUTED. 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 W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER
7/10/2020

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

DWG SCALE: 1:50

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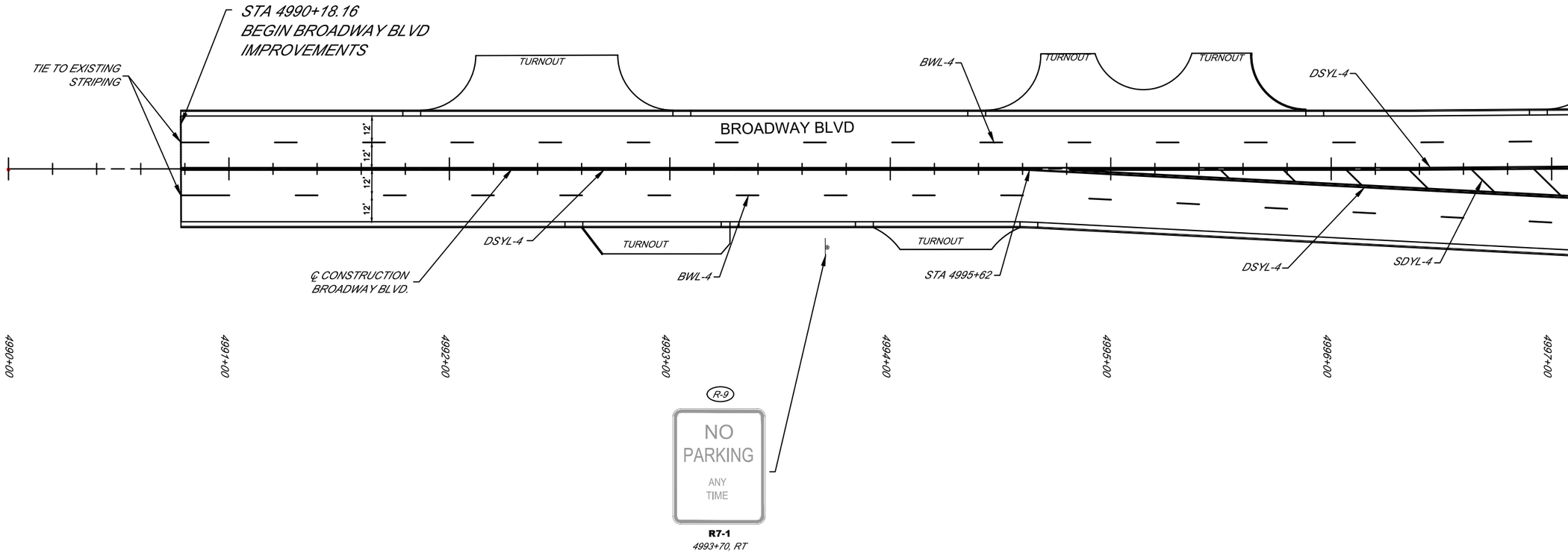
REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

Design File: I:\BHI\BHI161-11(BASIC SERVICES)\DWGS\MICROSTATION\PLANS\7_SHEETS\7-7.DWG
DESIGNED BY: KEVIN EADES
NEW MEXICO PROJECT NO. A300160
MOLZENCORBIN
SHEET NO. 7 - 7



DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

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

DWG SCALE: 1:50

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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTI

SUNPORT BOULEVARD EX
PERMANENT SIGNING & S
PLAN

BRIAN BAILEY
7/12/2020 12:19 PM

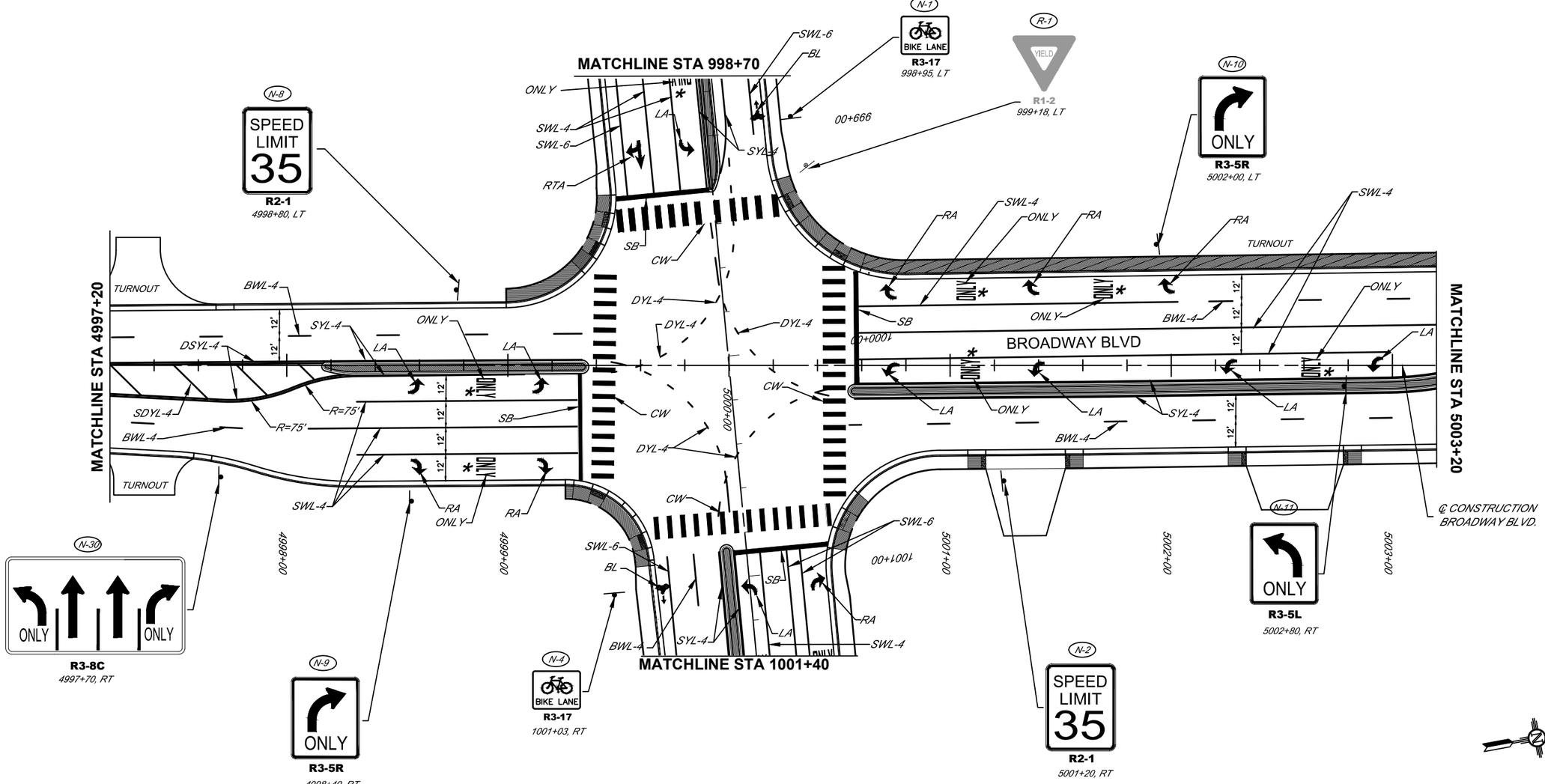
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHE



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

SEE SHEET 7-3 FOR RPM AND YPC LOCATION INFORMATION

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

DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

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

DWG SCALE: 1:50

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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTI

SUNPORT BOULEVARD EXT
PERMANENT SIGNING & ST
PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

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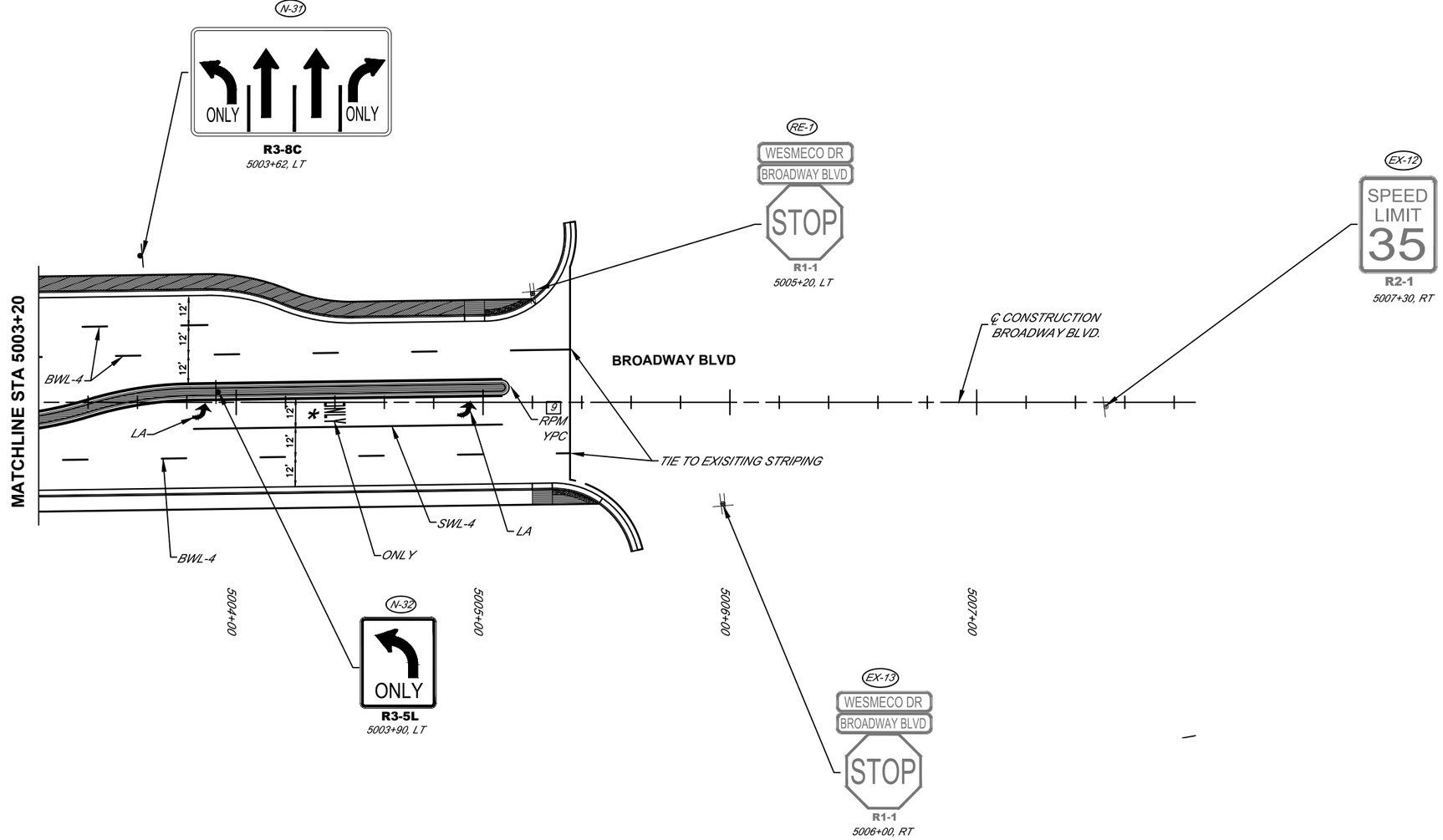
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DESIGNED BY:

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MOLZENCORBIN

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NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

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

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REVISIONS (OR CHANGE NOTICES)

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TECHNICAL SERVICES DEPARTM

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PLAN

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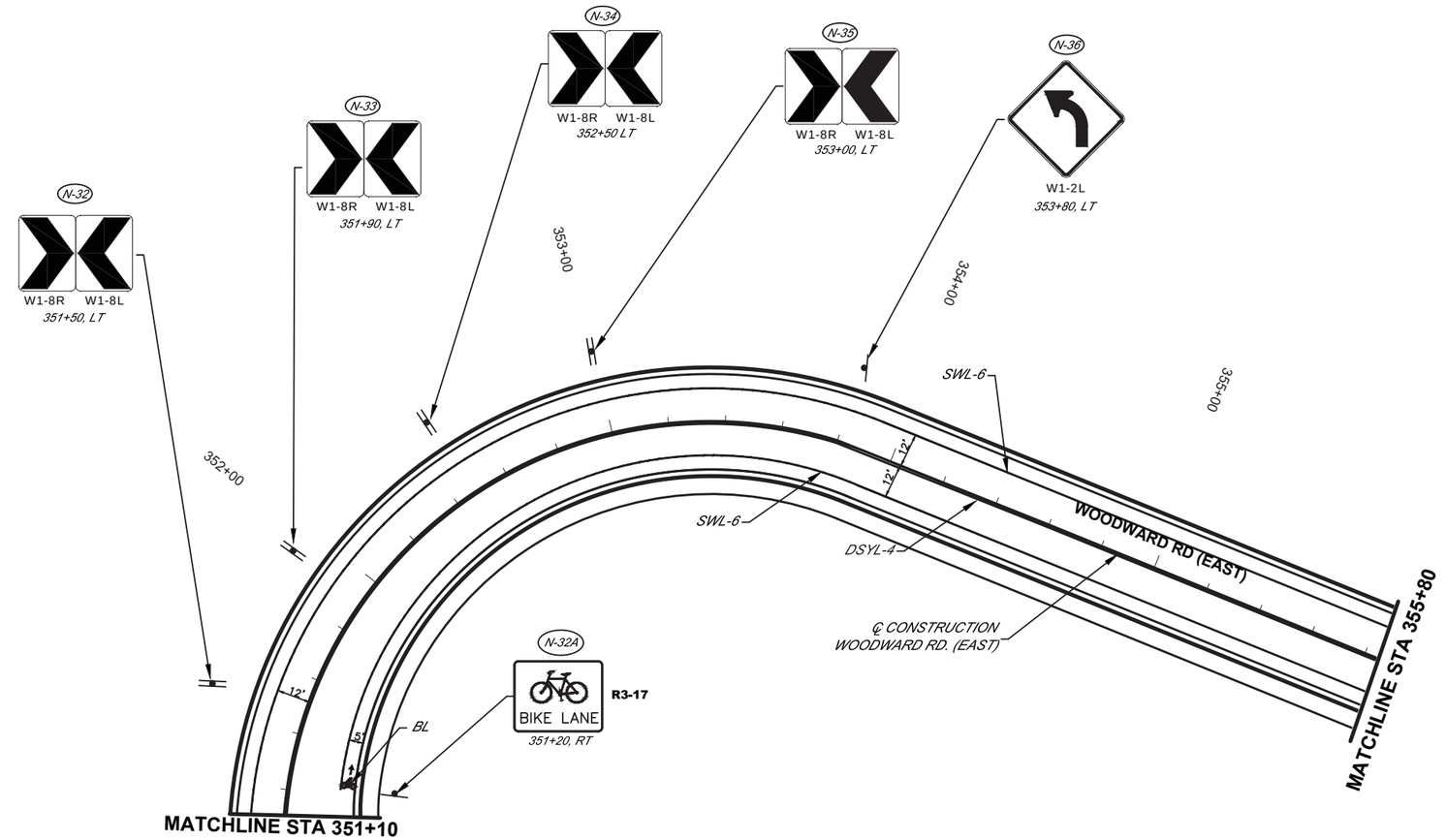
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DESIGNED BY:

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MOLZENCORBIN

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NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

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1" = 50'

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BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

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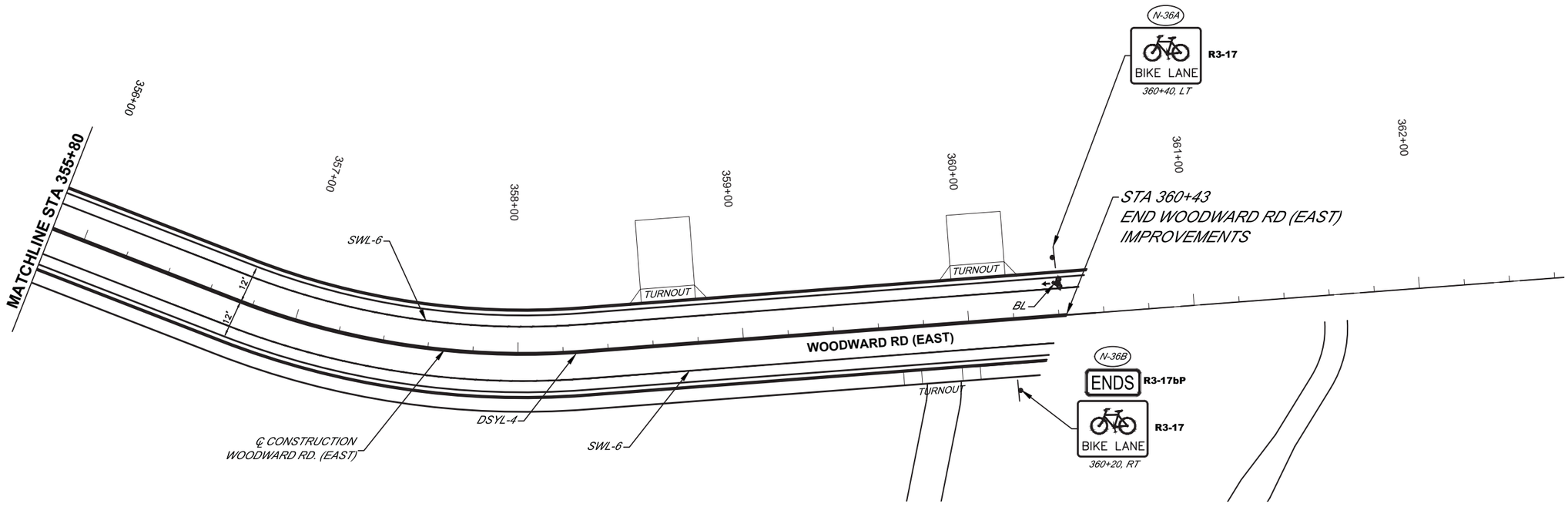
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 11



DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

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REVISIONS (OR CHANGE NOTICES)

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

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

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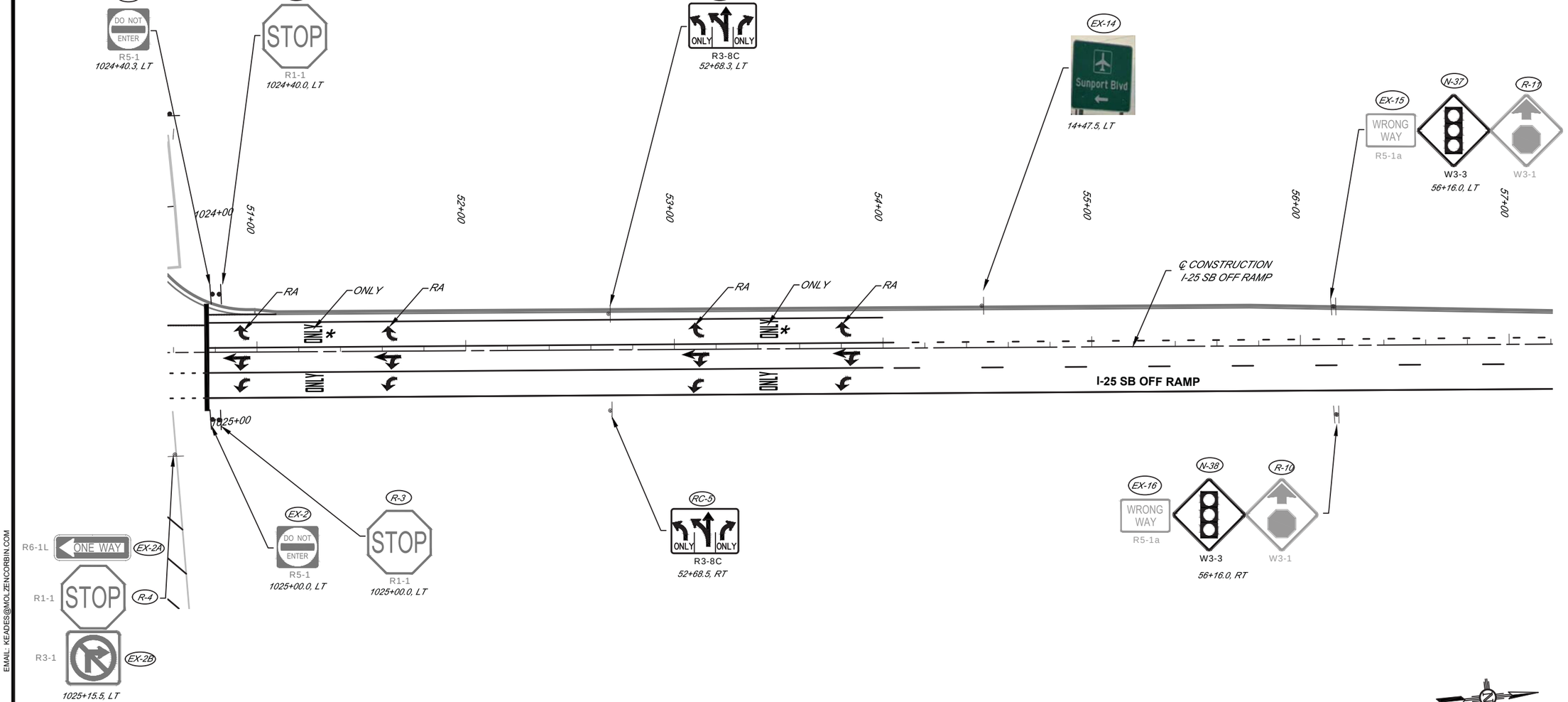
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 12



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1" = 50'

NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

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Plans approved by Albuquerque City Engineer and Design Review Committee, October 2, 2020	DWG SCALE: 1:50

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Design File: I:\BHI\BHI161-11(BASIC SERVICES)\DWGS\MICROSTATION\PLANS\7_SHEETS\7-13.DWG

DESIGNED BY: KEVIN EADES

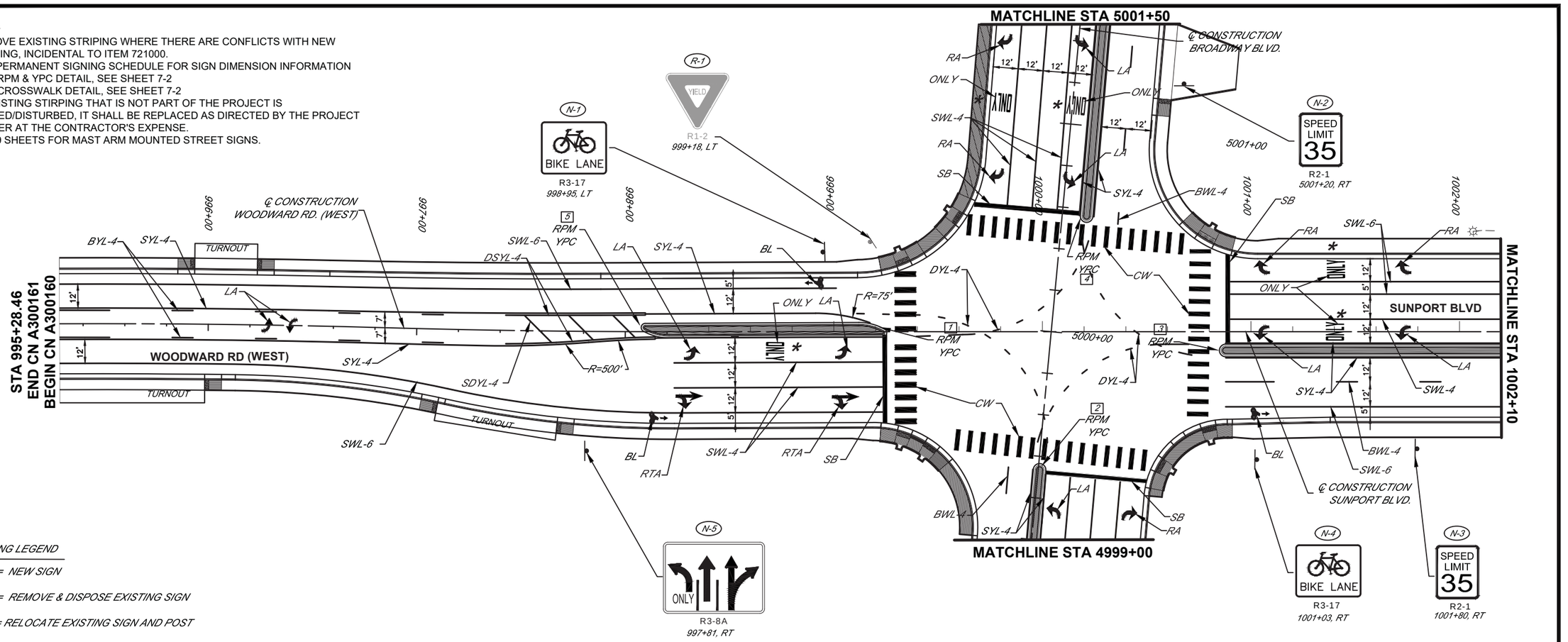
NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 13

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. FOR CROSSWALK DETAIL, SEE SHEET 7-2
5. IF EXISTING STIRPING 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.
6. SEE 9 SHEETS FOR MAST ARM MOUNTED STREET SIGNS.



SIGNING LEGEND

(N-X) = NEW SIGN

(R-X) = REMOVE & DISPOSE EXISTING SIGN

(RE-X) = RELOCATE EXISTING SIGN AND POST

(RC-X) = EXISTING SIGN - REMOVE COVER (INCIDENTAL ITEM 701000 - PANEL SIGNS)

(EX-X) = EXISTING SIGN TO REMAIN

STRIPING LEGEND

SYL-4 = 4" SOLID YELLOW LINE

DYL-4 = 4" DASHED YELLOW LINE (2' STRIPE/4' GAP)

DSYL-4 = 4" DOUBLE SOLID YELLOW LINES

SDYL-4 = 4" DIAGONAL SOLID YELLOW LINE (45° AT 20' SPACING)

SWL-4 = 4" SOLID WHITE LINE

SWL-6 = 6" SOLID WHITE LINE

BWL-4 = 4" BROKEN WHITE LINE (10' STRIPE/30' GAP)

BYL-4 = 4" BROKEN YELLOW LINE (10' STRIPE/30' GAP)

DWL-4 = 4" DASHED WHITE LINE (2' STRIPE/4' GAP)

DYL-4 = 4" DASHED YELLOW LINE (2' STRIPE/4' GAP)

SB = 24" WIDE SOLID WHITE STOP BAR

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 MAKING WORD - "ONLY"

SOUTH = PAVEMENT MAKING WORD - "SOUTH"

NORTH = PAVEMENT MAKING WORD - "NORTH"

YPC = YELLOW PAINTED CURB (APPLIED TO ALL RAISED MEDIAN CONCRETE CURB). EXTEND BEYOND PC OR PT OF CURB. INCIDENTAL TO ITEM 704700 - HOT THERMOPLASTIC PAVEMENT MARKINGS, 4".

RPM - REFLECTORIZED PAVEMENT MARKINGS

BL = BIKE SYMBOL WITH ARROW

[#] = KEY NOTE FOR RPM/YPC INSTALLATION (SEE STRIPING SCHEDULE FOR LOCATIONS)

* = PLACED 1/2 DISTANCE BETWEEN TURN ARROWS

KEVIN W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER
1/26/2021

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
Plans approved by Albuquerque City Engineer and Design Review Committee, April 12, 2021	DWG SCALE: 1:50

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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

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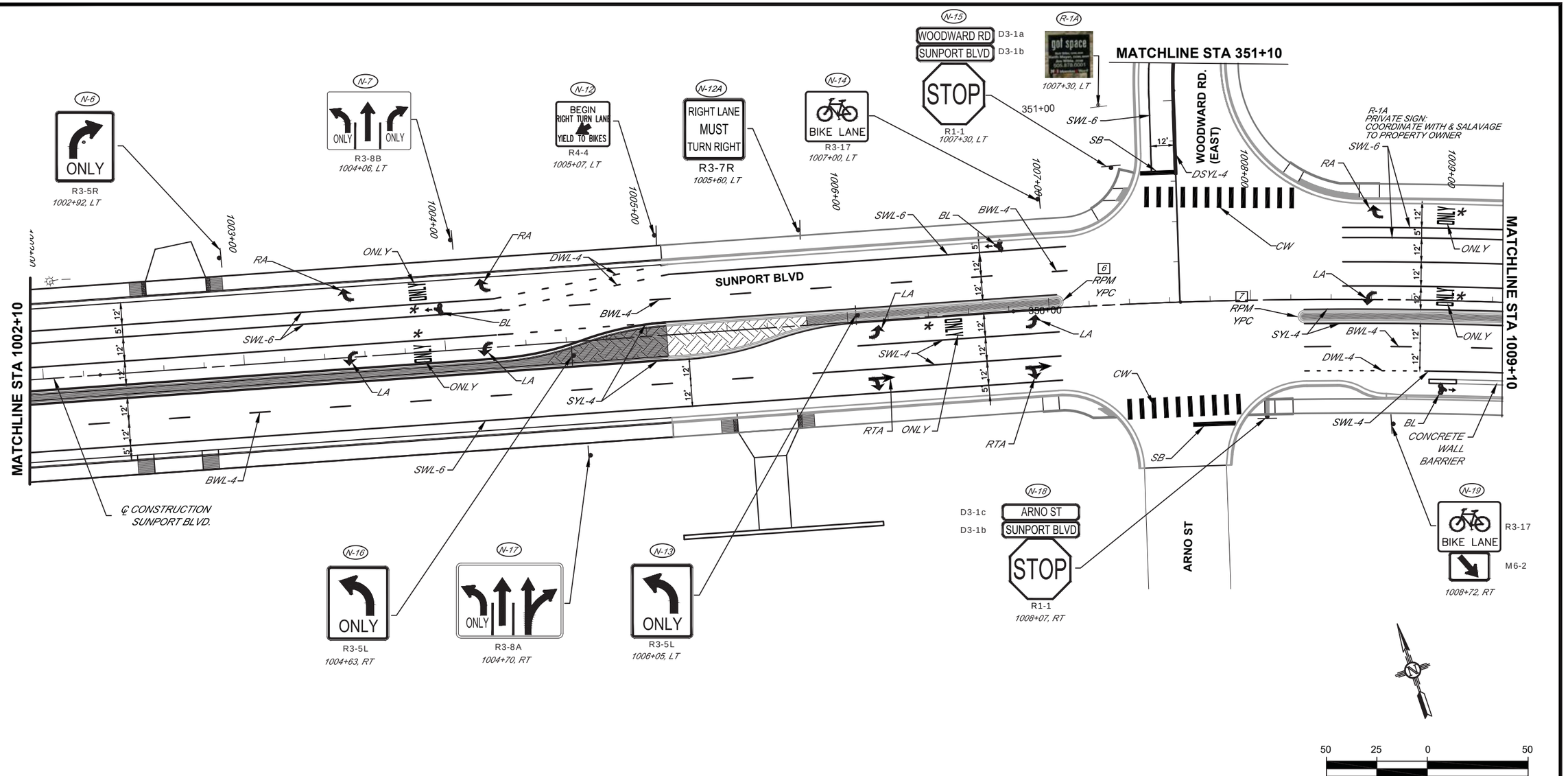
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DESIGNED BY: KEVIN EADES

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 3



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

KEVIN W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER
1/26/2021

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

DWG SCALE: 1:50

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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

Design File: \\MCA-FS\PROJECT\BHI\BHI161-11(BASIC SERVICES)\DWGS\MICROSTATION\PLANS\7_SHEETS\7-4.DWG

DESIGNED BY: KEVIN EADES

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 4

NOTES:

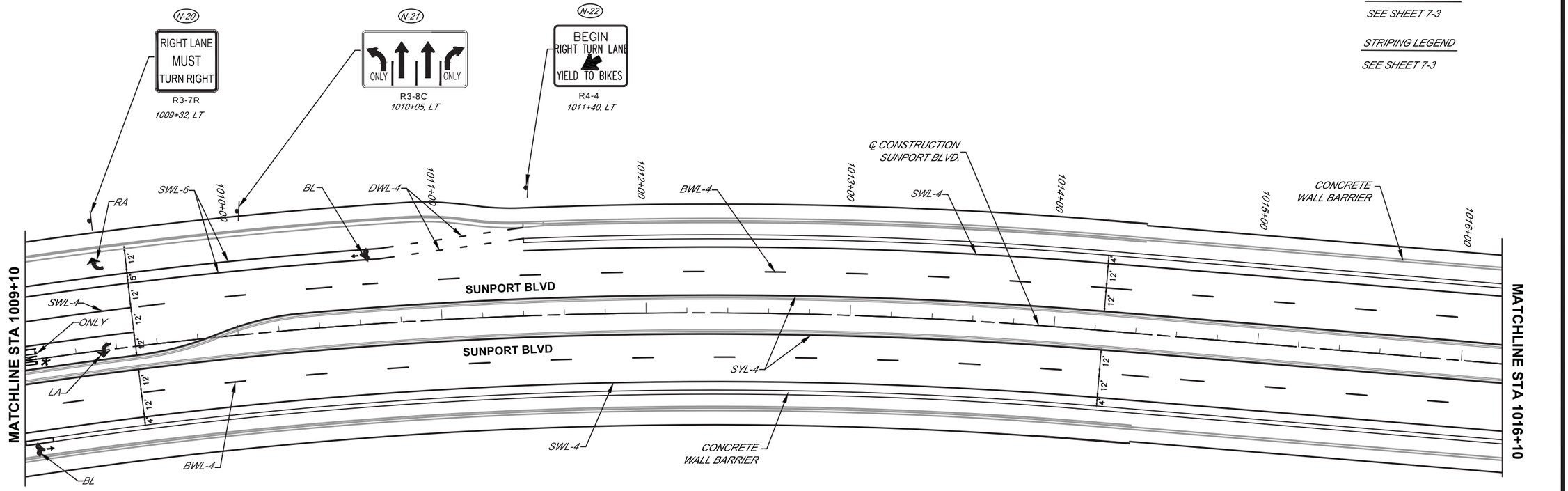
SEE SHEET 7-3

SIGNING LEGEND

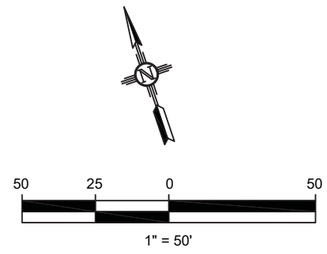
SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3







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REVISIONS (OR CHANGE NOTICES)

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
Plans approved by Albuquerque City Engineer and Design Review Committee, October 2, 2020	DWG SCALE: 1:50

BERNALILLO COUNTY
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SUNPORT BOULEVARD EXTENSION
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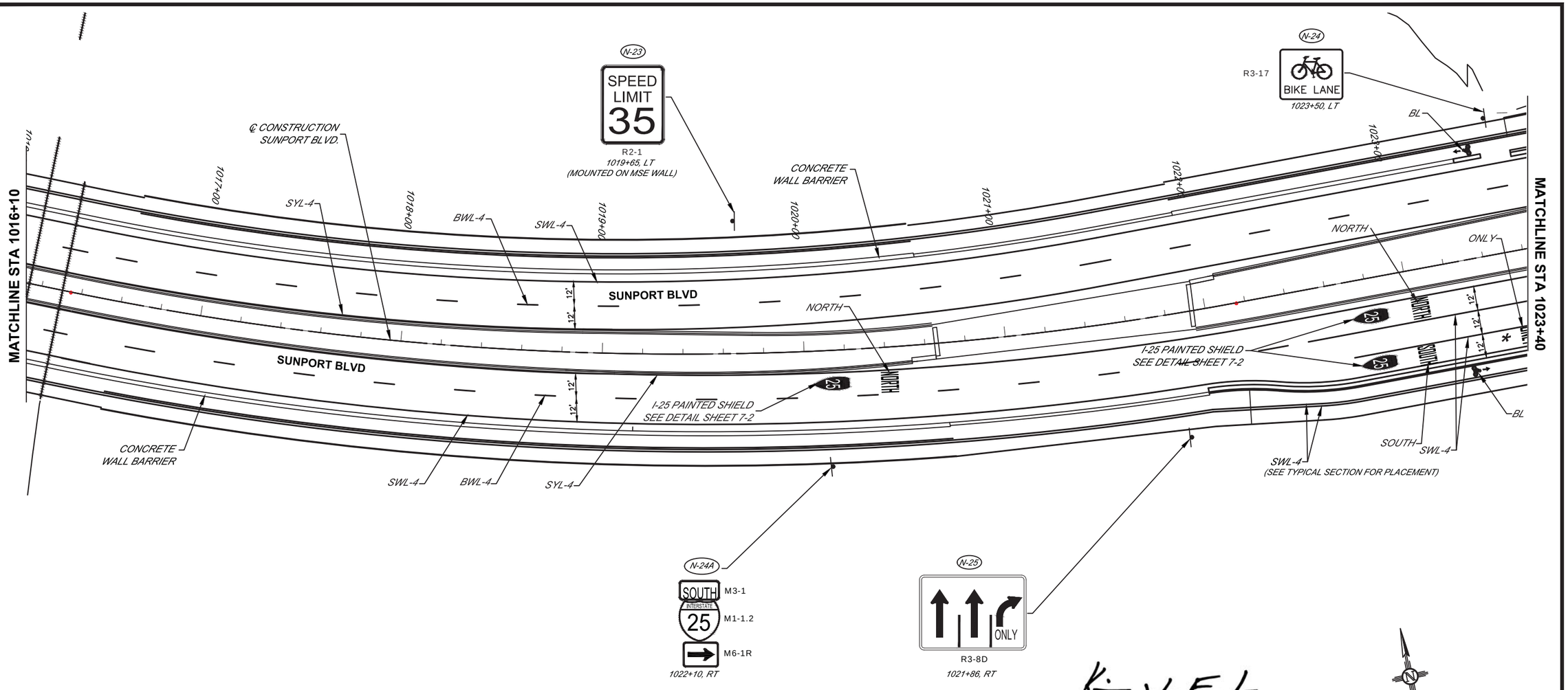
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 5



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

K. W. E.

KEVIN W. EADES
NEW MEXICO
14481
REGISTERED PROFESSIONAL ENGINEER

7/10/2020

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1" = 50'

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REVISIONS (OR CHANGE NOTICES)

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
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BERNALILLO COUNTY
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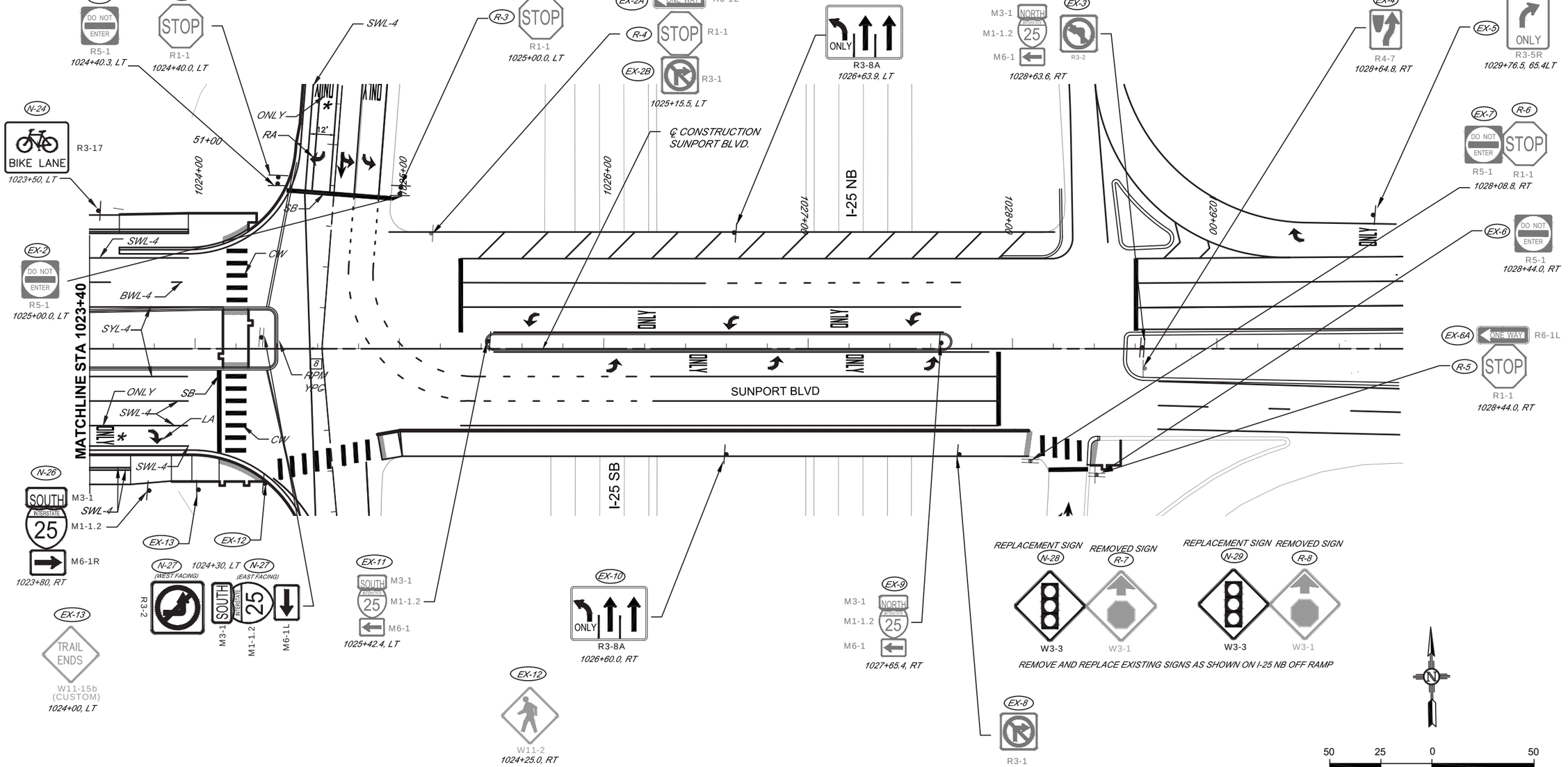
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NOTES:

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KEVIN W. EADES
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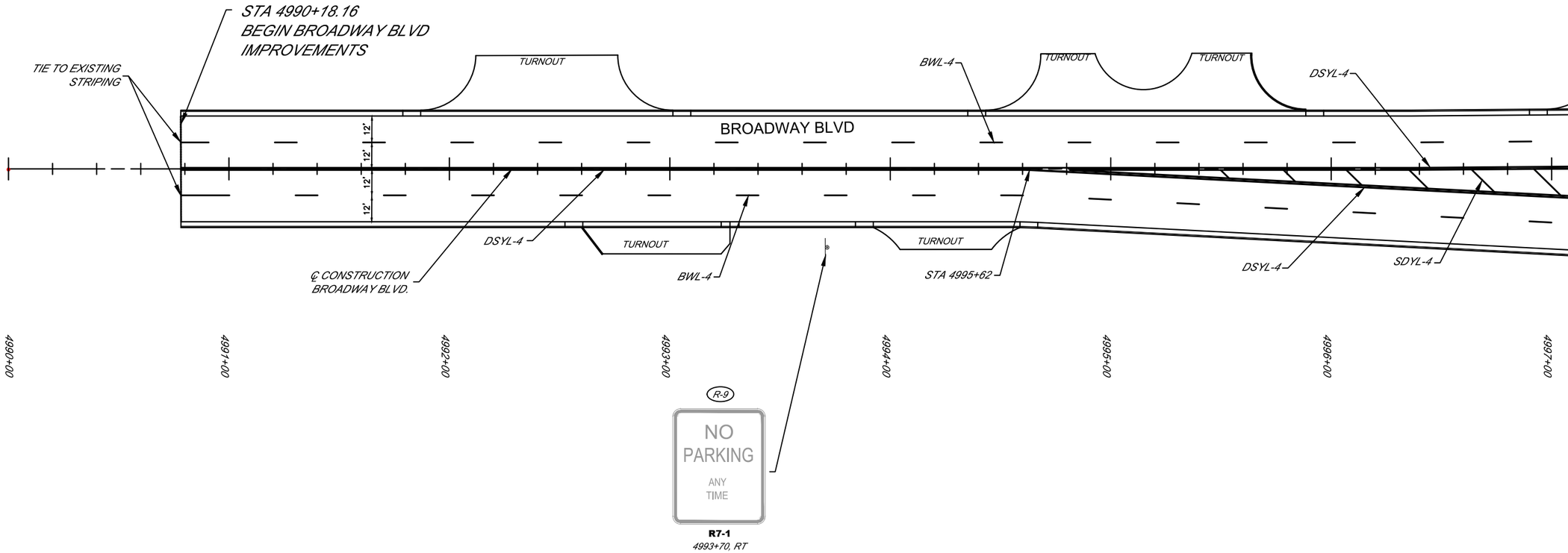
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DESIGNED BY: KEVIN EADES
NEW MEXICO PROJECT NO. A300160
MOLZENCORBIN
SHEET NO. 7 - 7



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NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

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

DWG SCALE: 1:50

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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTI

SUNPORT BOULEVARD EX
PERMANENT SIGNING & S
PLAN

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7/12/2020 12:19 PM

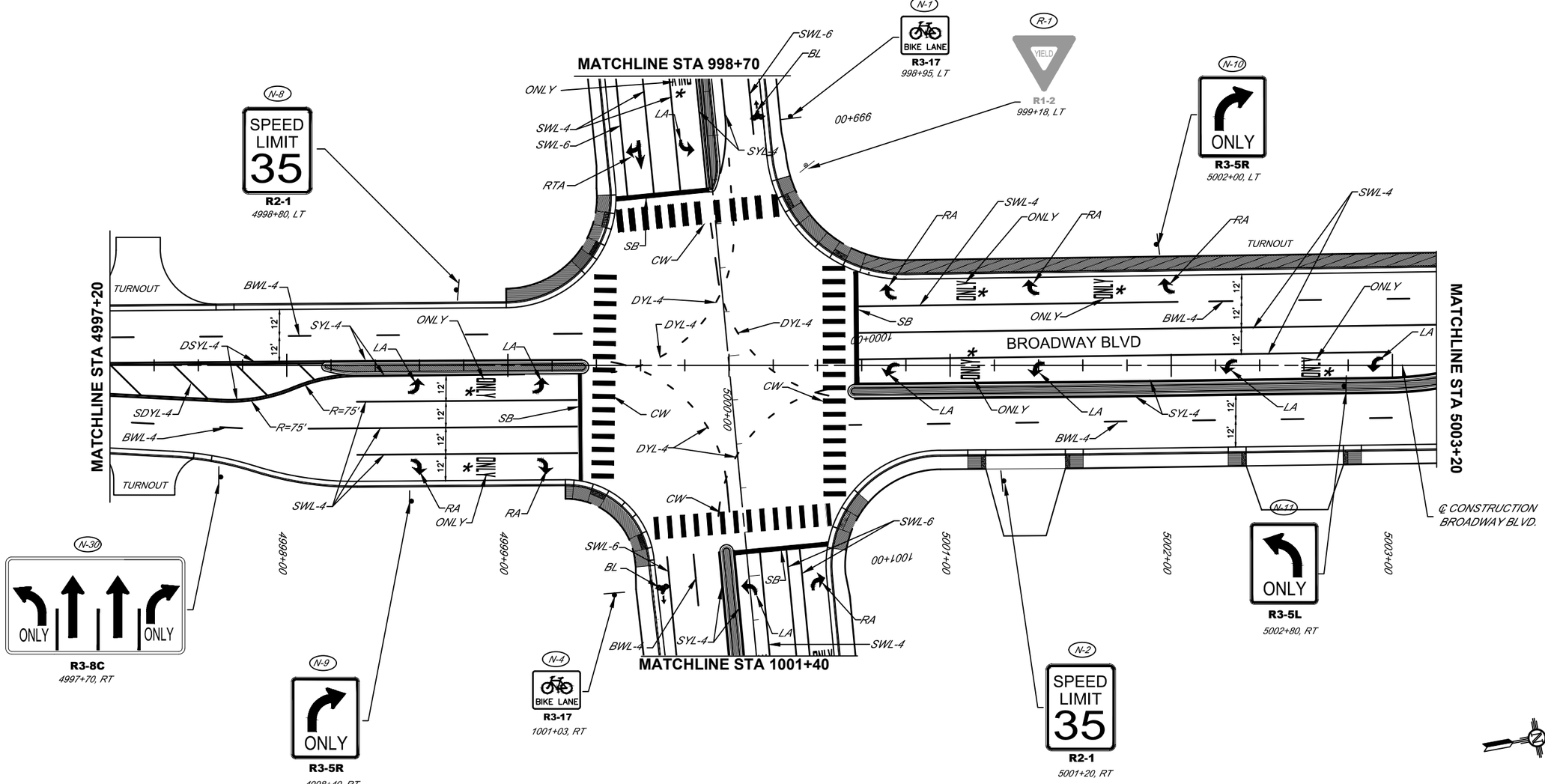
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MOLZENCORBIN

SHE



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

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SEE SHEET 7-3 FOR RPM AND YPC LOCATION INFORMATION

KEVIN N. EADES NEW MEXICO 14481 REGISTERED PROFESSIONAL ENGINEER

7/10/2020

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
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EMAIL: KEADES@MOLZENCORBIN.COM

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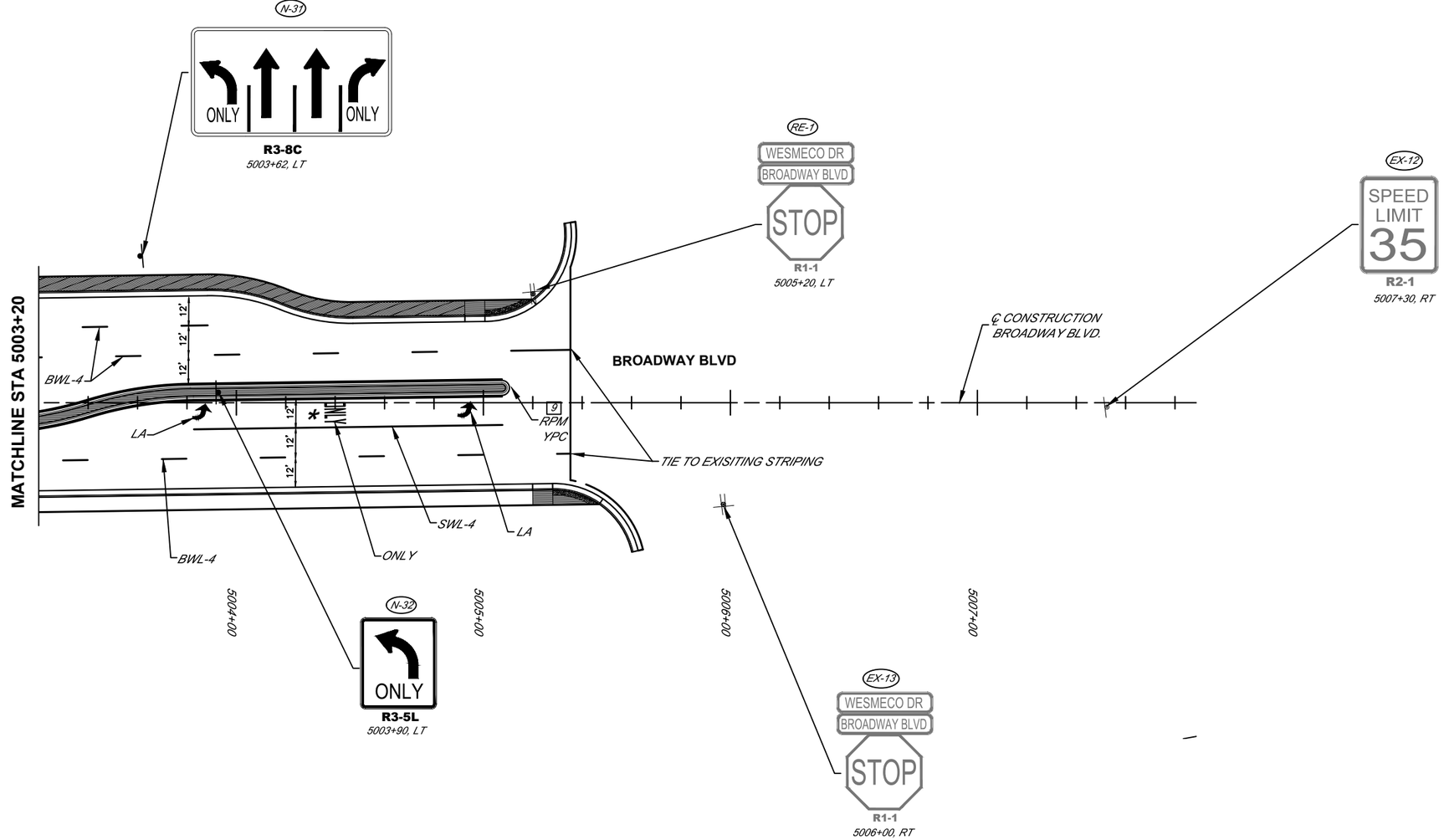
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DESIGNED BY:

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NOTES:

SEE SHEET 7-3

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DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

BRIAN BAILEY
7/12/2020 12:22 PM

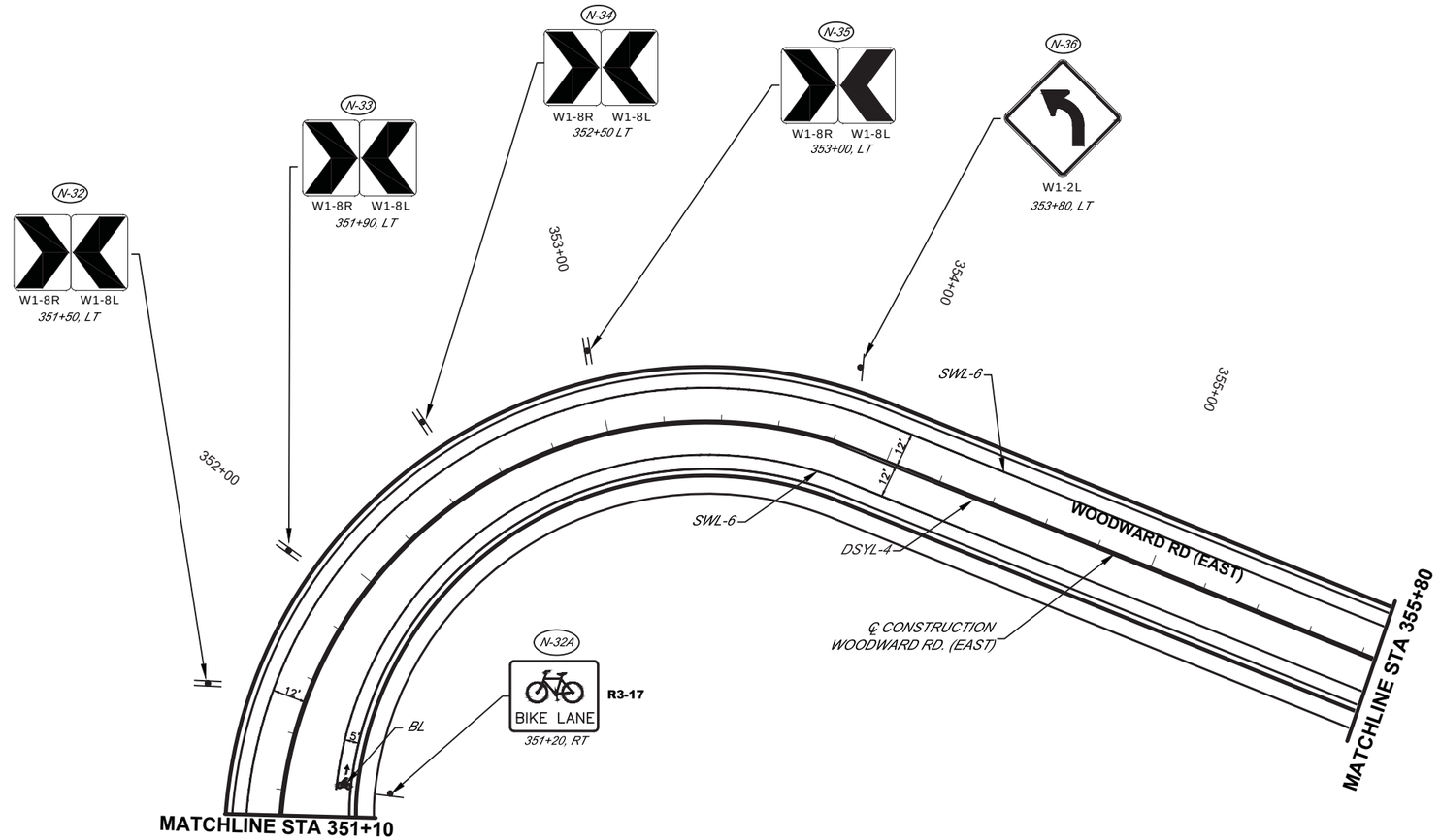
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHE



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

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1" = 50'

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1			

REVISIONS (OR CHANGE NOTICES)

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

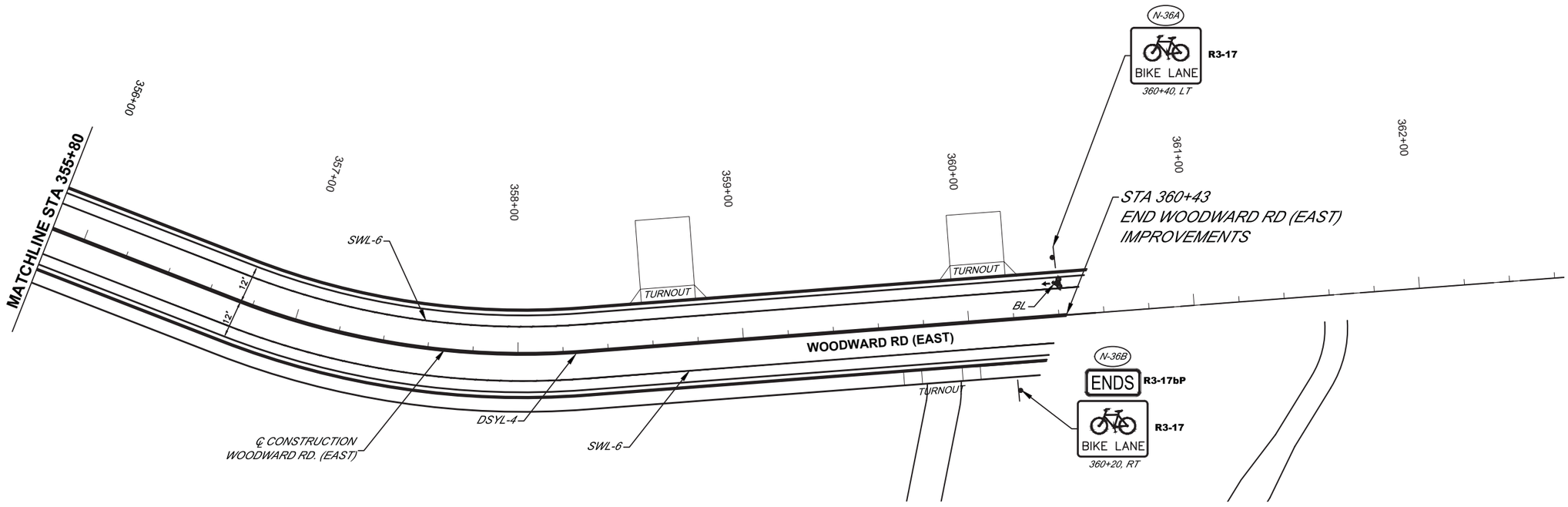
DWG SCALE: 1:50

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN
PHONE: 505-242-5700
EMAIL: KEADES@MOLZENCORBIN.COM

Design File: I:\BH\BH161-11(BASIC SERVICES)\DWGS\MICROSTATION\PLANS\7_SHEETS\7-11.DWG
DESIGNED BY:
NEW MEXICO PROJECT NO. A300160
MOLZENCORBIN
SHEET NO. 7 - 11



NOTES:

SEE SHEET 7-3

SIGNING LEGEND

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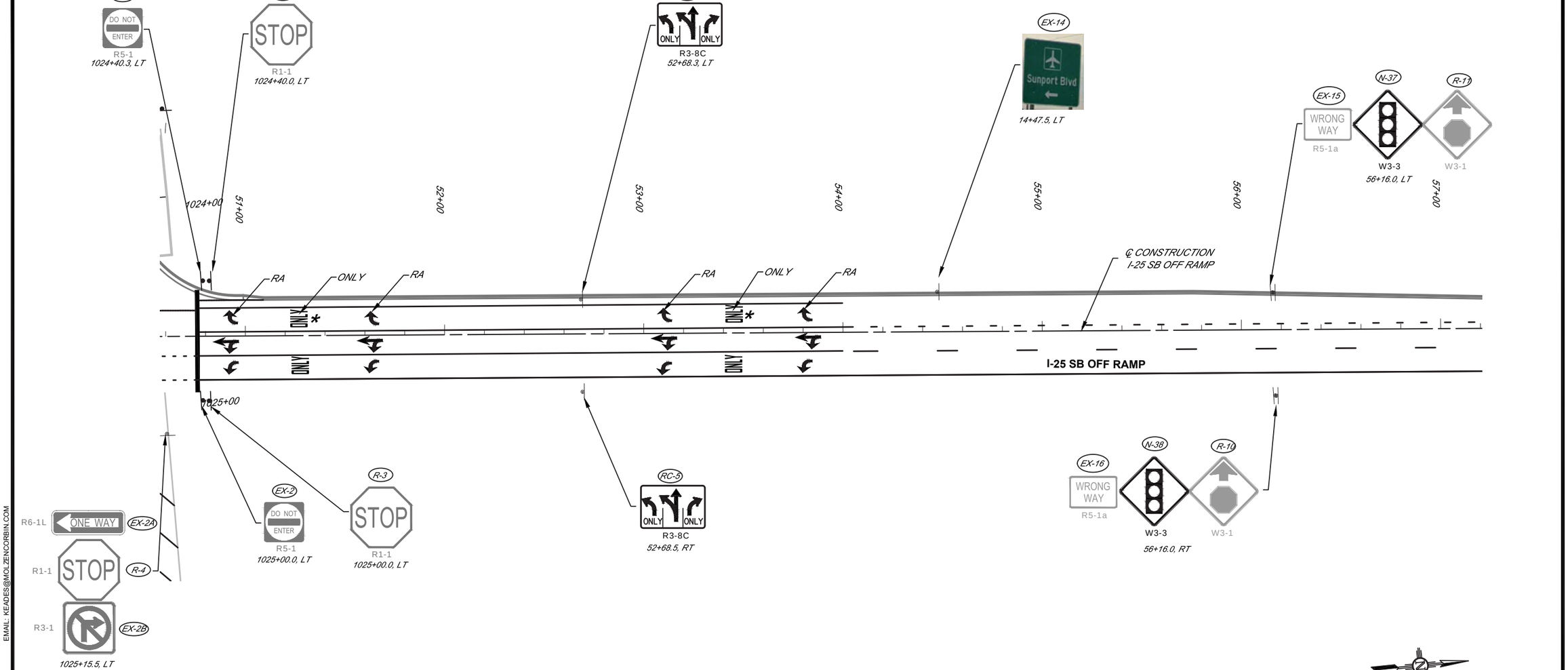
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DESIGNED BY:

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 12



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1" = 50'

NOTES:

SEE SHEET 7-3

SIGNING LEGEND

SEE SHEET 7-3

STRIPING LEGEND

SEE SHEET 7-3

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

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
Plans approved by Albuquerque City Engineer and Design Review Committee, October 2, 2020	DWG SCALE: 1:50

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

BERNALILLO COUNTY
PUBLIC WORKS DIVISION
TECHNICAL SERVICES DEPARTMENT

SUNPORT BOULEVARD EXTENSION PERMANENT SIGNING & STRIPING PLAN

DESIGNED BY: MOLZEN CORBIN
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Design File: I:\BHI\BHI161-11(BASIC SERVICES)\DWGS\MICROSTATION\PLANS\7_SHEETS\7-13.DWG

DESIGNED BY: KEVIN EADES

NEW MEXICO PROJECT NO. A300160

MOLZENCORBIN

SHEET NO. 7 - 13

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, 11th 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.

5571 Midway Park Pl. NE Albuquerque, NM 87109
(505) 858-3100 fax (505) 858-1118 1 (800) 245-3102
tierrawestllc.com

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 Acceleraion 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 Acceleraion Lengths)**

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

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