DEPARTMENT OF PUBLIC SAFETY RELOCATION TRAFFIC IMPACT ANALYSIS

INITIAL SUBMITTAL

JANUARY 7, 2026

Prepared For:

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Engineering
Spatial Data
Advanced Technologies

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Albert M. Thomas 1/7/2026

Albert M. Thomas, PE **Date**

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I. INTRODUCTION AND SUMMARY

Hartman + Majewski Design group has been hired by the state of New Mexico to design and relocate the existing New Mexico Department of Public Safety (NM DPS) offices to a tract of land that is located south of Menaul Boulevard and west of Interstate 25. This metropolitan complex development is proposed to occur in the heart of Albuquerque, New Mexico and will combine employees from the existing facilities at the Carlisle, Uptown, San Antonio and Jefferson offices. This facility will include two new buildings and an existing building and is anticipated to increase traffic in the area. Therefore, a traffic study to assess the potential impact and mitigation measures is required.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impact of the proposed development on the surrounding roadway network, evaluate the operation of the proposed site accesses, and to recommend any mitigation measures that may be necessary to support the additional traffic generated by the new development.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The development site is located directly southwest of the Menaul Blvd & I-25 Soutbound Frontage Road intersection in Albuquerque, New Mexico. A vicinity map is shown in Figure 1, and the proposed site map of the future development is shown in Figure 2.

The study area consists of the following intersections:

- Menaul Boulevard & I-25 Southbound Frontage (Existing Signalized Intersection)
- Menaul Boulevard & I-25 Northbound Frontage (Existing Signalized Intersection)
- Menaul Boulevard & Broadbent Parkway (Existing Signalized Intersection)
- I-25 Southbound Frontage & I-40 Westbound Frontage (Existing Signalized Intersection)
- Menaul Boulevard & Access 1 (Proposed Stop-Controlled Intersection)
- Menaul Boulevard & Access 2 (Proposed Stop-Controlled Intersection)
- I-25 Southbound Frontage & Access 3 (Proposed Stop-Controlled Intersection)

The intersection evaluations include analysis for the AM and PM peak hours for the following traffic conditions:

- Existing traffic (2025)
- 2027 Completion Year without buildout of the site (2027 No Build)
- 2027 Completion Year with buildout of the site (2027 Build)
- 2037 Horizon Year without buildout of the site (2037 No Build)
- 2037 Horizon Year with buildout of the site (2037 Build)

2. PRINCIPAL FINDINGS

a) *Existing Conditions*

In the existing 2025 traffic volume scenario all intersections operate within acceptable conditions, operating at an overall LOS C or better for both peak hours. The following describes each intersection in more detail:

Menaul & I-25 Southbound Frontage operates at LOS B during both the AM and PM peak hours. At the individual movement level, all movements operate at LOS D or better for both the AM and PM peak hours.

The signalized intersection of Menaul & I-25 Northbound Frontage operates at LOS B during the AM peak hour. At the individual movement level, all movements operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the northbound through operates at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent operates at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage operates at LOS B during both the AM and PM peak hours. At the individual movement level, all movements operate at LOS B or better during both the AM and PM peak hours.

b) *2027 No Build*

The analysis of the 2027 No Build scenario found that all intersections operate with acceptable overall conditions. All intersections continue to operate at an overall LOS C or better for both peak hours.

Menaul & I-25 Southbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better for both the AM and PM peak hours.

The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, the northbound through movement continues to operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

c) *2027 Build*

The analysis of the 2027 Build scenario found that all signalized intersections still operate with acceptable overall conditions. All signalized intersections continue to operate at an overall LOS C or better for both peak hours.

Menaul & I-25 Southbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better for both the AM and PM peak hours.

The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, the northbound through movement continues to operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

The existing tract of land consists of two access points that are located on the south side of Menaul Blvd. When the Department of Public Safety Building is relocated to this tract of land, access is being requested at both of these locations plus a third access point on the I-25 Southbound Frontage Road.

Access 1 is located at the west end of the property on the south side of Menaul Blvd. It is currently a right-in/right out access and with this proposed development, we are requesting the access be modified to include left-out. The left-out is needed to allow emergency response vehicles to head westbound out of the site from the secure facility and is expected to have minimal traffic. The movements at the intersection of Menaul & Access 1 operate at an LOS C during the AM and PM peak hours.

Access 2 is located near the middle of the site on the south side of Menaul Blvd, approximately 475 feet west of the Menaul & I-25 Southbound Frontage Road intersection. It is currently a full movement access and with the proposed development, will remain a full access intersection with stop control on the south leg for traffic exiting the site. The movements at the intersection of Menaul & Access 2 operate LOS C during both the AM and PM peak hours. The southbound approach is a minor driveway with minimal traffic and therefore data was not collected for this movement nor was it included in the analysis. Because the analysis is not showing failures, if this leg was included in the analysis, it is not anticipated that it will change the overall results of this intersection.

Access 3 is a new access point proposed for egress only out of the site onto the I-25 Southbound Frontage Road. This new access point will be located approximately 650 feet south of the Menaul Blvd & I-25 Southbound Frontage Road and the only movement will be a right-out of site. The movements at this intersection operate at a LOS A during the AM peak hour, and a LOS B during the PM peak hour.

d) *2037 No Build*

The intersections of the 2037 Horizon Year No Build scenario found that all intersections still operate under acceptable overall conditions. All intersections will continue to operate at an overall LOS C or better for both peak hours.

The signalized intersection of Menaul & I-25 Southbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the southbound through and southbound right turn movements will operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS B during the PM peak hour.

The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, the northbound through movement will continue to operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

e) *2037 Build*

The analysis of the 2037 Build scenario found that all signalized intersections still operate with acceptable overall conditions. All signalized intersections continue to operate at an overall LOS C or better for both peak hours.

The signalized intersection of Menaul & I-25 Southbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the southbound through and southbound right turn movements operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS B during the PM peak hour.

The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the northbound through movement operates at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

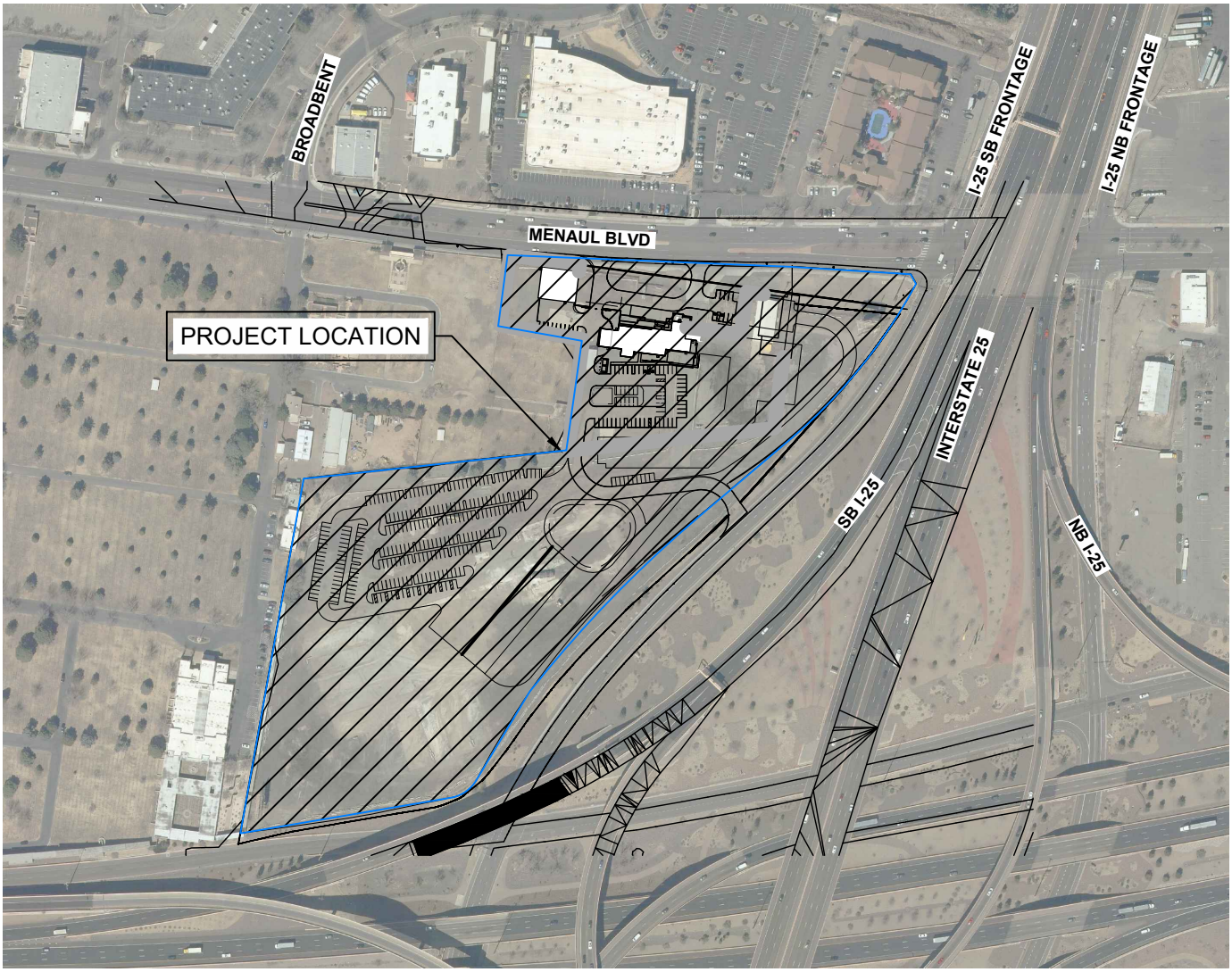
The movements at the intersection of Menaul & Access 1 operate at LOS C during both peak hours.

The movements at the intersection of Menaul & Access 2 operate at an LOS D or better during both the AM and PM peak hours.

The movements at the intersection of I-25 Southbound Frontage & Access 3 operate at an overall LOS B during both peak hours.

3. RECOMMENDATIONS

- No improvements are recommended at the intersection of Menaul Blvd & I-25 Southbound Frontage. The intersection operates at LOS B during both peak hours throughout all the scenarios including the 2037 Horizon Year Build scenario. While individual movement failure is experienced in the southbound through and right movements with a LOS E, this occurs during the 2037 Horizon No Build scenario with or without the proposed development traffic and is not the responsibility of the development to rectify operational performance.
- No improvements are recommended at the intersection of Menaul Blvd & I-25 Northbound Frontage. The intersection operates at LOS C or better during both peak hours throughout all scenarios including the 2037 Horizon Year Build scenario. While the northbound through movement operates with a LOS E, this occurs during the existing 2025 traffic scenario with or without the proposed development traffic and is not the responsibility of the development to rectify operational performance.
- When the Department of Public Safety Building is relocated to this site, the proposed access will be provided from one right-in/right-out/left -out access on the south side of Menaul Boulevard, one full movement access on the south side of Menaul Boulevard, and a proposed right-out only access along the west side of I-25 Southbound Frontage. These three accesses are recommended to be stop-controlled with stop signs on the approaches exiting the development and one exiting lane for all movements.
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD), NMDOT and City of Albuquerque requirements.



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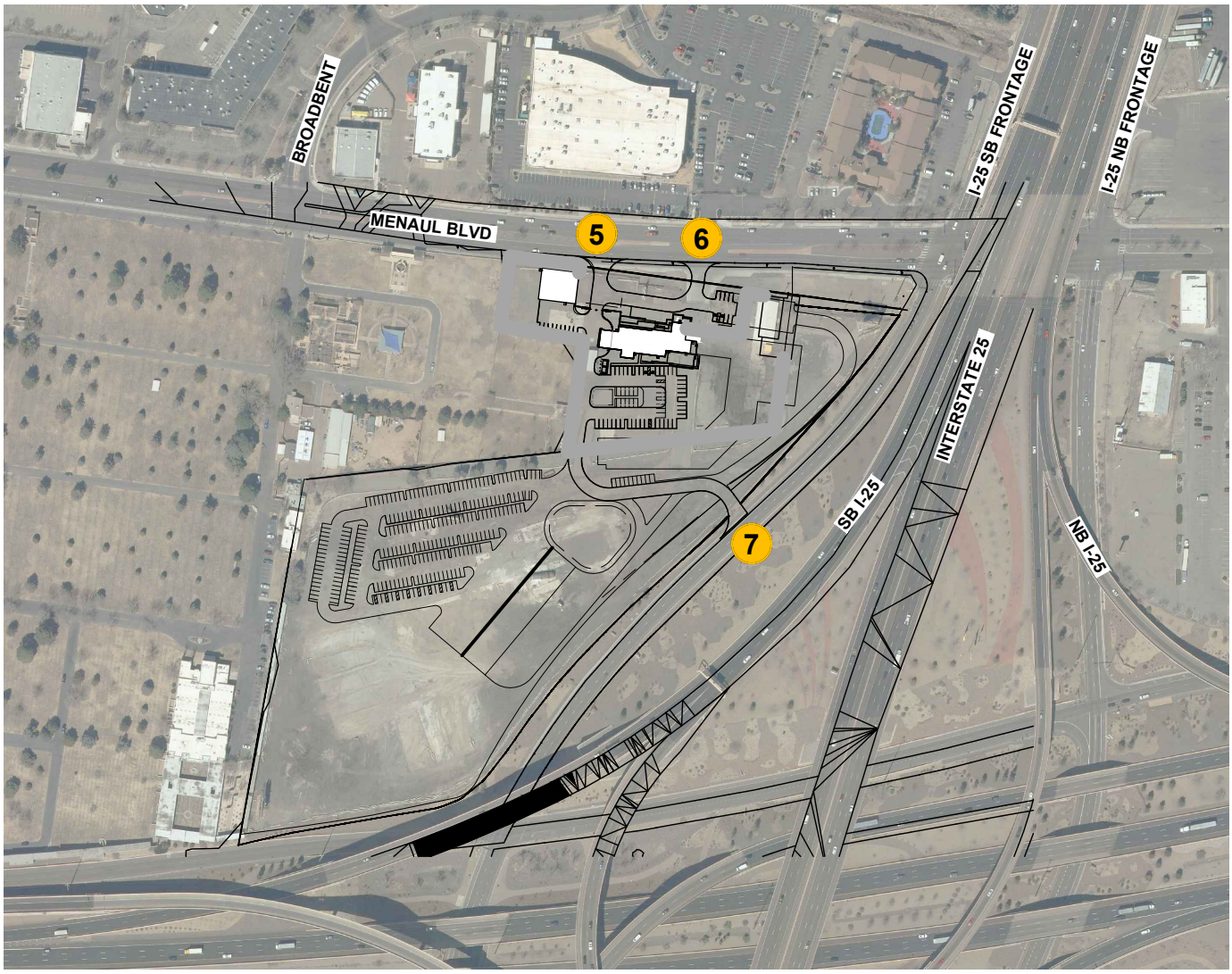
DEPARTMENT OF PUBLIC SAFETY
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP



ACCESS POINTS

5. MENAUL AND ACCESS 1
6. MENAUL AND ACCESS 2
7. I-25 SOUTHBOUND FRONTAGE AND ACCESS 3

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DEPARTMENT OF PUBLIC SAFETY
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 2
SITE MAP

II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The Department of Public Safety relocation is to be located southwest of the intersection of Menaul Boulevard & I-25 Southbound Frontage Road. This metropolitan complex development is proposed to occur in the heart of Albuquerque, New Mexico. As this new, combined facility is expected to accommodate employees from the existing facilities, there is an expected increase of traffic to the area.

The existing property includes an existing recycling center to be demolished on the west side of the property and an existing building to remain on the east side of the property. The proposed site development plan is to construct a new complex to relocate the New Mexico Department of Public Safety offices from their existing facilities at Carlisle, Uptown, San Antonio and Jefferson. The proposed site will include two new buildings and an existing building for a total of 51 employees.

B. DEVELOPMENT PHASING AND TIMING

The project as described above is expected to be fully built out by 2027. The proposed site development occupies the northern portion of the tract of land with the southern portion including a large parking lot for storage of vehicles that are obtained by DPS. There may be future expansion of the site development for additional buildings on the southern portion but at this time that potential expansion is not yet defined nor is it being planned. If any expansion is done above and beyond what is currently being proposed, that will require another traffic study at the time of that development.

Since the construction is anticipated to occur in a singular phase, finishing in 2027, this was used as the buildout year for this study. In addition to the evaluation of the buildout year, the study included a 10-year Horizon Year analysis that was requested during the study scoping. This study discusses the overall recommendations and needs for the development in the fully built out phase as well as evaluation of the 2037 Horizon year.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the following intersections:

- Menaul Boulevard & I-25 Southbound Frontage (Existing Signalized Intersection)
- Menaul Boulevard & I-25 Northbound Frontage (Existing Signalized Intersection)

- Menaul Boulevard & Broadbent Parkway (Existing Signalized Intersection)
- I-25 Southbound Frontage & I-40 Westbound Frontage (Existing Signalized Intersection)
- Menaul Boulevard & Access 1 (Proposed Stop-Controlled Intersection)
- Menaul Boulevard & Access 2 (Proposed Stop-Controlled Intersection)
- I-25 Southbound Frontage & Access 3 (Proposed Stop-Controlled Intersection)

B. SITE ACCESSIBILITY

The existing tract of land consists of two access points that are located on the south side of Menaul Blvd. When the Department of Public Safety Building is relocated to this tract of land, access is being requested at both of these locations plus a third access point on the I-25 Southbound Frontage Road. Access 1 is located at the west end of the property on the south side of Menaul Blvd. It is currently a right-in/right out access and with this proposed development, we are requesting the access be modified to include left-out movements. The left-out is needed to allow emergency response vehicles to head westbound out of the site from the secure facility and is expected to have minimal traffic. Access 2 is located near the middle of the site on the south side of Menaul Blvd, approximately 475 feet west of the Menaul & I-25 Southbound Frontage Road intersection. It is currently a full movement access and with the proposed development, will remain a full access intersection with stop control on the south leg for traffic exiting the site. Access 3 is a new access point proposed for egress only out of the site onto the I-25 Southbound Frontage Road. This new access point will be located approximately 650 feet south of the Menaul Blvd & I-25 Southbound Frontage Road and the only movement will be a right-out of the site.

C. DATA SOURCES

The data used in this report consist of the traffic volumes based on traffic data collected by Cleland Counts as described below, aerial photography and mapping from Google Earth®, information provided from scoping meetings, and information as provided by the City of Albuquerque, as well as the NMDOT.

IV. EXISTING CONDITIONS ANALYSIS

A. BACKGROUND

Roadway federal classification is updated approximately every four years. The classification process involves local governments, the city Metropolitan Planning Organization (MPO), New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA). The NMDOT Roadway Functional Classification Map classifies roadways based on their function. Roadways are subject to design guidance based on their functional classification, design speed, or based on Comprehensive Plan corridor designations.

1. ADJACENT ROADWAYS

The following are roadways adjacent to the site:

- Menaul Boulevard is classified as a principal arterial. Menaul has a typical posted speed limit of 45 miles per hour (MPH). Within the vicinity of the site, Menaul operates as a 6-lane roadway split by a non-traversable median. This median occasionally gives way to left turning bays for intersections and driveways. According to the latest data provided by the NMDOT Traffic Monitoring Bureau, in 2024, Menaul had an annual average daily traffic volume of 19,839 vehicles per day (vpd) within the vicinity of the site.
- I-25 Southbound Frontage Road (also known as Pan American Freeway) is classified as a major collector. Within the study area, the southbound frontage has a typical posted speed limit of 40 miles per hour (MPH). The southbound frontage road operates as a 2-lane road, with traffic flowing exclusively southbound. According to latest data provided by the NMDOT Traffic Monitoring Bureau, in 2024, the southbound frontage road had an annual average daily traffic volume of 8,673 vehicles per day (vpd) within the vicinity of the site.
- I-25 Northbound Frontage Road (also known as Pan American Freeway) is classified as a major collector. Within the study area, the northbound frontage has a typical posted speed limit of 40 miles per hour (MPH). The northbound frontage road operates as a 2-lane road, with traffic flowing exclusively northbound. According to latest data provided by the NMDOT Traffic Monitoring Bureau, in 2024, the northbound frontage road had an annual average daily traffic volume of 14,854 vehicles per day (vpd) within the vicinity of the site.
- I-40 Westbound Frontage Road is classified as a major collector. Within the study area, the one-way road operates as a 2-lane road, with traffic flowing

exclusively westward. According to the latest data provided by the NMDOT Traffic Monitoring Bureau, in 2024, the I-40 WB Frontage had annual average daily traffic volume of 9,888 vehicles per day (vpd) within the vicinity of the site.

The NMDOT roadway classification map is included in Appendix A.

B. 2025 EXISTING TRAFFIC CONDITIONS

Existing 2025 traffic turning movement counts (TMC) for the intersections analyzed in the study area were collected on August 26th, 27th, and September 2nd, 2025, by Cleland Counts. Traffic count data was collected from 6:00 AM to 10:00 AM, and from 3:00 PM to 7:00 PM. Existing traffic counts are included in Appendix B. The counts provide the AM and PM peak hour volumes used in the analysis.

C. LEVEL OF SERVICE DEFINITIONS

The *Highway Capacity Manual Seventh Edition* (HCM) defines Level of Service (LOS) for un-signalized intersections in Table 1 as follows:

Table 1 | LOS Definitions

Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles do not stop	<10	<10
B	Some vehicles stop	>10 and <20	>10 and <15
C	Significant numbers of vehicles stop	>20 and <35	>15 and <25
D	Many vehicles stop	>35 and <55	>25 and <35
E	Limit of acceptable delay	>55 and <80	>35 and <50
F	Unacceptable delay	>80	>50

NMDOT and City of Albuquerque have established overall LOS D as the generally acceptable level of service in urban areas. When intersections operate below this level, improvements are considered where feasible. Other critical movements are generally desired to have LOS D or better if possible.

D. EXISTING INTERSECTION CAPACITY ANALYSIS

Intersections were analyzed using Highway Capacity Software version 8.4 (HCS 2025), which uses the intersection methodology from the 7th Edition of the Highway Capacity Manual (HCM). Individual intersection output for the existing conditions analysis is included in Appendix C. The results for the signalized intersections are summarized in Table 2. 2025 Existing Peak Hour Traffic Volumes are illustrated in Figure 3.

In the existing 2025 traffic volume scenario all intersections operate within acceptable conditions, operating at an overall LOS C or better for both peak hours. The following describes each intersection in more detail:

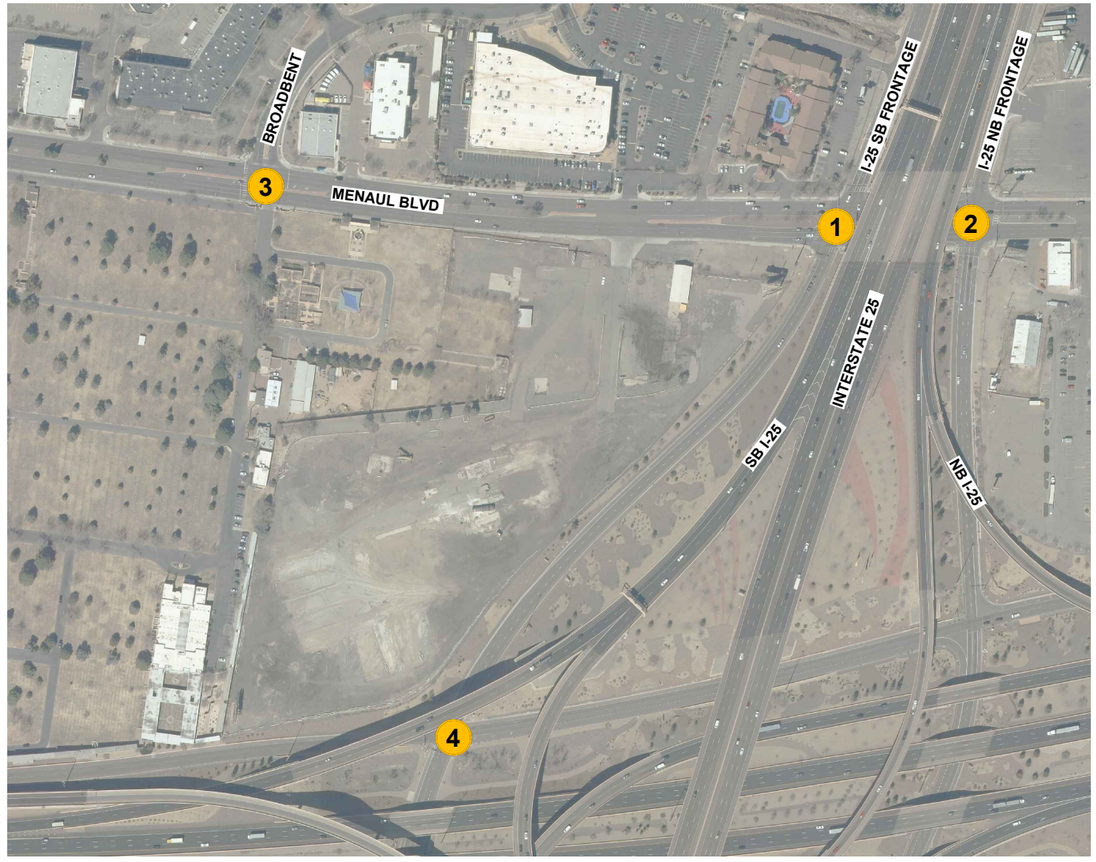
Menaul & I-25 Southbound Frontage operates at LOS B during both the AM and PM peak hours. At the individual movement level, all movements operate at LOS D or better for both the AM and PM peak hours.

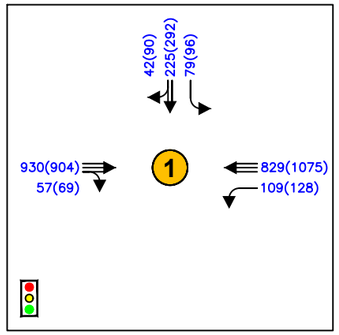
The signalized intersection of Menaul & I-25 Northbound Frontage operates at LOS B during the AM peak hour. At the individual movement level, all movements operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the northbound through operates at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent operates at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

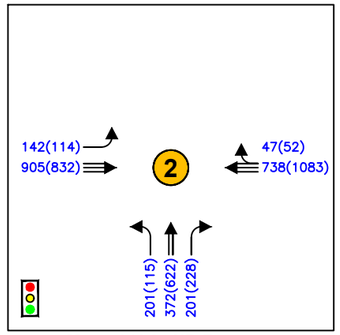
I-25 Southbound Frontage & I-40 Westbound Frontage operates at LOS B during both the AM and PM peak hours. At the individual movement level, all movements operate at LOS B or better during both the AM and PM peak hours.

Table 2 | 2025 Existing Signalized Intersection Results						
Intersection	2025 AM Peak			2025 PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
Menaul & I-25 Southbound Frontage	10.9	B	0.752	13.7	B	0.841
Eastbound Through	4.3	A	0.226	5.0	A	0.247
Eastbound Right	4.4	A	0.226	5.3	A	0.248
Westbound Left	4.8	A	0.228	5.2	A	0.267
Westbound Through	2.4	A	0.204	5.1	A	0.266
Southbound Left	47.8	D	0.461	48.7	D	0.419
Southbound Through	50.9	D	0.752	53.6	D	0.816
Southbound Right	51.5	D	0.774	54.6	D	0.841
Menaul & I-25 Northbound Frontage	18.5	B	0.819	22.8	C	0.883
Eastbound Left	6.4	A	0.250	10.1	B	0.337
Eastbound Through	4.9	A	0.214	6.4	A	0.240
Westbound Through	7.8	A	0.215	10.8	B	0.320
Westbound Right	8.0	A	0.217	11.2	B	0.321
Northbound Left	45.8	D	0.728	41.6	D	0.326
Northbound Through	44.5	D	0.674	56.6	E	0.883
Northbound Right	47.7	D	0.819	49.5	D	0.727
Menaul & Broadbent	6.1	A	0.475	7.4	A	0.655
Eastbound Left	6.4	A	0.420	3.4	A	0.103
Eastbound Through	2.4	A	0.176	2.5	A	0.182
Eastbound Right	2.6	A	0.176	2.6	A	0.182
Westbound Left	1.9	A	0.012	1.1	A	0.009
Westbound Through	1.7	A	0.196	1.5	A	0.252
Westbound Right	1.8	A	0.201	1.6	A	0.252
Northbound Through	45.6	D	0.005	49.8	D	0.031
Northbound Right	45.7	D	0.041	49.8	D	0.054
Southbound Left	49.1	D	0.475	54.6	D	0.575
Southbound Right	47.1	D	0.282	54.5	D	0.655
I-25 SB Frontage & I-40 WB Frontage	11.5	B	0.267	13.0	B	0.522
Westbound Left	11.7	B	0.221	10.6	B	0.096
Westbound Through	11.2	B	0.211	14.0	B	0.522
Southbound Through	11.6	B	0.267	11.8	B	0.281
Southbound Right	10.9	B	0.119	11.9	B	0.234

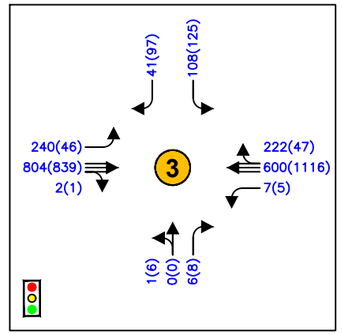




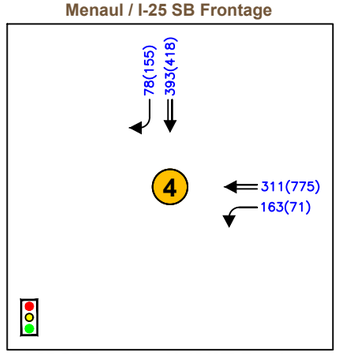
Menaul / I-25 SB Frontage



Menaul / I-25 NB Frontage



Menaul / Broadbent



I-25 SB Frontage / I-40 WB Frontage

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	AM(PM) Traffic Counts
X(X)	AM(PM) Level of Service (LOS)

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DEPARTMENT OF PUBLIC SAFETY
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 3
2025 AM(PM) EXISTING
PEAK HOUR TRAFFIC VOLUMES

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V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to destination. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip.
- **Diverted Linked Trips –** These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

This study only evaluates primary trips.

The Institute of Transportation Engineers Trip Generation Manual, 12th Edition (ITE Manual) through the ITETripGen Web-based App was used to estimate the number of trips generated. Trip generation for this site was based upon the number of employees who would be traveling to and from the relocated DPS development site. As provided by NM DPS, 51 employees would be utilizing the relocated DPS development site. Through the ITE Manual, this resulted in 42 vehicles entering, while 14 vehicles exited the site during the morning peak. During the evening peak hour, 7 vehicles are anticipated to enter the site, while 29 vehicles were calculated to exit the site.

To further verify the validity of these generated trips, a comparative measure utilizing trips instead generated per the square footage of the proposed DPS building site was compared against those trips generated by the employees traveling to and from the site. At 17,000 square feet, the produced trips noted 43 vehicles entering the site, while 14 vehicles exited during the morning peak. Throughout the evening peak hour, 7 vehicles are anticipated to enter the site, while 22 were calculated to exit the site. The

trips generated during the morning and evening peaks closely resembled those produced from the employee count, confirming the usage of the number of employees generating trips to be valid.

A summary of the associated trips by proposed number of employees is shown in Table 3. The site-specific trip generation is included in Appendix D.

Table 3 | Trip Generation

ITE Code/Land Use	Size	Avg Rate or Equation	Daily	AM Enter	AM Exit	PM Enter	PM Exit
730 – Government Office Building	***51 Employees***	***Avg Rate***	***380***	***42***	***14***	***7***	***29***

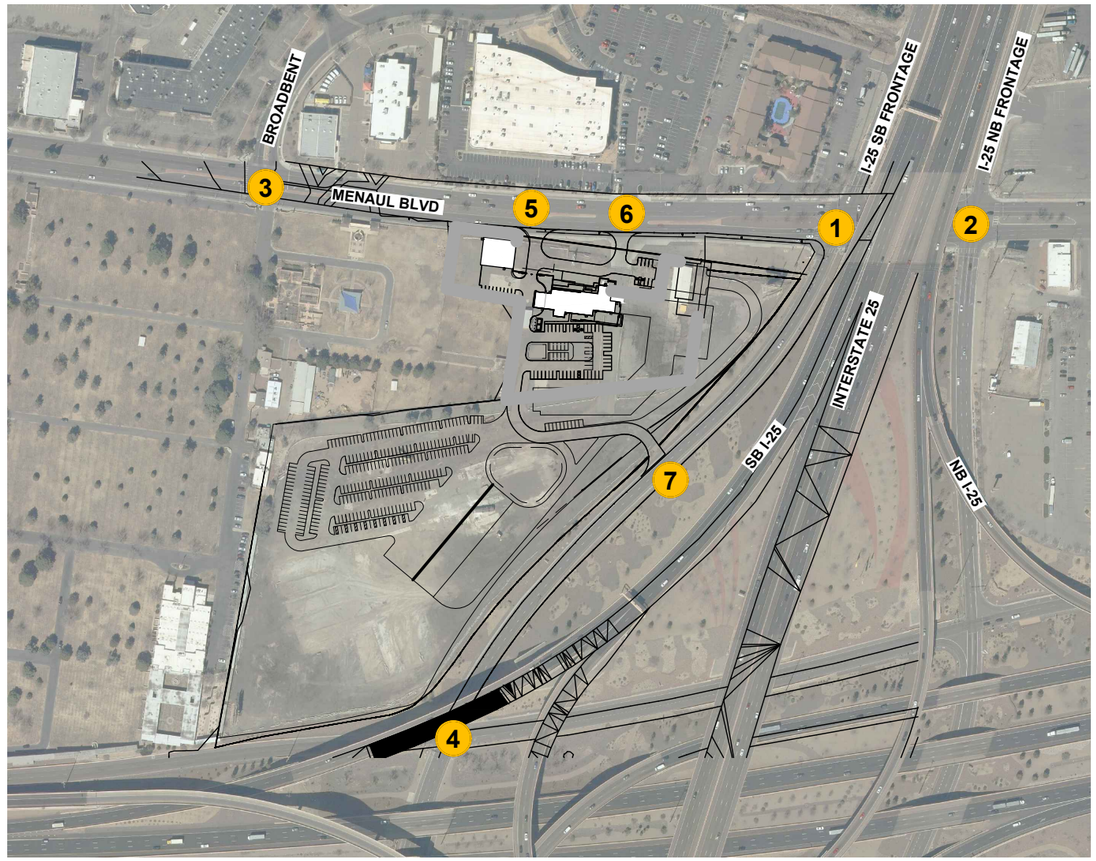
2. Trip Distribution and Assignment

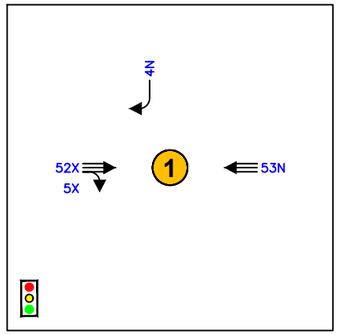
Trip distribution was based upon existing employee travel patterns to and from the existing DPS site. Traffic data of vehicles entering the DPS facility were collected on September 18th, 2025, at the site driveways located at 2501 Carlisle. Morning peak trip data was collected between the hours of 7:00 AM to 9:00 AM, while the evening peak trip data was collected from 3:00 PM to 5:00 PM. Employees were divided into those who utilized a "private", gated entrance to the facility, and those who entered and exited through the public, front facing access. The proportions of each who utilized which driveway were then allocated as a trip distribution percentage as the springboard for how vehicles traveling to and from the proposed DPS site relocation would behave between the proposed driveways.

Spreadsheets showing the development of the trip distribution are included in Appendix D. The project trip distribution and project traffic assignment are shown in Figure 4 and Figure 5, respectively.

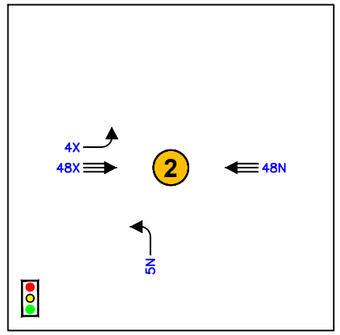
3. Traffic Projections

The annual background growth rate is typically determined by analyzing the AADT volumes from the latest counts completed on nearby roadways. The Transportation Data Management System Traffic Count (TCDS) is maintained by the NMDOT. We attempted to use the TCDS data for the past 10 years along Menaul Boulevard to determine the annual background growth rate. However, due to the significant variance of the background growth on the corridor within the vicinity of the site, between -18% and 37%, a standard annual growth rate of 2% was used to provide an estimate of potential future growth of traffic at all intersections evaluated. Traffic projections from the TCDS are included in Appendix D.





Menaul / I-25 SB Frontage



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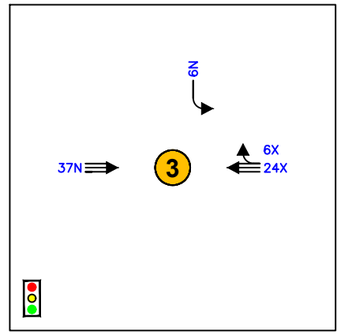
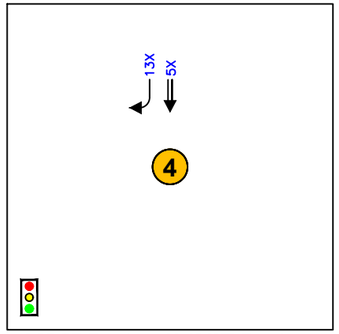
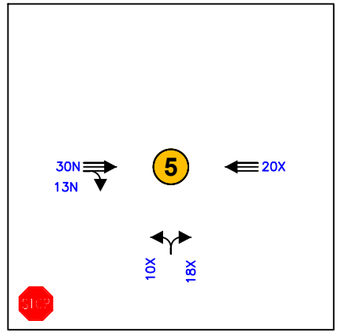


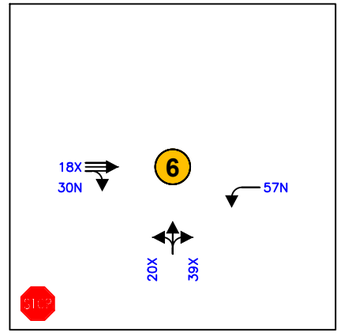
Menaul / Broadbent



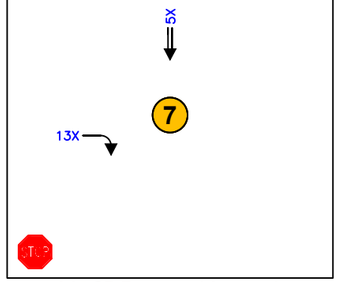
I-25 SB Frontage / I-40 WB Frontage



Menaul / Access 1



Menaul / Access 2



I-25 SB Frontage / Access 3

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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FIGURE 4
PROJECT TRIP DISTRIBUTION

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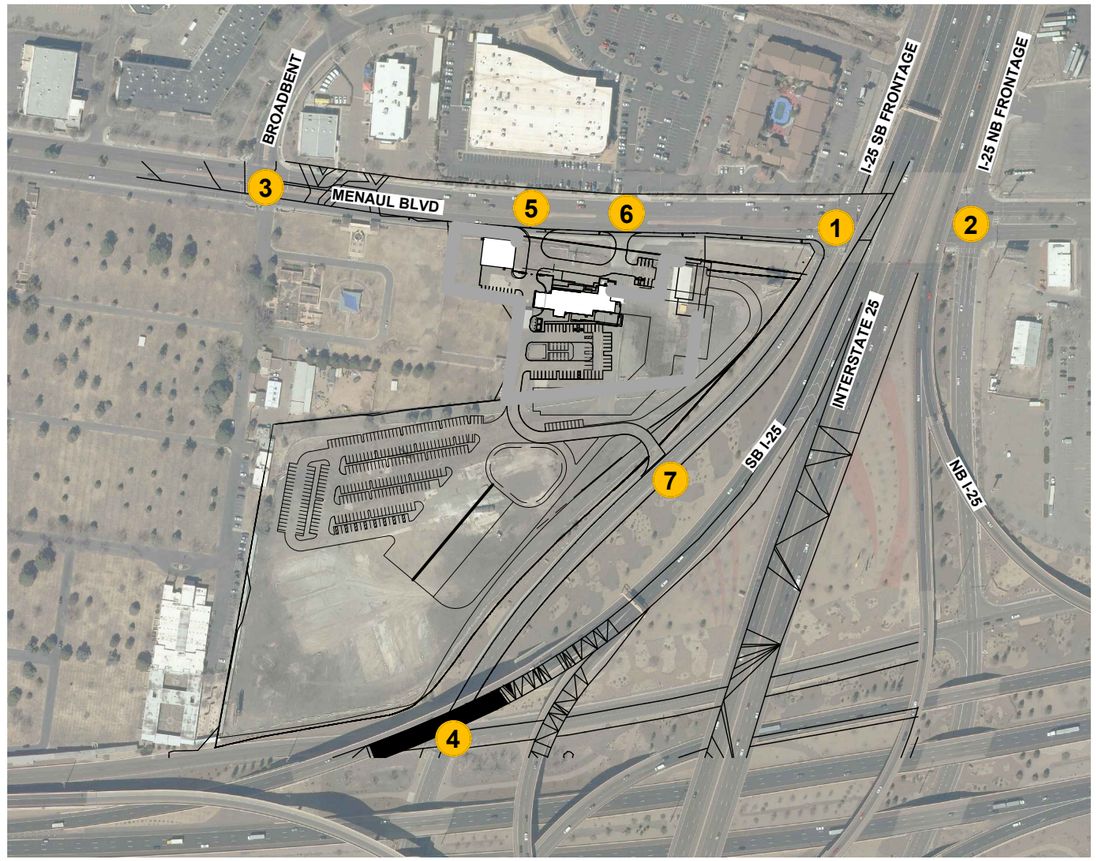
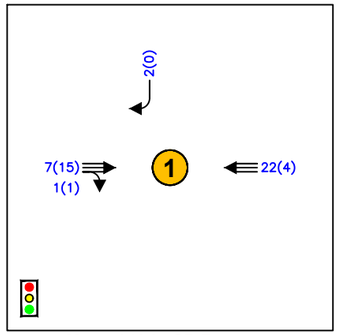
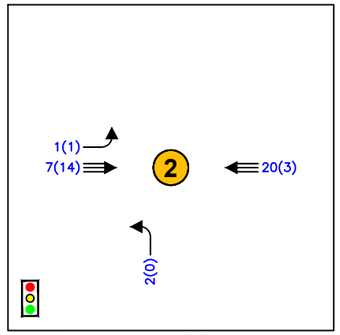




Menaul / I-25 SB Frontage



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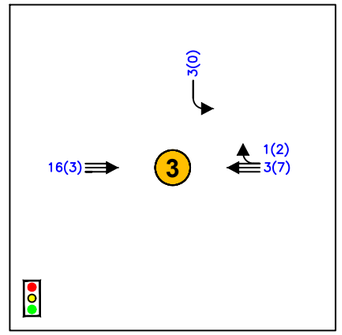
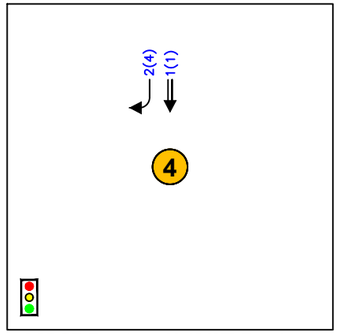
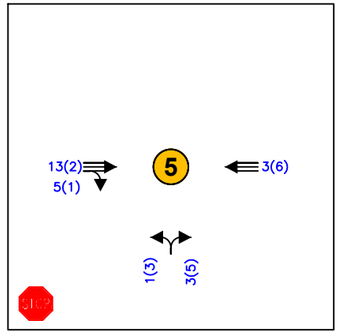


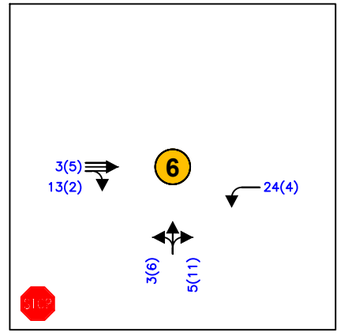
Menaul / Broadbent



I-25 SB Frontage / I-40 WB Frontage



Menaul / Access 1



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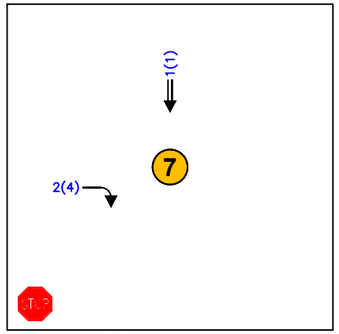

I-25 SB Frontage / Access 3

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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FIGURE 5
PROJECT TRAFFIC ASSIGNMENT

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VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis. The intersection capacity analysis was completed using HCS 2025, implementing the Highway Capacity Manual procedures.

1. 2027 No Build Intersection Capacity Analysis

The 2027 No Build scenario assumed that the proposed Department of Public Safety relocation did not develop by the intended buildout year, with the existing undeveloped land tract maintaining the existing traffic patterns in the area, as grown to 2027. A summary of the results for the 2027 No Build scenario is shown in Table 4. The HCS outputs are included in Appendix E. 2027 No Build Peak Hour Traffic Volumes are illustrated in Figure 6.

The analysis of the 2027 No Build scenario found that all intersections operate with acceptable overall conditions. All intersections continue to operate at an overall LOS C or better for both peak hours.

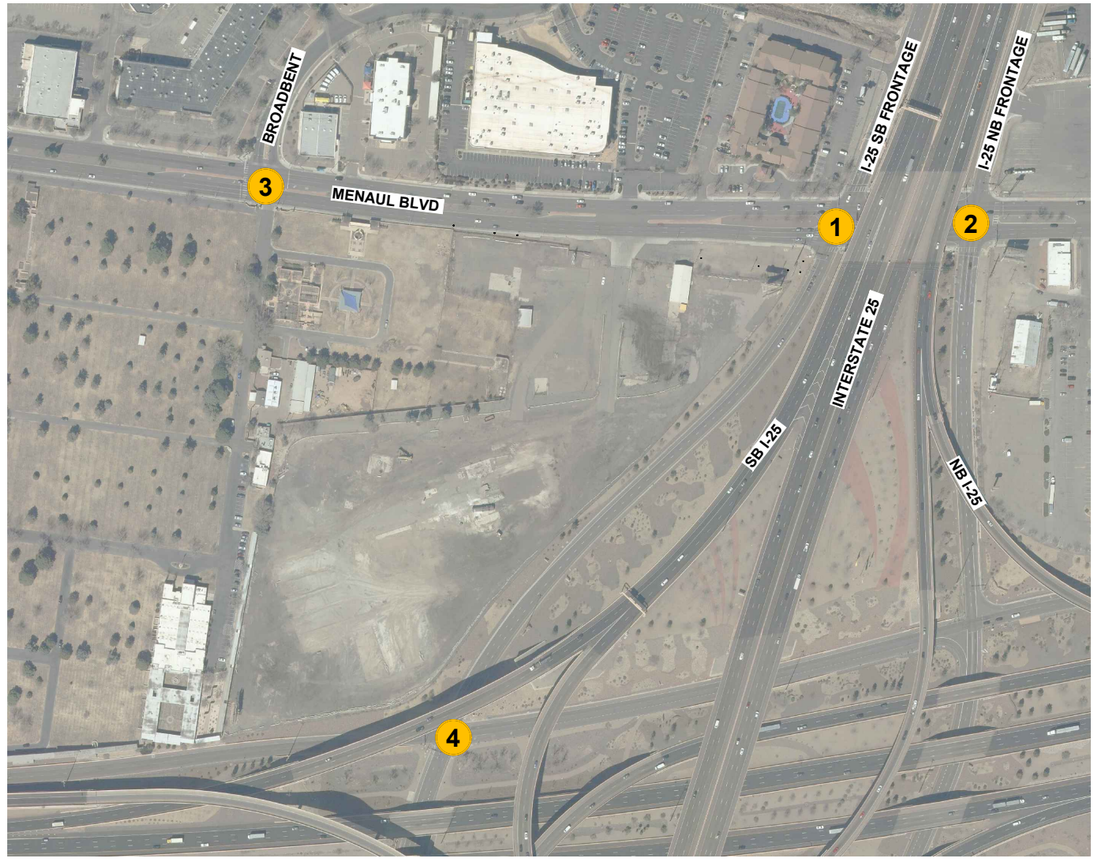
Menaul & I-25 Southbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better for both the AM and PM peak hours.

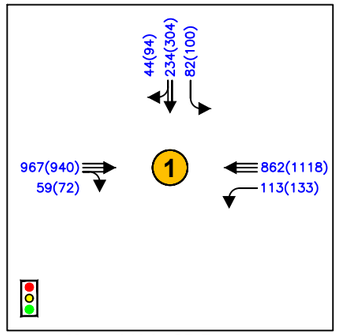
The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, the northbound through movement continues to operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

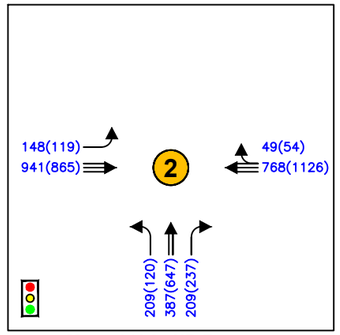
I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

Table 4 | 2027 No Build Signalized Intersection Results						
Intersection	2027 AM Peak			2027 PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
Menaul & I-25 Southbound Frontage	10.9	B	0.780	13.8	B	0.846
Eastbound Through	4.5	A	0.236	5.2	A	0.259
Eastbound Right	4.6	A	0.237	5.5	A	0.260
Westbound Left	5.1	A	0.245	5.5	A	0.287
Westbound Through	2.4	A	0.213	5.2	A	0.279
Southbound Left	47.5	D	0.463	48.3	D	0.422
Southbound Through	50.7	D	0.759	53.4	D	0.822
Southbound Right	51.3	D	0.780	54.3	D	0.846
Menaul & I-25 Northbound Frontage	18.6	B	0.823	23.3	C	0.890
Eastbound Left	6.8	A	0.270	10.8	B	0.367
Eastbound Through	5.2	A	0.224	6.9	A	0.252
Westbound Through	8.2	A	0.226	11.4	B	0.337
Westbound Right	8.4	A	0.228	11.8	B	0.338
Northbound Left	45.4	D	0.732	41.1	D	0.330
Northbound Through	44.1	D	0.678	57.5	E	0.890
Northbound Right	47.4	D	0.823	49.8	D	0.732
Menaul & Broadbent	6.2	A	0.452	7.4	A	0.662
Eastbound Left	7.0	A	0.452	3.6	A	0.112
Eastbound Through	2.5	A	0.183	2.6	A	0.190
Eastbound Right	2.6	A	0.183	2.7	A	0.190
Westbound Left	1.9	A	0.013	1.1	A	0.009
Westbound Through	1.7	A	0.205	1.5	A	0.263
Westbound Right	1.9	A	0.209	1.6	A	0.263
Northbound Through	45.6	D	0.005	49.5	D	0.031
Northbound Right	45.7	D	0.041	49.5	D	0.052
Southbound Left	49.2	D	0.492	54.4	D	0.584
Southbound Right	47.2	D	0.296	54.3	D	0.662
I-25 SB Frontage & I-40 WB Frontage	11.5	B	0.278	13.1	B	0.543
Westbound Left	11.7	B	0.231	10.7	B	0.100
Westbound Through	11.3	B	0.219	14.3	B	0.543
Southbound Through	11.7	B	0.278	11.8	B	0.293
Southbound Right	10.9	B	0.123	12.0	B	0.244

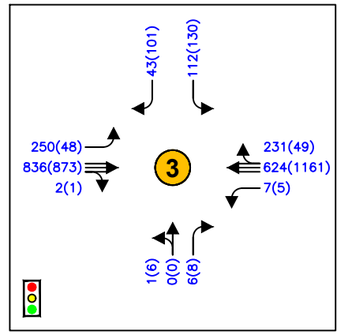




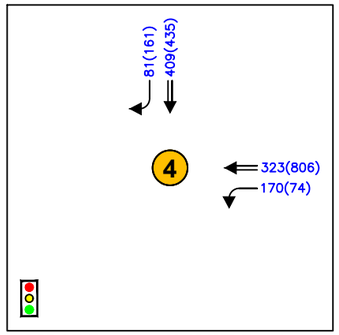
Menaul / I-25 SB Frontage



Menaul / I-25 NB Frontage



Menaul / Broadbent



I-25 SB Frontage / I-40 WB Frontage

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	AM(PM) Traffic Counts
X(X)	AM(PM) Level of Service (LOS)

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FIGURE 6
2027 AM(PM) NO BUILD
PEAK HOUR TRAFFIC VOLUMES

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2. 2027 Build Intersection Capacity Analysis

The additional trips to the area, resulting from the Department of Public Safety relocation (as seen in Table 3) were assigned to the intersections using the trip percentages and associated volumes. These trips were added to the 2027 No Build traffic projections. A summary of the 2027 Build operational analysis is shown in Table 5 for the signalized intersections and Table 6 for the unsignalized intersections. The individual intersection output is included in Appendix F. 2027 Build Peak Hour Traffic Volumes are illustrated in Figure 7.

The analysis of the 2027 Build scenario found that all signalized intersections still operate with acceptable overall conditions. All signalized intersections continue to operate at an overall LOS C or better for both peak hours.

Menaul & I-25 Southbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better for both the AM and PM peak hours.

The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, the northbound through movement continues to operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

Table 5 | 2027 Build Signalized Intersection Results						
Intersection	2027 AM Peak			2027 PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
Menaul & I-25 Southbound Frontage	10.8	B	0.781	13.8	B	0.846
Eastbound Through	4.5	A	0.241	5.2	A	0.260
Eastbound Right	4.7	A	0.241	5.5	A	0.261
Westbound Left	5.2	A	0.249	5.5	A	0.289
Westbound Through	2.4	A	0.218	5.2	A	0.280
Southbound Left	47.5	D	0.462	48.3	D	0.422
Southbound Through	50.7	D	0.759	53.4	D	0.822
Southbound Right	51.3	D	0.781	54.3	D	0.846
Menaul & I-25 Northbound Frontage	18.5	B	0.823	23.3	C	0.890
Eastbound Left	6.9	A	0.278	10.9	B	0.367
Eastbound Through	5.2	A	0.228	6.9	A	0.252
Westbound Through	8.2	A	0.232	11.4	B	0.338
Westbound Right	8.5	A	0.233	11.8	B	0.339
Northbound Left	45.5	D	0.739	41.1	D	0.330
Northbound Through	44.1	D	0.678	57.5	E	0.890
Northbound Right	47.4	D	0.823	49.8	D	0.732
Menaul & Broadbent	6.2	A	0.505	7.4	A	0.662
Eastbound Left	7.3	A	0.461	3.6	A	0.112
Eastbound Through	2.5	A	0.187	2.6	A	0.190
Eastbound Right	2.6	A	0.187	2.7	A	0.190
Westbound Left	2.0	A	0.013	1.1	A	0.009
Westbound Through	1.8	A	0.210	1.5	A	0.264
Westbound Right	1.9	A	0.214	1.6	A	0.264
Northbound Through	45.6	D	0.005	49.5	D	0.031
Northbound Right	45.7	D	0.041	49.5	D	0.052
Southbound Left	49.3	D	0.505	54.4	D	0.584
Southbound Right	47.2	D	0.296	54.3	D	0.662
I-25 SB Frontage & I-40 WB Frontage	11.5	B	0.278	13.1	B	0.543
Westbound Left	11.7	B	0.231	10.7	B	0.100
Westbound Through	11.3	B	0.219	14.3	B	0.543
Southbound Through	11.7	B	0.278	11.8	B	0.294
Southbound Right	10.9	B	0.127	12.0	B	0.250

When the Department of Public Safety Building is relocated access will be provided from one right-in/full-out access on the south side of Menaul Boulevard, one full movement access on the south side of Menaul Boulevard, and a proposed right-out only access along the west side of I-25 Southbound Frontage. These three accesses are recommended to be stop-controlled with stop signs on the approaches exiting the development and one exiting lane for all movements. These access intersections all operate acceptably in the overall condition, operating at LOS C or better for both peak hours. The individual movement level follows suit, with all movements operating at LOS C or better for both peak hours.

The movements at the intersection of Menaul & Access 1 operate at an LOS C during the AM and PM peak hours.

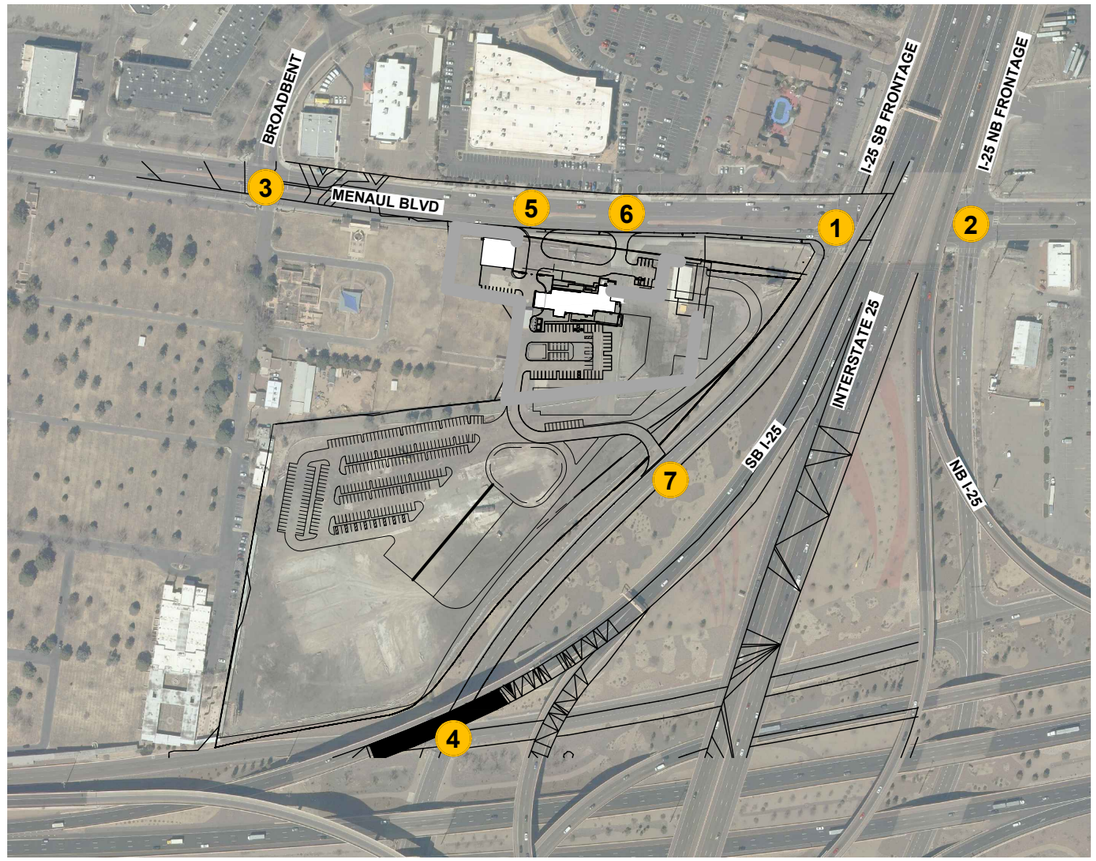
The movements at the intersection of Menaul & Access 2 operate LOS C during both the AM and PM peak hours. The southbound approach is a minor driveway with minimal traffic and therefore data was not collected for this movement nor was it included in the analysis. Because the analysis is not showing failures, if this leg was included in the analysis, it is not anticipated that it will change the overall results of this intersection.

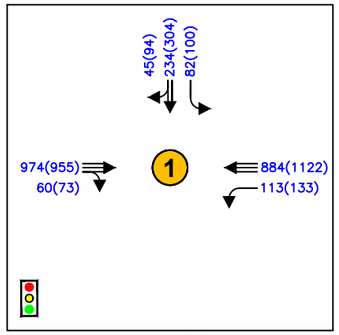
The movements at the intersection of I-25 Southbound Frontage & Access 3 operate at a LOS A during the AM peak hour, and a LOS B during the PM peak hour.

Table 6 | 2027 Build Unsignalized Intersection Results

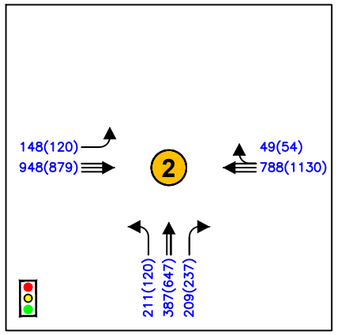
	2027 AM Peak				2027 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Menaul & Access 1								
Northbound Approach	16.8	0.01	0	C	18.1	0.03	25	C
Menaul & Access 2								
Eastbound Left	13.9	0.00	0	B	17.9	0.00	0	C
Westbound Left	16.4	0.08	25	C	15.3	0.01	0	C
Northbound Approach	20.5	0.04	25	C	20.5	0.07	25	C
Southbound Approach	-	-	-	-	-	-	-	-
I-25 SB Frontage & Access 3								
Eastbound Right	9.9	0.00	0	A	10.4	0.01	0	B

* – HCM 95th percentile queue rounded to next 25-foot increment

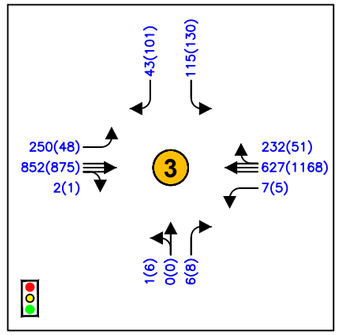




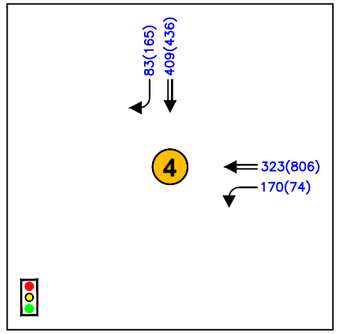
Menaul / I-25 SB Frontage



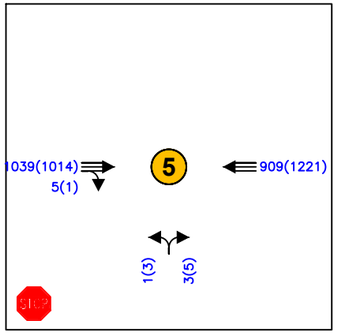
Menaul / I-25 NB Frontage



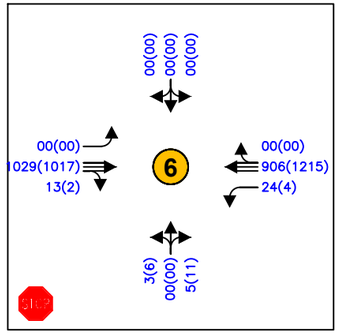
Menaul / Broadbent



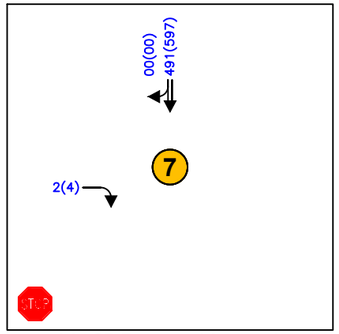
I-25 SB Frontage / I-40 WB Frontage



Menaul / Access 1



Menaul / Access 2



I-25 SB Frontage / Access 3

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	AM(PM) Traffic Counts
X(X)	AM(PM) Level of Service (LOS)

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FIGURE 7
2027 AM(PM) BUILD
PEAK HOUR TRAFFIC VOLUMES

3. 2037 No Build Intersection Capacity Analysis

The 10-year horizon as requested of this project delves into the long-term traffic effects of newly established development on the surrounding street network.

The 2037 No Build scenario assumes that like the 2027 No Build scenario, the relocation of the Department of Public Safety did not occur, maintaining similarly grown traffic patterns into 2037. A summary of the results for the 2037 No Build scenario is shown in Table 7. The HCS outputs are included in Appendix G. 2037 No Build Peak Hour Traffic Volumes are illustrated in Figure 8.

The intersections of the 2037 Horizon Year No Build scenario found that all intersections still operate under acceptable overall conditions. All intersections will continue to operate at an overall LOS C or better for both peak hours.

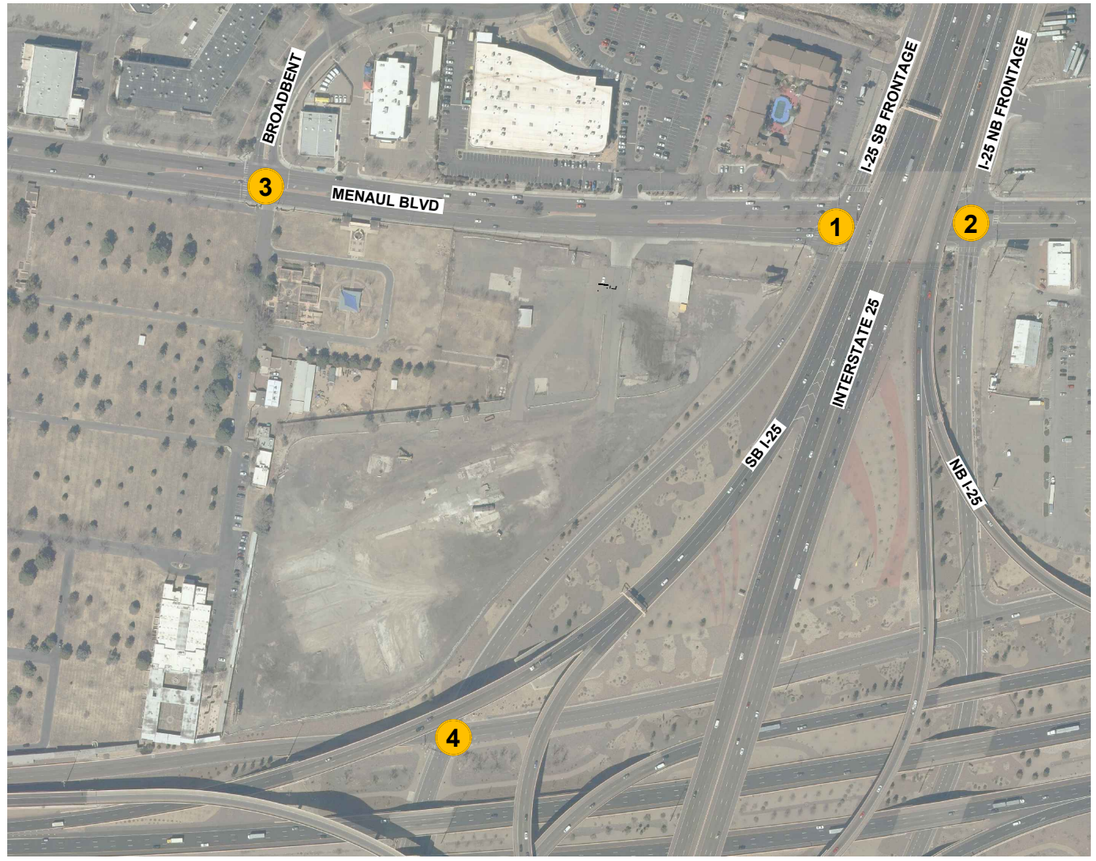
The signalized intersection of Menaul & I-25 Southbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the southbound through and southbound right turn movements will operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS B during the PM peak hour.

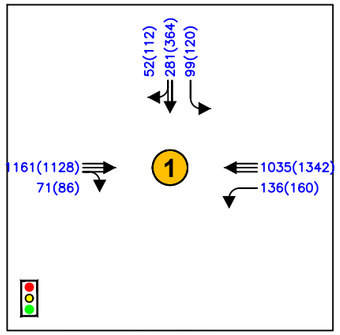
The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, the northbound through movement will continue to operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

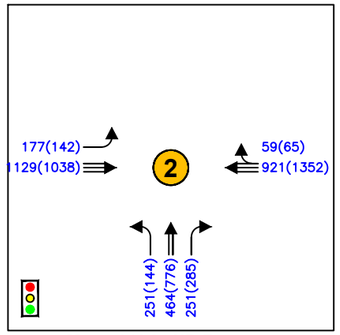
I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

Table 7 | 2037 Horizon Year No Build Signalized Intersection Results						
Intersection	2037 AM Peak			2037 PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
Menaul & I-25 Southbound Frontage	11.5	B	0.805	15.6	B	0.865
Eastbound Through	5.3	A	0.292	6.8	A	0.324
Eastbound Right	5.5	A	0.292	7.1	A	0.325
Westbound Left	7.1	A	0.353	7.4	A	0.410
Westbound Through	3.2	A	0.260	7.0	A	0.344
Southbound Left	46.3	D	0.483	46.5	D	0.435
Southbound Through	49.9	D	0.786	55.7	E	0.847
Southbound Right	50.4	D	0.805	58.3	E	0.865
Menaul & I-25 Northbound Frontage	19.3	B	0.841	27.4	C	0.937
Eastbound Left	9.1	A	0.380	16.0	B	0.533
Eastbound Through	6.3	A	0.280	8.2	A	0.315
Westbound Through	10.3	B	0.288	14.6	B	0.430
Westbound Right	10.7	B	0.289	15.2	B	0.430
Northbound Left	43.6	D	0.749	38.8	D	0.347
Northbound Through	42.3	D	0.692	68.4	E	0.937
Northbound Right	47.1	D	0.841	52.4	D	0.773
Menaul & Broadbent	7.0	A	0.634	7.6	A	0.680
Eastbound Left	13.1	B	0.634	5.0	A	0.165
Eastbound Through	2.7	A	0.221	3.2	A	0.232
Eastbound Right	2.9	A	0.221	3.4	A	0.232
Westbound Left	2.1	A	0.019	1.3	A	0.013
Westbound Through	1.8	A	0.247	1.6	A	0.322
Westbound Right	2.0	A	0.250	1.8	A	0.322
Northbound Through	45.2	D	0.005	47.8	D	0.032
Northbound Right	45.4	D	0.046	47.8	D	0.056
Southbound Left	49.7	D	0.576	53.6	D	0.625
Southbound Right	47.1	D	0.336	53.1	D	0.680
I-25 SB Frontage & I-40 WB Frontage	11.9	B	0.333	14.2	B	0.651
Westbound Left	12.2	B	0.275	10.8	B	0.120
Westbound Through	11.6	B	0.263	15.9	B	0.651
Southbound Through	12.2	B	0.333	12.3	B	0.351
Southbound Right	11.1	B	0.148	12.5	B	0.292

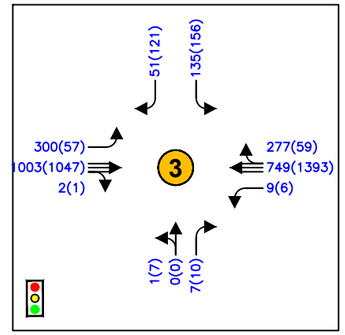




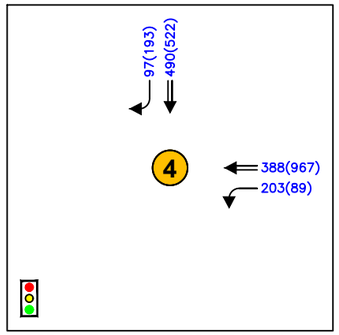
Menaul / I-25 SB Frontage



Menaul / I-25 NB Frontage



Menaul / Broadbent



I-25 SB Frontage / I-40 WB Frontage

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	AM(PM) Traffic Counts
X(X)	AM(PM) Level of Service (LOS)

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FIGURE 8
2037 AM(PM) NO BUILD
PEAK HOUR TRAFFIC VOLUMES

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4. 2037 Build Intersection Capacity Analysis

As in the 2027 Build scenario, the additional trips to the area as resulting from the Department of Public Safety relocation were assigned to the intersections using the trip percentages and associated volumes. These trips were added to the 2037 Horizon Year No Build traffic projections. A summary of the 2037 Build operational analysis is shown in Table 8 for the signalized intersections and Table 9 for the unsignalized intersections. The individual intersection output is included in Appendix H. 2027 Build Peak Hour Traffic Volumes are illustrated in Figure 9.

The analysis of the 2037 Build scenario found that all signalized intersections still operate with acceptable overall conditions. All signalized intersections continue to operate at an overall LOS C or better for both peak hours.

The signalized intersection of Menaul & I-25 Southbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the southbound through and southbound right turn movements operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS B during the PM peak hour.

The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the northbound through movement operates at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

Table 8 | 2037 Horizon Year Build Signalized Intersection Results						
Intersection	2037 AM Peak			2037 PM Peak		
	Delay	LOS	V/C	Delay	LOS	V/C
Menaul & I-25 Southbound Frontage	11.6	B	0.806	15.6	B	0.865
Eastbound Through	5.6	A	0.297	6.8	A	0.325
Eastbound Right	5.7	A	0.297	7.1	A	0.326
Westbound Left	7.2	A	0.358	7.5	A	0.412
Westbound Through	3.3	A	0.266	7.0	A	0.345
Southbound Left	46.3	D	0.480	46.4	D	0.434
Southbound Through	49.8	D	0.786	55.8	E	0.847
Southbound Right	50.4	D	0.806	58.4	E	0.865
Menaul & I-25 Northbound Frontage	19.3	B	0.841	27.4	C	0.937
Eastbound Left	9.2	A	0.391	16.0	B	0.533
Eastbound Through	6.3	A	0.284	8.2	A	0.316
Westbound Through	10.4	B	0.294	14.6	B	0.431
Westbound Right	10.7	B	0.295	15.2	B	0.431
Northbound Left	43.7	D	0.754	38.8	D	0.347
Northbound Through	42.3	D	0.692	68.4	E	0.937
Northbound Right	47.1	D	0.841	52.4	D	0.773
Menaul & Broadbent	7.1	A	0.648	7.6	A	0.680
Eastbound Left	14.0	B	0.648	5.0	A	0.166
Eastbound Through	2.7	A	0.224	3.2	A	0.233
Eastbound Right	2.9	A	0.224	3.4	A	0.233
Westbound Left	2.2	A	0.020	1.3	A	0.013
Westbound Through	1.8	A	0.253	1.7	A	0.323
Westbound Right	2.0	A	0.255	1.8	A	0.323
Northbound Through	45.1	D	0.005	47.8	D	0.032
Northbound Right	45.3	D	0.046	47.8	D	0.056
Southbound Left	49.6	D	0.579	53.6	D	0.625
Southbound Right	47.0	D	0.332	53.1	D	0.680
I-25 SB Frontage & I-40 WB Frontage	11.9	B	0.333	14.2	B	0.651
Westbound Left	12.2	B	0.275	10.8	B	0.120
Westbound Through	11.6	B	0.263	15.9	B	0.651
Southbound Through	12.2	B	0.333	12.3	B	0.352
Southbound Right	11.1	B	0.151	12.5	B	0.298

When the Department of Public Safety Building is relocated access will be provided from one right-in/full-out access on the south side of Menaul Boulevard, one full movement access on the south side of Menaul Boulevard, and a proposed right-out only access along the west side of I-25 Southbound Frontage. These three accesses are recommended to be stop-controlled with stop signs on the approaches exiting the development. These movements at these access intersections all operate acceptably in the overall condition, operating at LOS D or better for both peak hours.

The movements at the intersection of Menaul & Access 1 operate at LOS C during both peak hours.

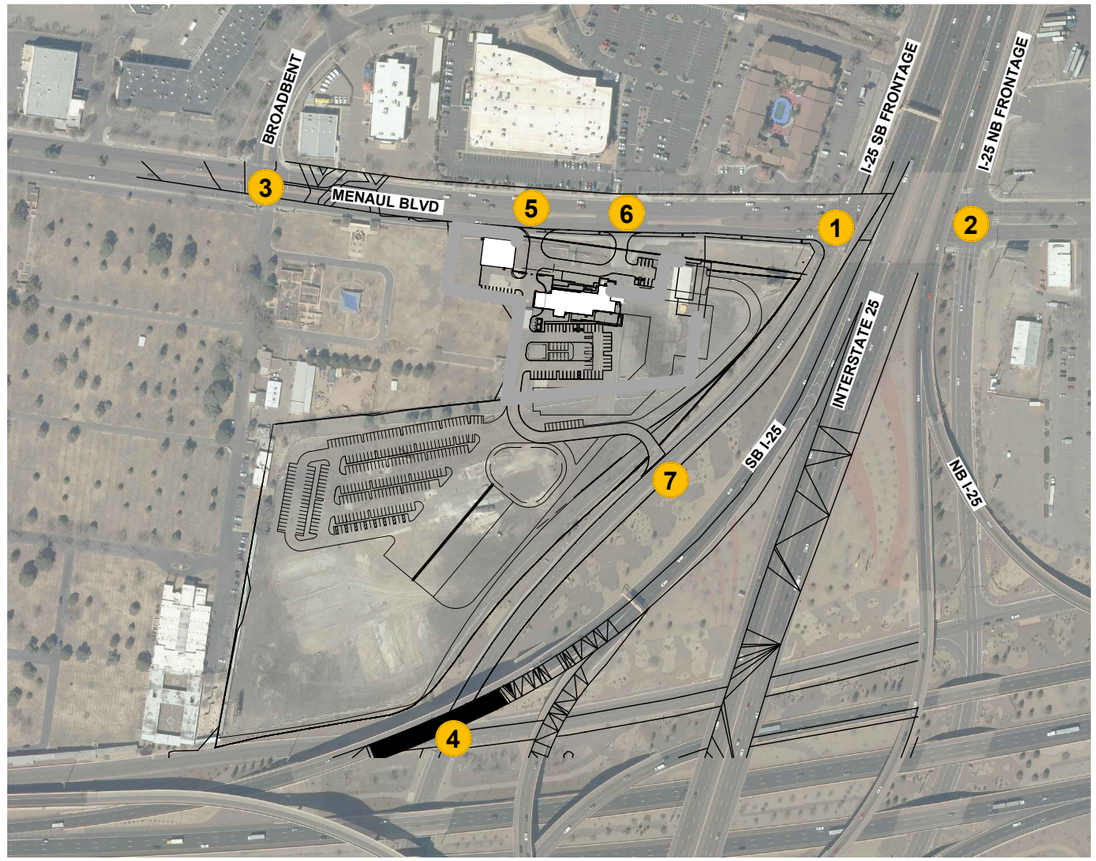
The movements at the intersection of Menaul & Access 2 operate at an LOS D or better during both the AM and PM peak hours.

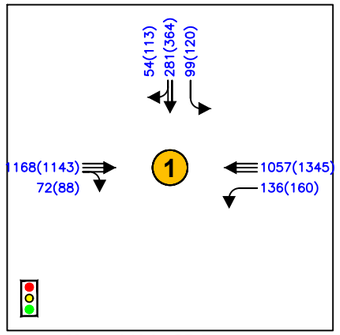
The movements at the intersection of I-25 Southbound Frontage & Access 3 operate at an overall LOS B during both peak hours.

Table 9 | 2037 Horizon Year Build Unsignalized Intersection Results

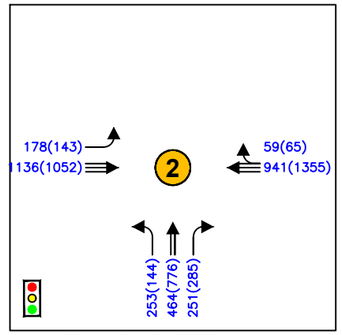
	2037 AM Peak				2037 PM Peak			
Intersection/Movement	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**
Menaul & Access 1								
Northbound Approach	19.9	0.02	25	C	22.1	0.04	25	C
Menaul & Access 2								
Eastbound Left	16.1	0.00	0	C	22.4	0.00	0	C
Westbound Left	19.9	0.10	25	C	18.3	0.02	0	C
Northbound Approach	26.0	0.05	25	D	26.2	0.10	25	D
Southbound Approach	-	-	-	-	-	-	-	-
I-25 SB Frontage & Access 3								
Eastbound Right	10.3	0.00	0	B	10.9	0.01	0	B

* – HCM 95th percentile queue rounded to next 25-foot increment

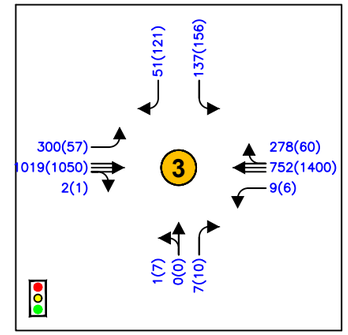




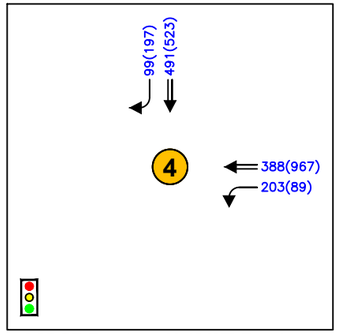
Menaul / I-25 SB Frontage



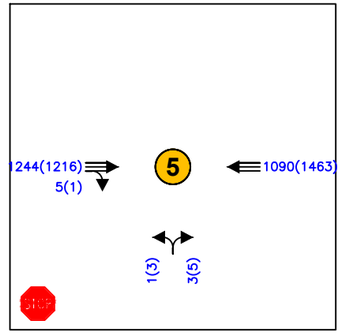
Menaul / I-25 NB Frontage



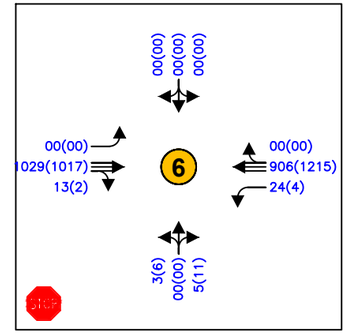
Menaul / Broadbent



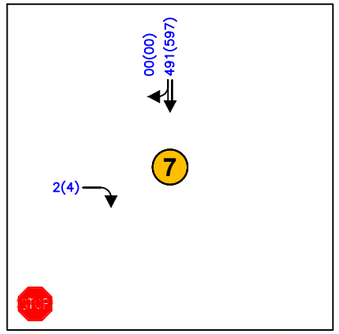
I-25 SB Frontage / I-40 WB Frontage



Menaul / Access 1



Menaul / Access 2



I-25 SB Frontage / Access 3

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)

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FIGURE 9
2037 AM(PM) BUILD
PEAK HOUR TRAFFIC VOLUMES

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VII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

1. EXISTING CONDITIONS

In the existing 2025 traffic volume scenario all intersections operate within acceptable conditions, operating at an overall LOS C or better for both peak hours. The following describes each intersection in more detail:

Menaul & I-25 Southbound Frontage operates at LOS B during both the AM and PM peak hours. At the individual movement level, all movements operate at LOS D or better for both the AM and PM peak hours.

The signalized intersection of Menaul & I-25 Northbound Frontage operates at LOS B during the AM peak hour. At the individual movement level, all movements operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the northbound through operates at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent operates at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage operates at LOS B during both the AM and PM peak hours. At the individual movement level, all movements operate at LOS B or better during both the AM and PM peak hours.

2. 2027 NO BUILD

The analysis of the 2027 No Build scenario found that all intersections operate with acceptable overall conditions. All intersections continue to operate at an overall LOS C or better for both peak hours.

Menaul & I-25 Southbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better for both the AM and PM peak hours.

The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, the northbound through movement continues to operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

3. 2027 BUILD

The analysis of the 2027 Build scenario found that all signalized intersections still operate with acceptable overall conditions. All signalized intersections continue to operate at an overall LOS C or better for both peak hours.

Menaul & I-25 Southbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better for both the AM and PM peak hours.

The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, the northbound through movement continues to operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

The existing tract of land consists of two access points that are located on the south side of Menaul Blvd. When the Department of Public Safety Building is relocated to this tract of land, access is being requested at both of these locations plus a third access point on the I-25 Southbound Frontage Road.

Access 1 is located at the west end of the property on the south side of Menaul Blvd. It is currently a right-in/right out access and with this proposed development, we are requesting the access be modified to include left-out. The left-out is needed to allow emergency response vehicles to head westbound out of the site from the secure facility and is expected to have minimal traffic. The movements at the intersection of Menaul & Access 1 operate at an LOS C during the AM and PM peak hours.

Access 2 is located near the middle of the site on the south side of Menaul Blvd, approximately 475 feet west of the Menaul & I-25 Southbound Frontage Road intersection. It is currently a full movement access and with the proposed development, will remain a full access intersection with stop control on the south leg for traffic exiting the site. The movements at the intersection of Menaul & Access 2 operate LOS C during both the AM and PM peak hours. The southbound approach is a minor driveway with minimal traffic and therefore data was not collected for this movement nor was it included in the analysis. Because the analysis is not showing failures, if this leg was included in the analysis, it is not anticipated that it will change the overall results of this intersection.

Access 3 is a new access point proposed for egress only out of the site onto the I-25 Southbound Frontage Road. This new access point will be located approximately 650 feet south of the Menaul Blvd & I-25 Southbound Frontage Road and the only movement will be a right-out of site. The movements at this intersection operate at a LOS A during the AM peak hour, and a LOS B during the PM peak hour.

4. 2037 No Build

The intersections of the 2037 Horizon Year No Build scenario found that all intersections still operate under acceptable overall conditions. All intersections will continue to operate at an overall LOS C or better for both peak hours.

The signalized intersection of Menaul & I-25 Southbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the southbound through and southbound right turn movements will operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS B during the PM peak hour.

The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, the northbound through movement will continue to operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all

movements continue to operate at LOS B or better during both the AM and PM peak hours.

5. 2037 BUILD

The analysis of the 2037 Build scenario found that all signalized intersections still operate with acceptable overall conditions. All signalized intersections continue to operate at an overall LOS C or better for both peak hours.

The signalized intersection of Menaul & I-25 Southbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the southbound through and southbound right turn movements operate at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS B during the PM peak hour.

The signalized intersection of Menaul & I-25 Northbound Frontage continues to operate at LOS B during the AM peak hour. At the individual movement level, all movements continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, however, the northbound through movement operates at LOS E; all other movements operate at LOS D or better. Despite this, the intersection still continues to operate at an overall LOS C during the PM peak hour.

Menaul & Broadbent continues to operate at LOS A during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS D or better during both the AM and PM peak hours.

I-25 Southbound Frontage & I-40 Westbound Frontage continues to operate at LOS B during both the AM and PM peak hours. At the individual movement level, all movements continue to operate at LOS B or better during both the AM and PM peak hours.

The movements at the intersection of Menaul & Access 1 operate at LOS C during both peak hours.

The movements at the intersection of Menaul & Access 2 operate at an LOS D or better during both the AM and PM peak hours.

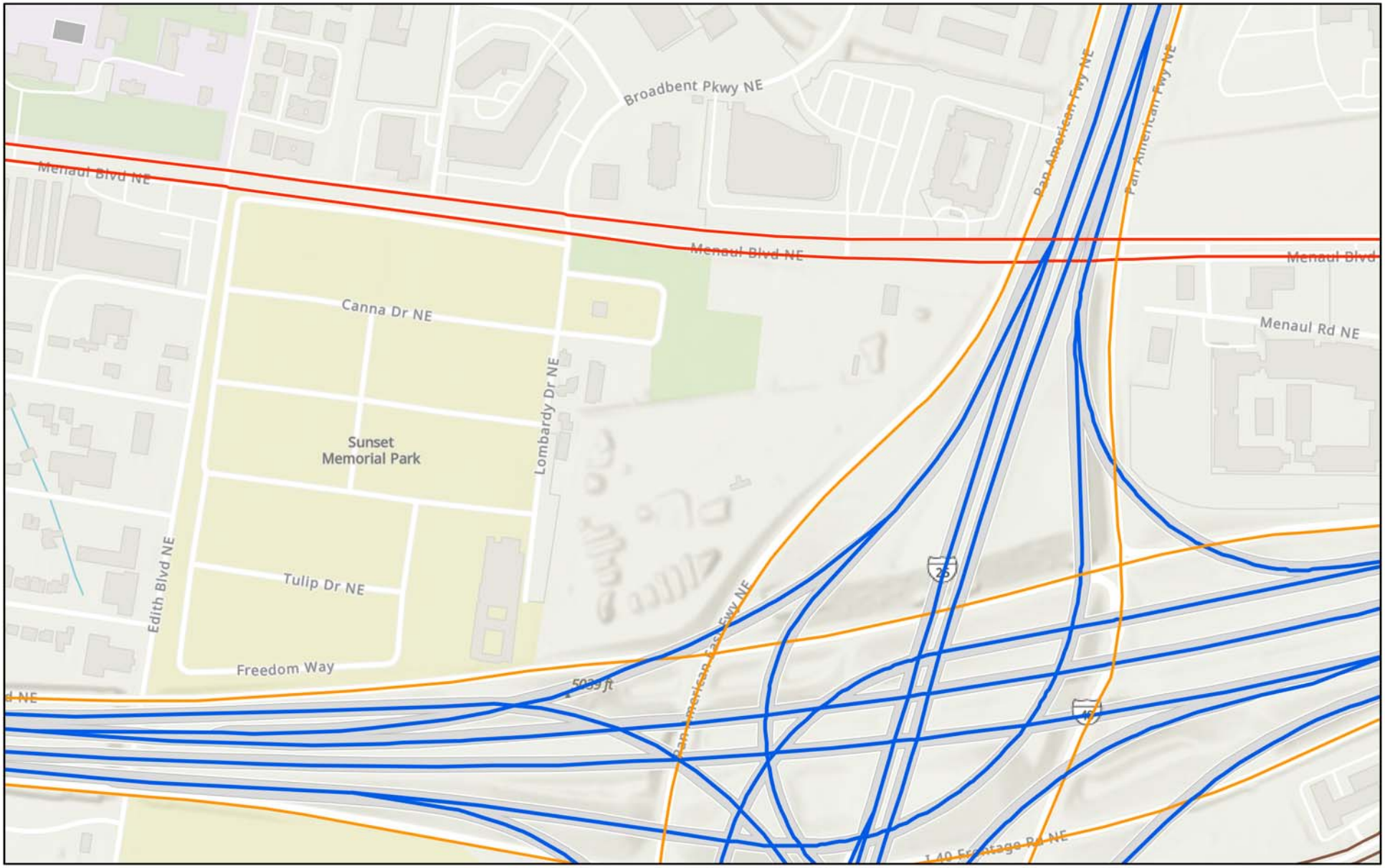
The movements at the intersection of I-25 Southbound Frontage & Access 3 operate at an overall LOS B during both peak hours.

B. RECOMMENDATIONS

- No improvements are recommended at the intersection of Menaul Blvd & I-25 Southbound Frontage. The intersection operates at LOS B during both peak hours throughout all the scenarios including the 2037 Horizon Year Build scenario. While individual movement failure is experienced in the southbound through and right movements with a LOS E, this occurs during the 2037 Horizon No Build scenario with or without the proposed development traffic and is not the responsibility of the development to rectify operational performance.
- No improvements are recommended at the intersection of Menaul Blvd & I-25 Northbound Frontage. The intersection operates at LOS C or better during both peak hours throughout all scenarios including the 2037 Horizon Year Build scenario. While the northbound through movement operates with a LOS E, this occurs during the existing 2025 traffic scenario with or without the proposed development traffic and is not the responsibility of the development to rectify operational performance.
- When the Department of Public Safety Building is relocated to this site, the proposed access will be provided from one right-in/right-out/left -out access on the south side of Menaul Boulevard, one full movement access on the south side of Menaul Boulevard, and a proposed right-out only access along the west side of I-25 Southbound Frontage. These three accesses are recommended to be stop-controlled with stop signs on the approaches exiting the development and one exiting lane for all movements.
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD), NMDOT and City of Albuquerque requirements.

APPENDIX A
ROADWAY CLASSIFICATIONS

DPS Roadway Classification



9/23/2025

NMDOT Functional Class

- 1 - Interstate
- 3 - Principal Arterial - Other
- 4 - Minor Arterial
- 5 - Major Collector

World_Hillshade

1:5,999

0 0.04 0.08 0.16 mi

0 0.05 0.1 0.2 km

APPENDIX B
EXISTING TRAFFIC COUNTS

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Menaul Blvd. and I-25 Southbound Ramp
Site Code : 09022025
Start Date : 9/2/2025
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Menaul Blvd. Eastbound					Menaul Blvd. Westbound					I-25 Southbound Off Ramp Southbound						
Start Time	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	38	3	2	0	43	12	44	2	1	59	3	12	6	0	1	22	124
06:15 AM	65	1	0	0	66	11	62	0	1	74	9	14	2	0	0	25	165
06:30 AM	92	5	0	1	98	14	69	0	1	84	14	12	6	0	0	32	214
06:45 AM	130	10	1	5	146	13	116	3	1	133	12	16	14	0	0	42	321
Total	325	19	3	6	353	50	291	5	4	350	38	54	28	0	1	121	824
07:00 AM	148	10	0	0	158	20	90	0	2	112	18	25	21	0	0	64	334
07:15 AM	168	11	0	0	179	24	149	0	0	173	19	27	15	0	0	61	413
07:30 AM	206	15	0	2	223	25	202	0	1	228	22	47	11	0	1	81	532
07:45 AM	253	17	0	0	270	27	252	1	3	283	18	62	8	0	1	89	642
Total	775	53	0	2	830	96	693	1	6	796	77	161	55	0	2	295	1921
08:00 AM	233	15	0	0	248	27	206	0	0	233	19	63	14	0	0	96	577
08:15 AM	238	10	1	1	250	30	169	1	0	200	20	53	9	0	0	82	532
08:30 AM	242	13	1	0	256	25	150	1	0	176	24	55	13	0	0	92	524
08:45 AM	235	17	0	2	254	27	155	1	0	183	14	37	6	0	0	57	494
Total	948	55	2	3	1008	109	680	3	0	792	77	208	42	0	0	327	2127
09:00 AM	211	8	1	1	221	32	125	1	0	158	19	56	14	0	0	89	468
09:15 AM	188	11	0	0	199	16	123	1	1	141	18	40	14	0	0	72	412
09:30 AM	172	6	2	1	181	29	148	1	2	180	21	38	15	0	0	74	435
09:45 AM	177	4	0	0	181	17	146	0	4	167	16	36	14	0	0	66	414
Total	748	29	3	2	782	94	542	3	7	646	74	170	57	0	0	301	1729
*** BREAK ***																	
03:00 PM	196	17	0	0	213	28	223	0	0	251	21	56	14	0	0	91	555
03:15 PM	201	16	2	1	220	36	219	2	1	258	30	71	20	1	0	122	600
03:30 PM	267	31	0	1	299	31	251	0	0	282	23	64	14	0	0	101	682
03:45 PM	200	20	0	1	221	28	209	0	0	237	25	70	16	0	0	111	569
Total	864	84	2	3	953	123	902	2	1	1028	99	261	64	1	0	425	2406
04:00 PM	202	20	0	2	224	34	267	0	1	302	24	82	13	0	0	119	645
04:15 PM	199	16	0	0	215	27	264	0	2	293	27	74	17	0	0	118	626
04:30 PM	232	17	0	1	250	30	254	0	1	285	23	90	24	0	0	137	672
04:45 PM	217	18	1	0	236	36	255	0	0	291	24	65	22	0	1	112	639
Total	850	71	1	3	925	127	1040	0	4	1171	98	311	76	0	1	486	2582

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Menaul Blvd. and I-25 Southbound Ramp
Site Code : 09022025
Start Date : 9/2/2025
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Menaul Blvd. Eastbound					Menaul Blvd. Westbound					I-25 Southbound Off Ramp Southbound						
Start Time	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
05:00 PM	236	25	0	1	262	32	297	0	1	330	22	75	24	0	0	121	713
05:15 PM	219	9	0	0	228	30	269	2	0	301	27	62	20	0	0	109	638
05:30 PM	173	8	1	0	182	30	244	1	2	277	19	53	20	1	0	93	552
05:45 PM	130	14	0	0	144	30	189	0	1	220	13	51	29	0	0	93	457
Total	758	56	1	1	816	122	999	3	4	1128	81	241	93	1	0	416	2360
06:00 PM	143	12	0	0	155	31	167	1	0	199	11	33	13	1	2	60	414
06:15 PM	105	7	0	0	112	21	131	1	0	153	24	46	16	1	0	87	352
06:30 PM	107	6	0	1	114	17	130	0	0	147	7	26	10	0	0	43	304
06:45 PM	103	16	0	2	121	15	103	0	1	119	17	16	15	0	0	48	288
Total	458	41	0	3	502	84	531	2	1	618	59	121	54	2	2	238	1358
Grand Total	5726	408	12	23	6169	805	5678	19	27	6529	603	1527	469	4	6	2609	15307
Apprch %	92.8	6.6	0.2	0.4		12.3	87	0.3	0.4		23.1	58.5	18	0.2	0.2		
Total %	37.4	2.7	0.1	0.2	40.3	5.3	37.1	0.1	0.2	42.7	3.9	10	3.1	0	0	17	
Cars	5669	401	12	23	6105	762	5631	19	27	6439	597	1485	464	4	6	2556	15100
% Cars	99	98.3	100	100	99	94.7	99.2	100	100	98.6	99	97.2	98.9	100	100	98	98.6
Trucks	42	5	0	0	47	41	34	0	0	75	5	37	2	0	0	44	166
% Trucks	0.7	1.2	0	0	0.8	5.1	0.6	0	0	1.1	0.8	2.4	0.4	0	0	1.7	1.1
Buses	15	2	0	0	17	2	13	0	0	15	1	5	3	0	0	9	41
% Buses	0.3	0.5	0	0	0.3	0.2	0.2	0	0	0.2	0.2	0.3	0.6	0	0	0.3	0.3

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Menaul Blvd. and I-25 Southbound Ramp
Site Code : 09022025
Start Date : 9/2/2025
Page No : 3

	Menaul Blvd. Eastbound					Menaul Blvd. Westbound					I-25 Southbound Off Ramp Southbound						
Start Time	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	206	15	0	2	223	25	202	0	1	228	22	47	11	0	1	81	532
07:45 AM	253	17	0	0	270	27	252	1	3	283	18	62	8	0	1	89	642
08:00 AM	233	15	0	0	248	27	206	0	0	233	19	63	14	0	0	96	577
08:15 AM	238	10	1	1	250	30	169	1	0	200	20	53	9	0	0	82	532
Total Volume	930	57	1	3	991	109	829	2	4	944	79	225	42	0	2	348	2283
% App. Total	93.8	5.8	0.1	0.3		11.5	87.8	0.2	0.4		22.7	64.7	12.1	0	0.6		
PHF	.919	.838	.250	.375	.918	.908	.822	.500	.333	.834	.898	.893	.750	.000	.500	.906	.889
Cars	921	57	1	3	982	96	824	2	4	926	78	213	41	0	2	334	2242
% Cars	99.0	100	100	100	99.1	88.1	99.4	100	100	98.1	98.7	94.7	97.6	0	100	96.0	98.2
Trucks	8	0	0	0	8	13	4	0	0	17	1	11	0	0	0	12	37
% Trucks	0.9	0	0	0	0.8	11.9	0.5	0	0	1.8	1.3	4.9	0	0	0	3.4	1.6
Buses	1	0	0	0	1	0	1	0	0	1	0	1	1	0	0	2	4
% Buses	0.1	0	0	0	0.1	0	0.1	0	0	0.1	0	0.4	2.4	0	0	0.6	0.2
Peak Hour Analysis From 12:45 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	232	17	0	1	250	30	254	0	1	285	23	90	24	0	0	137	672
04:45 PM	217	18	1	0	236	36	255	0	0	291	24	65	22	0	1	112	639
05:00 PM	236	25	0	1	262	32	297	0	1	330	22	75	24	0	0	121	713
05:15 PM	219	9	0	0	228	30	269	2	0	301	27	62	20	0	0	109	638
Total Volume	904	69	1	2	976	128	1075	2	2	1207	96	292	90	0	1	479	2662
% App. Total	92.6	7.1	0.1	0.2		10.6	89.1	0.2	0.2		20	61	18.8	0	0.2		
PHF	.958	.690	.250	.500	.931	.889	.905	.250	.500	.914	.889	.811	.938	.000	.250	.874	.933
Cars	895	68	1	2	966	126	1070	2	2	1200	95	287	90	0	1	473	2639
% Cars	99.0	98.6	100	100	99.0	98.4	99.5	100	100	99.4	99.0	98.3	100	0	100	98.7	99.1
Trucks	6	1	0	0	7	2	1	0	0	3	1	4	0	0	0	5	15
% Trucks	0.7	1.4	0	0	0.7	1.6	0.1	0	0	0.2	1.0	1.4	0	0	0	1.0	0.6
Buses	3	0	0	0	3	0	4	0	0	4	0	1	0	0	0	1	8
% Buses	0.3	0	0	0	0.3	0	0.4	0	0	0.3	0	0.3	0	0	0	0.2	0.3

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Menaul Blvd. and I-25 Northbound Ramp
Site Code : 09022025
Start Date : 9/2/2025
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Menaul Blvd. Eastbound					Menaul Blvd. Westbound					I-25 Off Ramp Northbound						
Start Time	Left	Thru	Bikes	Peds	App. Total	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	8	35	2	0	45	48	7	2	1	58	8	22	17	0	0	47	150
06:15 AM	18	54	0	1	73	53	1	0	1	55	18	28	37	0	1	84	212
06:30 AM	14	97	0	2	113	71	2	0	2	75	14	60	44	0	0	118	306
06:45 AM	21	127	0	2	150	94	16	3	1	114	32	71	49	0	0	152	416
Total	61	313	2	5	381	266	26	5	5	302	72	181	147	0	1	401	1084
07:00 AM	36	131	0	3	170	88	10	0	2	100	22	58	46	0	2	128	398
07:15 AM	28	161	0	1	190	145	13	0	0	158	23	73	37	0	0	133	481
07:30 AM	26	197	0	1	224	172	10	0	1	183	55	90	51	0	1	197	604
07:45 AM	34	242	0	1	277	208	12	1	3	224	68	119	52	0	0	239	740
Total	124	731	0	6	861	613	45	1	6	665	168	340	186	0	3	697	2223
08:00 AM	31	228	0	0	259	197	10	0	0	207	40	76	61	0	0	177	643
08:15 AM	51	238	0	1	290	161	15	1	0	177	38	87	37	0	0	162	629
08:30 AM	33	233	1	2	269	139	14	1	0	154	32	67	40	0	0	139	562
08:45 AM	38	209	0	2	249	150	13	1	0	164	30	63	40	0	0	133	546
Total	153	908	1	5	1067	647	52	3	0	702	140	293	178	0	0	611	2380
09:00 AM	26	207	0	1	234	139	14	1	0	154	18	53	42	0	0	113	501
09:15 AM	27	183	0	0	210	129	16	0	0	145	17	58	33	0	0	108	463
09:30 AM	28	164	1	1	194	160	15	0	1	176	17	60	38	0	0	115	485
09:45 AM	26	173	0	0	199	137	21	1	3	162	27	62	40	0	0	129	490
Total	107	727	1	2	837	565	66	2	4	637	79	233	153	0	0	465	1939
*** BREAK ***																	
03:00 PM	32	194	0	0	226	226	23	1	0	250	21	114	41	0	0	176	652
03:15 PM	24	201	0	1	226	216	18	1	1	236	33	115	26	0	0	174	636
03:30 PM	37	252	1	1	291	251	25	0	0	276	26	140	41	0	0	207	774
03:45 PM	33	187	0	1	221	215	14	0	0	229	22	166	42	0	0	230	680
Total	126	834	1	3	964	908	80	2	1	991	102	535	150	0	0	787	2742
04:00 PM	33	192	0	2	227	270	12	0	0	282	28	147	39	0	0	214	723
04:15 PM	18	196	0	0	214	264	16	0	1	281	27	174	50	0	0	251	746
04:30 PM	31	207	0	1	239	257	14	0	1	272	26	131	57	0	0	214	725
04:45 PM	24	217	0	0	241	261	10	0	0	271	32	154	57	0	0	243	755
Total	106	812	0	3	921	1052	52	0	2	1106	113	606	203	0	0	922	2949

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Menaul Blvd. and I-25 Northbound Ramp
Site Code : 09022025
Start Date : 9/2/2025
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Menaul Blvd. Eastbound					Menaul Blvd. Westbound					I-25 Off Ramp Northbound						
Start Time	Left	Thru	Bikes	Peds	App. Total	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
05:00 PM	41	212	0	1	254	301	12	0	0	313	30	163	64	0	0	257	824
05:15 PM	30	208	0	0	238	261	17	0	0	278	38	112	61	1	0	212	728
05:30 PM	28	172	0	1	201	250	21	0	0	271	23	101	35	0	1	160	632
05:45 PM	19	119	0	1	139	201	13	0	1	215	15	82	19	0	0	116	470
Total	118	711	0	3	832	1013	63	0	1	1077	106	458	179	1	1	745	2654
06:00 PM	21	129	0	0	150	183	8	0	0	191	10	62	15	0	0	87	428
06:15 PM	17	115	0	0	132	135	9	1	0	145	10	58	21	0	0	89	366
06:30 PM	10	107	0	0	117	135	9	0	0	144	7	53	15	0	0	75	336
06:45 PM	15	100	0	0	115	120	14	0	0	134	4	44	9	0	0	57	306
Total	63	451	0	0	514	573	40	1	0	614	31	217	60	0	0	308	1436
Grand Total	858	5487	5	27	6377	5637	424	14	19	6094	811	2863	1256	1	5	4936	17407
Apprch %	13.5	86	0.1	0.4		92.5	7	0.2	0.3		16.4	58	25.4	0	0.1		
Total %	4.9	31.5	0	0.2	36.6	32.4	2.4	0.1	0.1	35	4.7	16.4	7.2	0	0	28.4	
Cars	848	5439	5	27	6319	5560	412	14	19	6005	806	2811	1231	1	5	4854	17178
% Cars	98.8	99.1	100	100	99.1	98.6	97.2	100	100	98.5	99.4	98.2	98	100	100	98.3	98.7
Trucks	10	32	0	0	42	64	11	0	0	75	4	35	25	0	0	64	181
% Trucks	1.2	0.6	0	0	0.7	1.1	2.6	0	0	1.2	0.5	1.2	2	0	0	1.3	1
Buses	0	16	0	0	16	13	1	0	0	14	1	17	0	0	0	18	48
% Buses	0	0.3	0	0	0.3	0.2	0.2	0	0	0.2	0.1	0.6	0	0	0	0.4	0.3

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Menaul Blvd. and I-25 Northbound Ramp
Site Code : 09022025
Start Date : 9/2/2025
Page No : 3

	Menaul Blvd. Eastbound					Menaul Blvd. Westbound					I-25 Off Ramp Northbound						
Start Time	Left	Thru	Bikes	Peds	App. Total	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	26	197	0	1	224	172	10	0	1	183	55	90	51	0	1	197	604
07:45 AM	34	242	0	1	277	208	12	1	3	224	68	119	52	0	0	239	740
08:00 AM	31	228	0	0	259	197	10	0	0	207	40	76	61	0	0	177	643
08:15 AM	51	238	0	1	290	161	15	1	0	177	38	87	37	0	0	162	629
Total Volume	142	905	0	3	1050	738	47	2	4	791	201	372	201	0	1	775	2616
% App. Total	13.5	86.2	0	0.3		93.3	5.9	0.3	0.5		25.9	48	25.9	0	0.1		
PHF	.696	.935	.000	.750	.905	.887	.783	.500	.333	.883	.739	.782	.824	.000	.250	.811	.884
Cars	142	897	0	3	1042	721	46	2	4	773	200	363	198	0	1	762	2577
% Cars	100	99.1	0	100	99.2	97.7	97.9	100	100	97.7	99.5	97.6	98.5	0	100	98.3	98.5
Trucks	0	7	0	0	7	16	1	0	0	17	1	7	3	0	0	11	35
% Trucks	0	0.8	0	0	0.7	2.2	2.1	0	0	2.1	0.5	1.9	1.5	0	0	1.4	1.3
Buses	0	1	0	0	1	1	0	0	0	1	0	2	0	0	0	2	4
% Buses	0	0.1	0	0	0.1	0.1	0	0	0	0.1	0	0.5	0	0	0	0.3	0.2
Peak Hour Analysis From 12:45 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	18	196	0	0	214	264	16	0	1	281	27	174	50	0	0	251	746
04:30 PM	31	207	0	1	239	257	14	0	1	272	26	131	57	0	0	214	725
04:45 PM	24	217	0	0	241	261	10	0	0	271	32	154	57	0	0	243	755
05:00 PM	41	212	0	1	254	301	12	0	0	313	30	163	64	0	0	257	824
Total Volume	114	832	0	2	948	1083	52	0	2	1137	115	622	228	0	0	965	3050
% App. Total	12	87.8	0	0.2		95.3	4.6	0	0.2		11.9	64.5	23.6	0	0		
PHF	.695	.959	.000	.500	.933	.900	.813	.000	.500	.908	.898	.894	.891	.000	.000	.939	.925
Cars	113	827	0	2	942	1080	51	0	2	1133	113	619	223	0	0	955	3030
% Cars	99.1	99.4	0	100	99.4	99.7	98.1	0	100	99.6	98.3	99.5	97.8	0	0	99.0	99.3
Trucks	1	3	0	0	4	2	1	0	0	3	1	1	5	0	0	7	14
% Trucks	0.9	0.4	0	0	0.4	0.2	1.9	0	0	0.3	0.9	0.2	2.2	0	0	0.7	0.5
Buses	0	2	0	0	2	1	0	0	0	1	1	2	0	0	0	3	6
% Buses	0	0.2	0	0	0.2	0.1	0	0	0	0.1	0.9	0.3	0	0	0	0.3	0.2

Cleland Counts

1441 Camino Cerritos S.E.
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Counter R.C.

File Name : Menaul Blvd. and Broadbent Pkwy.
Site Code : 08262025
Start Date : 8/26/2025
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Groups Printed- Cars - Trucks - Buses

	Menaul Blvd. Eastbound						Menaul Blvd. Westbound						Lombardy Dr. Northbound						Broadbent Pkwy. Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	4	37	0	3	0	44	0	62	6	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	112
06:15 AM	6	63	1	0	1	71	1	79	14	0	2	96	1	0	0	0	0	1	0	1	0	0	0	1	169
06:30 AM	16	111	0	1	0	128	2	94	22	0	0	118	0	0	0	0	0	0	0	0	1	0	0	1	247
06:45 AM	23	166	1	0	0	190	1	104	25	2	0	132	0	0	1	0	0	1	1	0	1	0	0	2	325
Total	49	377	2	4	1	433	4	339	67	2	2	414	1	0	1	0	0	2	1	1	2	0	0	4	853
07:00 AM	25	167	1	0	0	193	2	104	21	0	0	127	0	0	1	0	0	1	6	0	1	0	0	7	328
07:15 AM	46	180	0	0	0	226	0	132	44	0	1	177	0	0	2	0	1	3	8	0	4	0	1	13	419
07:30 AM	66	185	0	0	0	251	1	165	49	0	0	215	0	0	3	0	0	3	22	0	6	0	0	28	497
07:45 AM	73	212	1	0	1	287	2	178	102	0	0	282	0	0	1	0	0	1	54	0	11	0	0	65	635
Total	210	744	2	0	1	957	5	579	216	0	1	801	0	0	7	0	1	8	90	0	22	0	1	113	1879
08:00 AM	58	197	1	1	0	257	2	130	46	0	0	178	1	0	1	0	0	2	25	0	13	0	0	38	475
08:15 AM	43	210	0	2	0	255	2	127	25	2	2	158	0	0	1	0	0	1	7	0	11	0	0	18	432
08:30 AM	30	237	2	2	1	272	2	130	34	4	2	172	1	0	0	0	1	2	5	0	11	0	1	17	463
08:45 AM	43	207	3	0	0	253	2	117	28	0	0	147	0	0	1	0	0	1	9	1	13	0	0	23	424
Total	174	851	6	5	1	1037	8	504	133	6	4	655	2	0	3	0	1	6	46	1	48	0	1	96	1794
09:00 AM	24	168	2	1	0	195	3	122	25	3	0	153	0	1	0	0	0	1	4	0	3	0	0	7	356
09:15 AM	22	166	2	0	0	190	5	108	16	0	2	131	3	0	6	0	0	9	7	0	10	0	0	17	347
09:30 AM	22	146	3	2	0	173	7	118	30	2	0	157	1	1	2	0	0	4	14	0	10	0	0	24	358
09:45 AM	13	134	0	0	1	148	13	137	20	1	0	171	1	0	1	1	0	3	10	0	12	0	0	22	344
Total	81	614	7	3	1	706	28	485	91	6	2	612	5	2	9	1	0	17	35	0	35	0	0	70	1405
*** BREAK ***																									
03:00 PM	21	177	2	1	1	202	7	180	27	0	0	214	0	0	5	0	1	6	18	0	15	0	0	33	455
03:15 PM	43	171	0	0	1	215	1	199	34	1	0	235	1	0	4	0	0	5	16	0	9	0	1	26	481
03:30 PM	29	221	0	0	1	251	2	244	35	0	0	281	0	0	3	0	1	4	74	0	37	0	4	115	651
03:45 PM	31	176	1	0	1	209	2	218	18	0	0	238	0	0	3	0	0	3	34	0	17	0	1	52	502
Total	124	745	3	1	4	877	12	841	114	1	0	968	1	0	15	0	2	18	142	0	78	0	6	226	2089
04:00 PM	6	206	1	1	0	214	4	209	24	0	0	237	1	0	5	0	0	6	20	0	18	1	0	39	496
04:15 PM	11	195	0	1	1	208	1	275	20	0	0	296	6	0	6	1	0	13	22	0	16	1	1	40	557
04:30 PM	10	224	1	1	1	237	1	266	7	0	1	275	0	0	1	0	0	1	17	0	21	0	0	38	551
04:45 PM	10	187	0	0	0	197	3	280	11	0	0	294	0	0	1	0	2	3	26	0	18	0	0	44	538
Total	37	812	2	3	2	856	9	1030	62	0	1	1102	7	0	13	1	2	23	85	0	73	2	1	161	2142
05:00 PM	15	233	0	0	2	250	0	295	9	0	0	304	0	0	0	0	0	0	60	0	42	0	1	103	657

Cleland Counts

1441 Camino Cerritos S.E.
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File Name : Menaul Blvd. and Broadbent Pkwy.
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Groups Printed- Cars - Trucks - Buses

	Menaul Blvd. Eastbound						Menaul Blvd. Westbound						Lombardy Dr. Northbound						Broadbent Pkwy. Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
05:15 PM	14	161	0	0	0	175	0	325	18	0	0	343	0	0	0	0	0	0	16	0	16	0	0	32	550
05:30 PM	9	165	0	0	0	174	0	275	11	1	0	287	1	0	0	0	0	1	24	0	15	1	0	40	502
05:45 PM	4	117	0	0	0	121	0	222	10	0	1	233	0	0	0	0	0	0	18	0	11	0	0	29	383
Total	42	676	0	0	2	720	0	1117	48	1	1	1167	1	0	0	0	0	1	118	0	84	1	1	204	2092
06:00 PM	7	127	0	0	0	134	0	181	9	0	0	190	0	0	0	0	0	0	10	0	17	0	0	27	351
06:15 PM	11	133	0	0	0	144	0	163	4	0	1	168	0	0	0	0	0	0	7	0	7	0	1	15	327
06:30 PM	4	102	0	0	0	106	0	171	4	1	0	176	0	0	0	0	0	0	2	0	8	0	0	10	292
06:45 PM	10	114	0	0	0	124	0	145	7	0	0	152	0	0	0	0	0	0	8	0	6	0	0	14	290
Total	32	476	0	0	0	508	0	660	24	1	1	686	0	0	0	0	0	0	27	0	38	0	1	66	1260
Grand Total	749	5295	22	16	12	6094	66	5555	755	17	12	6405	17	2	48	2	6	75	544	2	380	3	11	940	13514
Apprch %	12.3	86.9	0.4	0.3	0.2		1	86.7	11.8	0.3	0.2		22.7	2.7	64	2.7	8		57.9	0.2	40.4	0.3	1.2		
Total %	5.5	39.2	0.2	0.1	0.1	45.1	0.5	41.1	5.6	0.1	0.1	47.4	0.1	0	0.4	0	0	0.6	4	0	2.8	0	0.1	7	
Cars	748	5231	22	16	12	6029	66	5487	753	17	12	6335	17	2	48	2	6	75	543	2	379	3	11	938	13377
% Cars	99.9	98.8	100	100	100	98.9	100	98.8	99.7	100	100	98.9	100	100	100	100	100	100	99.8	100	99.7	100	100	99.8	99
Trucks	0	46	0	0	0	46	0	51	2	0	0	53	0	0	0	0	0	0	1	0	1	0	0	2	101
% Trucks	0	0.9	0	0	0	0.8	0	0.9	0.3	0	0	0.8	0	0	0	0	0	0	0.2	0	0.3	0	0	0.2	0.7
Buses	1	18	0	0	0	19	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	36
% Buses	0.1	0.3	0	0	0	0.3	0	0.3	0	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.3

Cleland Counts

1441 Camino Cerritos S.E.
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File Name : Menaul Blvd. and Broadbent Pkwy.
Site Code : 08262025
Start Date : 8/26/2025

	Menaul Blvd. Eastbound						Menaul Blvd. Westbound						Lombardy Dr. Northbound						Broadbent Pkwy. Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 12:30 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	66	185	0	0	0	251	1	165	49	0	0	215	0	0	3	0	0	3	22	0	6	0	0	28	497
07:45 AM	73	212	1	0	1	287	2	178	102	0	0	282	0	0	1	0	0	1	54	0	11	0	0	65	635
08:00 AM	58	197	1	1	0	257	2	130	46	0	0	178	1	0	1	0	0	2	25	0	13	0	0	38	475
08:15 AM	43	210	0	2	0	255	2	127	25	2	2	158	0	0	1	0	0	1	7	0	11	0	0	18	432
Total Volume	240	804	2	3	1	1050	7	600	222	2	2	833	1	0	6	0	0	7	108	0	41	0	0	149	2039
% App. Total	22.9	76.6	0.2	0.3	0.1		0.8	72	26.7	0.2	0.2		14.3	0	85.7	0	0		72.5	0	27.5	0	0		
PHF	.822	.948	.500	.375	.250	.915	.875	.843	.544	.250	.250	.738	.250	.000	.500	.000	.000	.583	.500	.000	.788	.000	.000	.573	.803
Cars	240	796	2	3	1	1042	7	588	221	2	2	820	1	0	6	0	0	7	108	0	41	0	0	149	2018
% Cars	100	99.0	100	100	100	99.2	100	98.0	99.5	100	100	98.4	100	0	100	0	0	100	100	0	100	0	0	100	99.0
Trucks	0	7	0	0	0	7	0	10	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	18
% Trucks	0	0.9	0	0	0	0.7	0	1.7	0.5	0	0	1.3	0	0	0	0	0	0	0	0	0	0	0	0	0.9
Buses	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
% Buses	0	0.1	0	0	0	0.1	0	0.3	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Peak Hour Analysis From 12:45 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:15 PM																									
04:15 PM	11	195	0	1	1	208	1	275	20	0	0	296	6	0	6	1	0	13	22	0	16	1	1	40	557
04:30 PM	10	224	1	1	1	237	1	266	7	0	1	275	0	0	1	0	0	1	17	0	21	0	0	38	551
04:45 PM	10	187	0	0	0	197	3	280	11	0	0	294	0	0	1	0	2	3	26	0	18	0	0	44	538
05:00 PM	15	233	0	0	2	250	0	295	9	0	0	304	0	0	0	0	0	0	60	0	42	0	1	103	657
Total Volume	46	839	1	2	4	892	5	1116	47	0	1	1169	6	0	8	1	2	17	125	0	97	1	2	225	2303
% App. Total	5.2	94.1	0.1	0.2	0.4		0.4	95.5	4	0	0.1		35.3	0	47.1	5.9	11.8		55.6	0	43.1	0.4	0.9		
PHF	.767	.900	.250	.500	.500	.892	.417	.946	.588	.000	.250	.961	.250	.000	.333	.250	.250	.327	.521	.000	.577	.250	.500	.546	.876
Cars	46	831	1	2	4	884	5	1105	47	0	1	1158	6	0	8	1	2	17	125	0	97	1	2	225	2284
% Cars	100	99.0	100	100	100	99.1	100	99.0	100	0	100	99.1	100	0	100	100	100	100	100	0	100	100	100	100	99.2
Trucks	0	5	0	0	0	5	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	14
% Trucks	0	0.6	0	0	0	0.6	0	0.8	0	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0.6
Buses	0	3	0	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0.4	0	0	0	0.3	0	0.2	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.2

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
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Counter R.C.

File Name : I-25 SB Frontage Rd. and I-40 WB Frontage Rd.
Site Code : 08272025
Start Date : 8/27/2025
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Eastbound			I-40 WB Frontage Rd. Westbound					Northbound			I-25 SB Frontage Rd. Southbound					
Start Time	Bikes	Peds	App. Total	Left	Thru	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	0	0	4	25	0	0	29	0	0	0	19	1	0	0	20	49
06:15 AM	0	0	0	5	19	0	0	24	0	0	0	24	3	0	0	27	51
06:30 AM	0	0	0	6	20	0	0	26	0	0	0	23	8	0	0	31	57
06:45 AM	0	1	1	18	53	0	0	71	0	0	0	33	8	0	0	41	113
Total	0	1	1	33	117	0	0	150	0	0	0	99	20	0	0	119	270
07:00 AM	0	0	0	14	42	0	0	56	0	0	0	59	9	0	0	68	124
07:15 AM	0	0	0	40	49	0	0	89	0	0	0	52	13	0	0	65	154
07:30 AM	0	0	0	39	100	0	0	139	0	0	0	87	17	0	0	104	243
07:45 AM	0	0	0	35	75	0	0	110	0	0	0	95	17	0	0	112	222
Total	0	0	0	128	266	0	0	394	0	0	0	293	56	0	0	349	743
08:00 AM	0	0	0	35	64	0	0	99	0	0	0	109	21	0	0	130	229
08:15 AM	0	0	0	54	72	0	0	126	0	0	0	102	23	0	0	125	251
08:30 AM	0	0	0	38	43	0	0	81	0	0	0	125	19	0	0	144	225
08:45 AM	0	0	0	19	70	0	0	89	0	0	0	72	20	0	0	92	181
Total	0	0	0	146	249	0	0	395	0	0	0	408	83	0	0	491	886
09:00 AM	0	0	0	21	57	0	0	78	0	0	0	73	21	0	0	94	172
09:15 AM	0	0	0	19	58	0	0	77	0	0	0	57	21	0	0	78	155
09:30 AM	0	0	0	16	64	0	0	80	0	0	0	50	13	0	0	63	143
09:45 AM	0	0	0	13	55	0	0	68	0	0	0	54	21	0	0	75	143
Total	0	0	0	69	234	0	0	303	0	0	0	234	76	0	0	310	613
*** BREAK ***																	
03:00 PM	0	0	0	13	131	0	0	144	0	0	0	68	26	1	0	95	239
03:15 PM	0	0	0	13	121	0	0	134	0	0	0	82	22	0	0	104	238
03:30 PM	0	0	0	19	154	0	0	173	0	0	0	127	39	0	0	166	339
03:45 PM	0	0	0	15	147	0	0	162	0	0	0	96	28	0	0	124	286
Total	0	0	0	60	553	0	0	613	0	0	0	373	115	1	0	489	1102
04:00 PM	0	0	0	21	136	0	0	157	0	0	0	116	34	0	0	150	307
04:15 PM	0	0	0	8	177	0	0	185	0	0	0	101	31	0	0	132	317
04:30 PM	0	0	0	25	224	0	0	249	0	0	0	96	35	0	0	131	380
04:45 PM	0	0	0	20	190	0	0	210	0	0	0	94	45	1	0	140	350
Total	0	0	0	74	727	0	0	801	0	0	0	407	145	1	0	553	1354

Cleland Counts

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File Name : I-25 SB Frontage Rd. and I-40 WB Frontage Rd.
Site Code : 08272025
Start Date : 8/27/2025
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Groups Printed- Cars - Trucks - Buses

	Eastbound			I-40 WB Frontage Rd. Westbound					Northbound			I-25 SB Frontage Rd. Southbound					
Start Time	Bikes	Peds	App. Total	Left	Thru	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Thru	Right	Bikes	Peds	App. Total	Int. Total
05:00 PM	0	0	0	18	184	0	0	202	0	0	0	127	44	0	0	171	373
05:15 PM	0	0	0	16	168	0	0	184	0	0	0	94	33	1	0	128	312
05:30 PM	0	0	0	18	122	0	0	140	0	0	0	90	46	1	0	137	277
05:45 PM	0	0	0	20	133	0	0	153	0	0	0	91	29	0	0	120	273
Total	0	0	0	72	607	0	0	679	0	0	0	402	152	2	0	556	1235
06:00 PM	0	0	0	13	147	0	0	160	0	0	0	66	41	0	0	107	267
06:15 PM	0	0	0	11	76	0	0	87	0	0	0	49	24	0	0	73	160
06:30 PM	1	0	1	11	66	0	0	77	0	0	0	38	30	0	0	68	146
06:45 PM	0	0	0	9	50	0	0	59	0	0	0	37	21	1	0	59	118
Total	1	0	1	44	339	0	0	383	0	0	0	190	116	1	0	307	691
Grand Total	1	1	2	626	3092	0	0	3718	0	0	0	2406	763	5	0	3174	6894
Apprch %	50	50		16.8	83.2	0	0		0	0		75.8	24	0.2	0		
Total %	0	0	0	9.1	44.9	0	0	53.9	0	0	0	34.9	11.1	0.1	0	46	
Cars	1	1	2	608	3034	0	0	3642	0	0	0	2359	737	5	0	3101	6745
% Cars	100	100	100	97.1	98.1	0	0	98	0	0	0	98	96.6	100	0	97.7	97.8
Trucks	0	0	0	15	45	0	0	60	0	0	0	38	24	0	0	62	122
% Trucks	0	0	0	2.4	1.5	0	0	1.6	0	0	0	1.6	3.1	0	0	2	1.8
Buses	0	0	0	3	13	0	0	16	0	0	0	9	2	0	0	11	27
% Buses	0	0	0	0.5	0.4	0	0	0.4	0	0	0	0.4	0.3	0	0	0.3	0.4

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

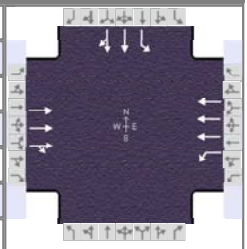
File Name : I-25 SB Frontage Rd. and I-40 WB Frontage Rd.
Site Code : 08272025
Start Date : 8/27/2025

	Eastbound			I-40 WB Frontage Rd. Westbound					Northbound			I-25 SB Frontage Rd. Southbound					
Start Time	Bikes	Peds	App. Total	Left	Thru	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	39	100	0	0	139	0	0	0	87	17	0	0	104	243
07:45 AM	0	0	0	35	75	0	0	110	0	0	0	95	17	0	0	112	222
08:00 AM	0	0	0	35	64	0	0	99	0	0	0	109	21	0	0	130	229
08:15 AM	0	0	0	54	72	0	0	126	0	0	0	102	23	0	0	125	251
Total Volume	0	0	0	163	311	0	0	474	0	0	0	393	78	0	0	471	945
% App. Total	0	0		34.4	65.6	0	0		0	0		83.4	16.6	0	0		
PHF	.000	.000	.000	.755	.778	.000	.000	.853	.000	.000	.000	.901	.848	.000	.000	.906	.941
Cars	0	0	0	159	303	0	0	462	0	0	0	383	74	0	0	457	919
% Cars	0	0	0	97.5	97.4	0	0	97.5	0	0	0	97.5	94.9	0	0	97.0	97.2
Trucks	0	0	0	3	7	0	0	10	0	0	0	7	3	0	0	10	20
% Trucks	0	0	0	1.8	2.3	0	0	2.1	0	0	0	1.8	3.8	0	0	2.1	2.1
Buses	0	0	0	1	1	0	0	2	0	0	0	3	1	0	0	4	6
% Buses	0	0	0	0.6	0.3	0	0	0.4	0	0	0	0.8	1.3	0	0	0.8	0.6
Peak Hour Analysis From 12:45 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	8	177	0	0	185	0	0	0	101	31	0	0	132	317
04:30 PM	0	0	0	25	224	0	0	249	0	0	0	96	35	0	0	131	380
04:45 PM	0	0	0	20	190	0	0	210	0	0	0	94	45	1	0	140	350
05:00 PM	0	0	0	18	184	0	0	202	0	0	0	127	44	0	0	171	373
Total Volume	0	0	0	71	775	0	0	846	0	0	0	418	155	1	0	574	1420
% App. Total	0	0		8.4	91.6	0	0		0	0		72.8	27	0.2	0		
PHF	.000	.000	.000	.710	.865	.000	.000	.849	.000	.000	.000	.823	.861	.250	.000	.839	.934
Cars	0	0	0	71	763	0	0	834	0	0	0	413	149	1	0	563	1397
% Cars	0	0	0	100	98.5	0	0	98.6	0	0	0	98.8	96.1	100	0	98.1	98.4
Trucks	0	0	0	0	7	0	0	7	0	0	0	2	5	0	0	7	14
% Trucks	0	0	0	0	0.9	0	0	0.8	0	0	0	0.5	3.2	0	0	1.2	1.0
Buses	0	0	0	0	5	0	0	5	0	0	0	3	1	0	0	4	9
% Buses	0	0	0	0	0.6	0	0	0.6	0	0	0	0.7	0.6	0	0	0.7	0.6

APPENDIX C
EXISTING INTERSECTION CAPACITY ANALYSIS

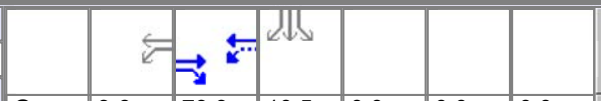
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	9/19/2025	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Menaul & I-25 SB	File Name	2025 EXAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				

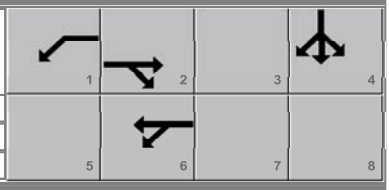


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		930	57	109	829					79	225	42

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	37	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.6	79.9	10.5	0.0	0.0	0.0
Yellow	4.0	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.0	2.0	0.0	0.0	0.0



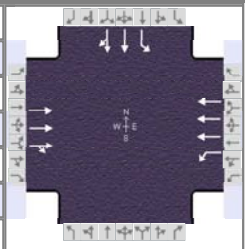
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		85.4	8.1	93.5				16.5
Change Period, (*Y+R c*), s		5.5	4.5	5.5				6.0
Max Allow Headway (*MAH*), s		0.0	3.0	0.0				3.0
Queue Clearance Time (*g s*), s			3.6					9.9
Green Extension Time (*g e*), s		0.0	0.2	0.0				0.6
Phase Call Probability			0.96					1.00
Max Out Probability			0.00					0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		617	301	109	830					79	135	132
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1885	1827	1781	1698					1795	1885	1783
Queue Service Time (*g s*), s		15.9	5.0	1.6	3.8					4.6	7.7	7.9
Cycle Queue Clearance Time (*g c*), s		15.9	5.0	1.6	3.8					4.6	7.7	7.9
Green Ratio (*g/C*)		0.73	0.73	0.78	0.80					0.10	0.10	0.10
Capacity (*c*), veh/h		2738	1327	478	4076					171	180	170
Volume-to-Capacity Ratio (*X*)		0.226	0.226	0.228	0.204					0.461	0.752	0.774
Back of Queue (*Q*), ft/ln (95 th percentile)		70	70	18	34					92	165	160
Back of Queue (*Q*), veh/ln (95 th percentile)		2.8	2.8	0.7	1.4					3.6	6.5	6.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.18	0.18	0.10	0.20					0.37	0.66	0.65
Uniform Delay (*d 1*), s/veh		4.1	4.0	4.8	2.2					47.1	48.5	48.6
Incremental Delay (*d 2*), s/veh		0.2	0.4	0.1	0.1					0.7	2.4	2.9
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (*d*), s/veh		4.3	4.4	4.8	2.4					47.8	50.9	51.5
Level of Service (LOS)		A	A	A	A					D	D	D
Approach Delay, s/veh / LOS	4.3	A		2.6	A		0.0			50.4	D	
Intersection Delay, s/veh / LOS	10.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.63	B	1.83	B	2.61	C	2.47	B
Bicycle LOS Score / LOS	1.03	A	1.00	A			0.77	A

HCS Signalized Intersection Results Summary

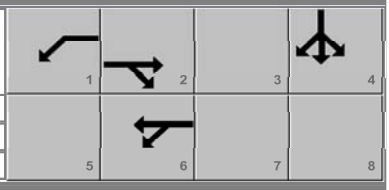
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 19, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Menaul & I-25 SB	File Name	2025 EXPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		904	69	128	1075					96	292	90

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	84.4	15.3	0.0	0.0	0.0
Yellow	4.0	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.0	2.0	0.0	0.0	0.0



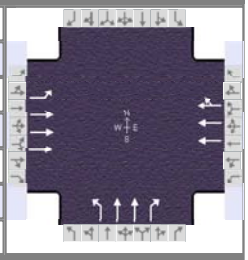
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		89.9	8.8	98.7				21.3
Change Period, (*Y+R c*), s		5.5	4.5	5.5				6.0
Max Allow Headway (*MAH*), s		0.0	3.0	0.0				3.0
Queue Clearance Time (*g s*), s			4.2					14.6
Green Extension Time (*g e*), s		0.0	0.2	0.0				0.7
Phase Call Probability			0.99					1.00
Max Out Probability			0.00					0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		655	317	127	1071					96	196	186
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1885	1814	1810	1725					1795	1885	1734
Queue Service Time (*g s*), s		12.3	6.0	2.2	8.5					5.9	12.2	12.6
Cycle Queue Clearance Time (*g c*), s		12.3	6.0	2.2	8.5					5.9	12.2	12.6
Green Ratio (*g/C*)		0.70	0.70	0.76	0.78					0.13	0.13	0.13
Capacity (*c*), veh/h		2653	1276	478	4020					229	240	221
Volume-to-Capacity Ratio (*X*)		0.247	0.248	0.267	0.266					0.419	0.816	0.841
Back of Queue (*Q*), ft/ln (95 th percentile)		88	89	29	107					119	244	235
Back of Queue (*Q*), veh/ln (95 th percentile)		3.5	3.6	1.2	4.3					4.7	9.7	9.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.23	0.24	0.17	0.63					0.48	0.98	0.95
Uniform Delay (*d 1*), s/veh		4.8	4.8	5.1	4.9					48.3	51.0	51.2
Incremental Delay (*d 2*), s/veh		0.2	0.5	0.1	0.1					0.5	2.6	3.4
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (*d*), s/veh		5.0	5.3	5.2	5.1					48.7	53.6	54.6
Level of Service (LOS)		A	A	A	A					D	D	D
Approach Delay, s/veh / LOS	5.1	A		5.1	A		0.0			53.0	D	
Intersection Delay, s/veh / LOS	13.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.84	B	2.62	C	2.47	B
Bicycle LOS Score / LOS	1.02	A	1.15	A			0.88	A

HCS Signalized Intersection Results Summary

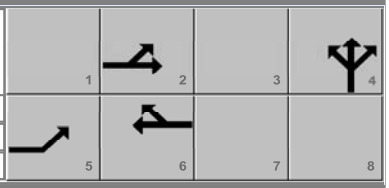
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 6, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Menaul & I-25 NB	File Name	2025 EXAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	142	905			738	47	201	372	201			

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	37	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	72.1	16.9	0.0	0.0	0.0
Yellow	4.0	4.5	4.5	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



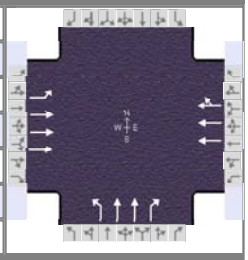
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		8.3		9.0		
Phase Duration, s	9.5	87.1		77.6		22.9		
Change Period, ($Y+R_c$), s	5.0	5.5		5.5		6.0		
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.0		
Queue Clearance Time (g_s), s	4.3					15.4		
Green Extension Time (g_e), s	0.2	0.0		0.0		1.5		
Phase Call Probability	0.98					1.00		
Max Out Probability	0.00					0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	128	816			528	257	201	372	201			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712			1870	1811	1795	1795	1598			
Queue Service Time (g_s), s	2.3	5.8			13.1	6.3	11.7	10.8	13.4			
Cycle Queue Clearance Time (g_c), s	2.3	5.8			13.1	6.3	11.7	10.8	13.4			
Green Ratio (*g/C*)	0.71	0.74			0.66	0.66	0.15	0.15	0.15			
Capacity (*c*), veh/h	511	3809			2453	1187	276	552	246			
Volume-to-Capacity Ratio (*X*)	0.250	0.214			0.215	0.217	0.728	0.674	0.819			
Back of Queue (*Q*), ft/ln (95 th percentile)	34	72			101	102	224	207	229			
Back of Queue (*Q*), veh/ln (95 th percentile)	1.3	2.9			4.0	4.0	8.9	8.2	9.1			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.20	0.42			0.67	0.68	0.50	0.00	0.00			
Uniform Delay (d_1), s/veh	6.3	4.8			7.6	7.6	44.4	43.9	45.1			
Incremental Delay (d_2), s/veh	0.1	0.1			0.2	0.4	1.4	0.5	2.6			
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (*d*), s/veh	6.4	4.9			7.8	8.0	45.8	44.5	47.7			
Level of Service (LOS)	A	A			A	A	D	D	D			
Approach Delay, s/veh / LOS	5.1	A		7.9	A		45.7	D		0.0		
Intersection Delay, s/veh / LOS	18.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.04	B	1.65	B	2.47	B	2.61	C
Bicycle LOS Score / LOS	1.06	A	0.92	A	1.13	A		

HCS Signalized Intersection Results Summary

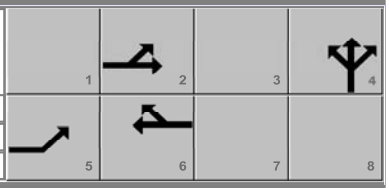
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 6, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Menaul & I-25 NB	File Name	2025 EXPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	114	832			1083	52	115	622	228			

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	75.2	23.6	0.0	0.0	0.0
Yellow	4.0	4.5	4.5	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



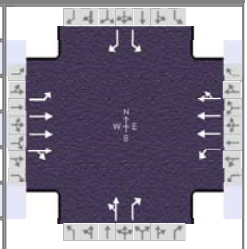
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		8.3		9.0		
Phase Duration, s	9.7	90.4		80.7		29.6		
Change Period, (*Y+R c*), s	5.0	5.5		5.5		6.0		
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.0		
Queue Clearance Time (*g s*), s	4.6					22.2		
Green Extension Time (*g e*), s	0.2	0.0		0.0		1.3		
Phase Call Probability	0.98					1.00		
Max Out Probability	0.00					0.32		

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			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	120	879			763	372	115	622	228			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725			1900	1853	1795	1795	1598			
Queue Service Time (*g s*), s	2.6	7.3			21.5	11.3	6.6	20.2	16.1			
Cycle Queue Clearance Time (*g c*), s	2.6	7.3			21.5	11.3	6.6	20.2	16.1			
Green Ratio (*g/C*)	0.68	0.71			0.63	0.63	0.20	0.20	0.20			
Capacity (*c*), veh/h	357	3664			2381	1161	352	705	314			
Volume-to-Capacity Ratio (*X*)	0.337	0.240			0.320	0.321	0.326	0.883	0.727			
Back of Queue (*Q*), ft/ln (95 th percentile)	43	102			195	195	130	373	271			
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	4.1			7.8	7.8	5.2	14.8	10.7			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.25	0.60			1.30	1.30	0.29	0.00	0.00			
Uniform Delay (*d 1*), s/veh	9.9	6.3			10.5	10.5	41.4	46.9	45.2			
Incremental Delay (*d 2*), s/veh	0.2	0.2			0.4	0.7	0.2	9.7	4.3			
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (*d*), s/veh	10.1	6.4			10.8	11.2	41.6	56.6	49.5			
Level of Service (LOS)	B	A			B	B	D	E	D			
Approach Delay, s/veh / LOS	6.9	A		10.9	B		53.1	D		0.0		
Intersection Delay, s/veh / LOS	22.8				C							

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.05	B	1.66	B	2.47	B	2.62	C
Bicycle LOS Score / LOS	1.01	A	1.11	A	1.28	A		

HCS Signalized Intersection Results Summary

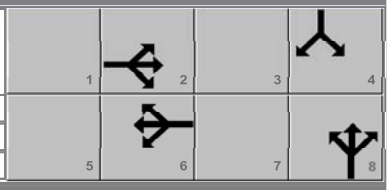
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	9/19/2025	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Menaul & Broadbent	File Name	2025 EXAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	240	804	2	7	600	222	1	0	6	108		41

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	41	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	89.1	9.9	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



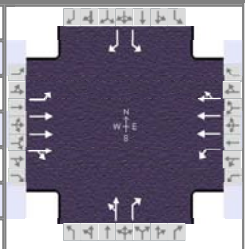
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		7.0		5.0
Phase Duration, s		94.6		94.6		15.4		15.4
Change Period, (*Y+R c*), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.0		3.0
Queue Clearance Time (*g s*), s						2.4		8.4
Green Extension Time (*g e*), s		0.0		0.0		0.2		0.2
Phase Call Probability						0.99		0.99
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7		14
Adjusted Flow Rate (*v*), veh/h	240	538	268	7	600	265		1	6	108		41
Adjusted Saturation Flow Rate (*s*), veh/h/ln	645	1885	1883	681	1885	1627		1440	1610	1810		1610
Queue Service Time (*g s*), s	14.1	3.5	3.5	0.2	2.8	2.8		0.1	0.4	6.4		2.6
Cycle Queue Clearance Time (*g c*), s	16.9	3.5	3.5	3.7	2.8	2.8		0.1	0.4	6.4		2.6
Green Ratio (*g/C*)	0.81	0.81	0.81	0.81	0.81	0.81		0.09	0.09	0.09		0.09
Capacity (*c*), veh/h	571	3053	1525	596	3053	1318		195	145	228		145
Volume-to-Capacity Ratio (*X*)	0.420	0.176	0.176	0.012	0.196	0.201		0.005	0.041	0.475		0.282
Back of Queue (*Q*), ft/ln (95 th percentile)	69	34	37	1	27	26		1	7	127		46
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	1.4	1.5	0.0	1.1	1.0		0.0	0.3	5.1		1.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.50	0.00	0.00	0.02	0.00	0.00		0.00	0.00	1.06		0.39
Uniform Delay (*d 1*), s/veh	4.1	2.3	2.3	1.9	1.6	1.5		45.6	45.7	48.5		46.7
Incremental Delay (*d 2*), s/veh	2.3	0.1	0.3	0.0	0.1	0.3		0.0	0.0	0.6		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
Control Delay (*d*), s/veh	6.4	2.4	2.6	1.9	1.7	1.8		45.6	45.7	49.1		47.1
Level of Service (LOS)	A	A	A	A	A	A		D	D	D		D
Approach Delay, s/veh / LOS	3.4	A		1.8	A		45.7	D		48.5	D	
Intersection Delay, s/veh / LOS	6.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.83	B	2.60	C	2.60	C
Bicycle LOS Score / LOS	1.06	A	0.94	A	0.50	A		F

HCS Signalized Intersection Results Summary

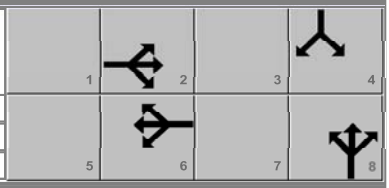
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 19, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Menaul & Broadbent	File Name	2025 EXPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	839	1	5	1116	47	6	0	8	125		97

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	19	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	97.9	11.1	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



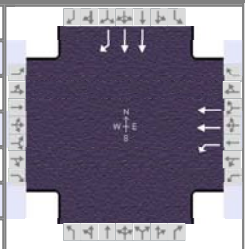
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		7.0		5.0
Phase Duration, s		103.4		103.4		16.6		16.6
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						2.5		10.7
Green Extension Time (g_e), s		0.0		0.0		0.4		0.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7		14
Adjusted Flow Rate (*v*), veh/h	46	560	280	5	776	380		6	8	125		97
Adjusted Saturation Flow Rate (*s*), veh/h/ln	490	1885	1884	660	1885	1844		1430	1610	1810		1610
Queue Service Time (g_s), s	2.6	3.8	3.8	0.1	3.2	3.0		0.5	0.5	8.1		7.0
Cycle Queue Clearance Time (g_c), s	5.8	3.8	3.8	3.8	3.2	3.0		0.5	0.5	8.7		7.0
Green Ratio (*g/C*)	0.82	0.82	0.82	0.82	0.82	0.82		0.09	0.09	0.09		0.09
Capacity (*c*), veh/h	447	3078	1538	578	3078	1506		191	148	218		148
Volume-to-Capacity Ratio (*X*)	0.103	0.182	0.182	0.009	0.252	0.252		0.031	0.054	0.575		0.655
Back of Queue (*Q*), ft/ln (95 th percentile)	10	41	43	0	31	32		7	10	165		127
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	1.6	1.7	0.0	1.2	1.3		0.3	0.4	6.6		5.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	0.01	0.00	0.00		0.00	0.00	1.37		1.06
Uniform Delay (d_1), s/veh	2.9	2.4	2.4	1.0	1.3	1.2		49.8	49.7	53.7		52.6
Incremental Delay (d_2), s/veh	0.5	0.1	0.3	0.0	0.2	0.4		0.0	0.1	0.9		1.8
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
Control Delay (*d*), s/veh	3.4	2.5	2.6	1.1	1.5	1.6		49.8	49.8	54.6		54.5
Level of Service (LOS)	A	A	A	A	A	A		D	D	D		D
Approach Delay, s/veh / LOS	2.6	A		1.5	A		49.8	D		54.6	D	
Intersection Delay, s/veh / LOS	7.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.83	B	2.61	C	2.61	C
Bicycle LOS Score / LOS	0.97	A	1.13	A	0.51	A		F

HCS Signalized Intersection Results Summary

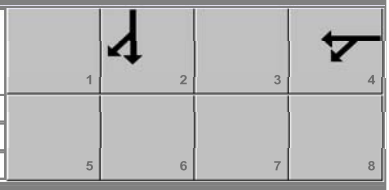
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	9/19/2025	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	I-25 Southbound Frontage	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	I-25 SB Frontage & I-40…	File Name	2025 EXAM I-25 SB Frontage & I-40 WB Frontag…		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				163	311						393	78

Signal Information			
Cycle, s	58.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	24.0	24.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



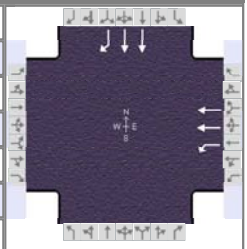
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4				2
Case Number				10.0				7.0
Phase Duration, s				29.0				29.0
Change Period, ($Y+R_c$), s				5.0				5.0
Max Allow Headway (*MAH*), s				3.1				3.1
Queue Clearance Time (g_s), s				5.4				6.2
Green Extension Time (g_e), s				0.9				1.0
Phase Call Probability				1.00				1.00
Max Out Probability				0.00				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4						2	12
Adjusted Flow Rate (*v*), veh/h				163	311						393	78
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1781	1781						1781	1585
Queue Service Time (g_s), s				3.4	3.3						4.2	1.8
Cycle Queue Clearance Time (g_c), s				3.4	3.3						4.2	1.8
Green Ratio (*g/C*)				0.41	0.41						0.41	0.41
Capacity (*c*), veh/h				737	1474						1474	656
Volume-to-Capacity Ratio (*X*)				0.221	0.211						0.267	0.119
Back of Queue (*Q*), ft/ln (95 th percentile)				58	52						68	27
Back of Queue (*Q*), veh/ln (95 th percentile)				2.3	2.1						2.7	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00						0.00	0.00
Uniform Delay (d_1), s/veh				11.0	10.9						11.2	10.5
Incremental Delay (d_2), s/veh				0.7	0.3						0.4	0.4
Initial Queue Delay (d_3), s/veh				0.0	0.0						0.0	0.0
Control Delay (*d*), s/veh				11.7	11.2						11.6	10.9
Level of Service (LOS)				B	B						B	B
Approach Delay, s/veh / LOS	0.0			11.4		B	0.0			11.5		B
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.93	B	1.93	B	1.66	B
Bicycle LOS Score / LOS			0.88	A			0.88	A

HCS Signalized Intersection Results Summary

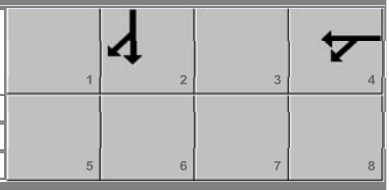
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	9/19/2025	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	I-25 Southbound Frontage	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	I-25 SB Frontage & I-40…	File Name	2025 EXPM I-25 SB Frontage & I-40 WB Frontag…		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				71	775						418	155

Signal Information			
Cycle, s	58.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	24.0	24.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4				2
Case Number				10.0				7.0
Phase Duration, s				29.0				29.0
Change Period, ($Y+R_c$), s				5.0				5.0
Max Allow Headway (*MAH*), s				3.0				3.1
Queue Clearance Time (g_s), s				11.4				6.5
Green Extension Time (g_e), s				1.8				1.2
Phase Call Probability				1.00				1.00
Max Out Probability				0.01				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				7	4						2	12
Adjusted Flow Rate (*v*), veh/h				71	775						418	155
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1795	1795						1795	1598
Queue Service Time (g_s), s				1.4	9.4						4.5	3.7
Cycle Queue Clearance Time (g_c), s				1.4	9.4						4.5	3.7
Green Ratio (*g/C*)				0.41	0.41						0.41	0.41
Capacity (*c*), veh/h				743	1485						1485	661
Volume-to-Capacity Ratio (*X*)				0.096	0.522						0.281	0.234
Back of Queue (*Q*), ft/ln (95 th percentile)				24	154						72	56
Back of Queue (*Q*), veh/ln (95 th percentile)				0.9	6.1						2.9	2.2
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00						0.00	0.00
Uniform Delay (d_1), s/veh				10.4	12.7						11.3	11.0
Incremental Delay (d_2), s/veh				0.3	1.3						0.5	0.8
Initial Queue Delay (d_3), s/veh				0.0	0.0						0.0	0.0
Control Delay (*d*), s/veh				10.6	14.0						11.8	11.9
Level of Service (LOS)				B	B						B	B
Approach Delay, s/veh / LOS	0.0			13.7		B	0.0			11.8		B
Intersection Delay, s/veh / LOS	13.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.93	B	1.93	B	1.66	B
Bicycle LOS Score / LOS			1.19	A			0.96	A

APPENDIX D
VOLUME DERIVATION, TRIP GENERATION, & GROWTH RATES

Trip Generation Planner (ITE 12th Edition)

ITE Code	Land Use Description	Independent Variable	Setting/Location	No. of Units	Avg Rate or Equation	Rates			Total Trips						
						Daily	AM	PM	Daily	AM	PM	AM In	AM Out	PM In	PM Out
730	Government Offic Building	Employees	General Urban/Suburban	51	Avg Rate	7.45	1.1	0.71	380	56	36	42	14	7	29
						-	-	-		0	0				
						-	-	-		0	0				
						-	-	-		0	0				
								Total Trips	**380**	**56**	**36**	**42**	**14**	**7**	**29**

DEPARTMENT OF PUBLIC SAFETY RELOCATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: MENAUL & I-25 SOUTHBOUND

AM Peak Hour

	Eastbound Menaul Blvd			Westbound Menaul Blvd			Northbound			Southbound I-25 SB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		930	57	109	829					79	225	42
Background Growth	0	37	2	4	33	0	0	0	0	3	9	2
2027 No Build	0	967	59	113	862	0	0	0	0	82	234	44
Entering	0	0	0	0	22	0	0	0	0	0	0	2
Exiting	0	7	1	0	0	0	0	0	0	0	0	0
2027 Build	0	974	60	113	884	0	0	0	0	82	234	45
Horizon Year Background Growth	0	193	12	23	172	0	0	0	0	16	47	9
2037 Horizon Year No Build	0	1,161	71	136	1,035	0	0	0	0	99	281	52
2037 Horizon Year Build	0	1,168	72	136	1,057	0	0	0	0	99	281	54

PHF	*0.89*			*0.89*			*0.89*			*0.89*		
HV %		*0.8*			*1.8*			*-*			*1*	

PM Peak Hour

	Eastbound Menaul Blvd			Westbound Menaul Blvd			Northbound 0			Southbound I-25 SB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		904	69	128	1,075					96	292	90
Background Growth	0	36	3	5	43	0	0	0	0	4	12	4
2027 No Build	0	940	72	133	1,118	0	0	0	0	100	304	94
Entering	0	0	0	0	4	0	0	0	0	0	0	0
Exiting	0	15	1	0	0	0	0	0	0	0	0	0
2027 Build	0	955	73	133	1,122	0	0	0	0	100	304	94
Horizon Year Background Growth	0	188	14	27	224	0	0	0	0	20	61	19
2037 Horizon Year No Build	0	1,128	86	160	1,342	0	0	0	0	120	364	112
2037 Horizon Year Build	0	1,143	88	160	1,345	0	0	0	0	120	364	113

PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*0.7*			*0.2*			*-*			*1*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter					53.00%							4.00%
Trip Distribution % Exit	0.00%	52.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

DEPARTMENT OF PUBLIC SAFETY RELOCATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: MENAUL & I-25 NORTHBOUND

AM Peak Hour

	Eastbound Menaul Blvd			Westbound Menaul Blvd			Northbound I-25 NB			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	142	905			738	47	201	372	201			
Background Growth	6	36	0	0	30	2	8	15	8	0	0	0
2027 No Build	148	941	0	0	768	49	209	387	209	0	0	0
Entering	0	0	0	0	20	0	2	0	0	0	0	0
Exiting	1	7	0	0	0	0	0	0	0	0	0	0
2027 Build	148	948	0	0	788	49	211	387	209	0	0	0
Horizon Year Background Growth	30	188	0	0	154	10	42	77	42	0	0	0
2037 Horizon Year No Build	177	1,129	0	0	921	59	251	464	251	0	0	0
2037 Horizon Year Build	178	1,136	0	0	941	59	253	464	251	0	0	0
PHF	*0.88*			*0.88*			*0.88*			*0.88*		
HV %		*0.7*			*2.1*			*1.4*			*-*	

PM Peak Hour

	Eastbound Menaul Blvd			Westbound Menaul Blvd			Northbound I-25 NB			Southbound 0		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	114	832			1,083	52	115	622	228			
Background Growth	5	33	0	0	43	2	5	25	9	0	0	0
2027 No Build	119	865	0	0	1,126	54	120	647	237	0	0	0
Entering	0	0	0	0	3	0	0	0	0	0	0	0
Exiting	1	14	0	0	0	0	0	0	0	0	0	0
2027 Build	120	879	0	0	1,130	54	120	647	237	0	0	0
Horizon Year Background Growth	24	173	0	0	225	11	24	129	47	0	0	0
2037 Horizon Year No Build	142	1,038	0	0	1,352	65	144	776	285	0	0	0
2037 Horizon Year Build	143	1,052	0	0	1,355	65	144	776	285	0	0	0
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*0.4*			*0.3*			*0.7*			*-*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter					48.00%		5.00%					
Trip Distribution % Exit	4.00%	48.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

DEPARTMENT OF PUBLIC SAFETY RELOCATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: MENAUL & BROADBENT

AM Peak Hour

	Eastbound Menaul Blvd			Westbound Menaul Blvd			Northbound Driveway			Southbound Broadbent Pkwy		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	240	804	2	7	600	222	1	0	6	108	0	41
Background Growth	10	32	0	0	24	9	0	0	0	4	0	2
2027 No Build	250	836	2	7	624	231	1	0	6	112	0	43
Entering	0	16	0	0	0	0	0	0	0	3	0	0
Exiting	0	0	0	0	3	1	0	0	0	0	0	0
2027 Build	250	852	2	7	627	232	1	0	6	115	0	43
Horizon Year Background Growth	50	167	0	1	125	46	0	0	1	22	0	9
2037 Horizon Year No Build	300	1,003	2	9	749	277	1	0	7	135	0	51
2037 Horizon Year Build	300	1,019	2	9	752	278	1	0	7	137	0	51
PHF	*0.80*			*0.80*			*0.80*			*0.80*		
HV %		*0.7*			*1.3*			*0*			*0*	

PM Peak Hour

	Eastbound Menaul Blvd			Westbound Menaul Blvd			Northbound Driveway			Southbound Broadbent Pkwy		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	46	839	1	5	1,116	47	6	0	8	125	0	97
Background Growth	2	34	0	0	45	2	0	0	0	5	0	4
2027 No Build	48	873	1	5	1,161	49	6	0	8	130	0	101
Entering	0	3	0	0	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	7	2	0	0	0	0	0	0
2027 Build	48	875	1	5	1,168	51	6	0	8	130	0	101
Horizon Year Background Growth	10	175	0	1	232	10	1	0	2	26	0	20
2037 Horizon Year No Build	57	1,047	1	6	1,393	59	7	0	10	156	0	121
2037 Horizon Year Build	57	1,050	1	6	1,400	60	7	0	10	156	0	121
PHF	*0.88*			*0.88*			*0.88*			*0.88*		
HV %		*0.6*			*0.8*			*0*			*0*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		37.00%								6.00%		
Trip Distribution % Exit	0.00%	0.00%	0.00%	0.00%	24.00%	6.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

DEPARTMENT OF PUBLIC SAFETY RELOCATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: I-25 SOUTHBOUND FRONTAGE & I-40 WESTBOUND FRONTAGE

AM Peak Hour

	Eastbound			Westbound W Frontage Rd			Northbound			Southbound Frontage Rd S		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)				163	311						393	78
Background Growth	0	0	0	7	12	0	0	0	0	0	16	3
2027 No Build	0	0	0	170	323	0	0	0	0	0	409	81
Entering	0	0	0	0	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	1	2
2027 Build	0	0	0	170	323	0	0	0	0	0	409	83
Horizon Year Background Growth	0	0	0	34	65	0	0	0	0	0	82	16
2037 Horizon Year No Build	0	0	0	203	388	0	0	0	0	0	490	97
2037 Horizon Year Build	0	0	0	203	388	0	0	0	0	0	491	99
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*-*			*2.1*			*-*			*2.1*	

PM Peak Hour

	Eastbound 0			Westbound W Frontage Rd			Northbound 0			Southbound Frontage Rd S		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)				71	775						418	155
Background Growth	0	0	0	3	31	0	0	0	0	0	17	6
2027 No Build	0	0	0	74	806	0	0	0	0	0	435	161
Entering	0	0	0	0	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	1	4
2027 Build	0	0	0	74	806	0	0	0	0	0	436	165
Horizon Year Background Growth	0	0	0	15	161	0	0	0	0	0	87	32
2037 Horizon Year No Build	0	0	0	89	967	0	0	0	0	0	522	193
2037 Horizon Year Build	0	0	0	89	967	0	0	0	0	0	523	197
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*-*			*0.8*			*-*			*1.2*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter												
Trip Distribution % Exit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	13.00%

DEPARTMENT OF PUBLIC SAFETY RELOCATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: MENAUL & ACCESS 1

AM Peak Hour

	Eastbound Menaul Blvd			Westbound Menaul Blvd			Northbound Access 1			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		987			871							
Background Growth	0	39	0	0	35	0	0	0	0	0	0	0
2027 No Build	0	1,026	0	0	906	0	0	0	0	0	0	0
Entering	0	13	5	0	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	3	0	1	0	3	0	0	0
2027 Build	0	1,039	5	0	909	0	1	0	3	0	0	0
Horizon Year Background Growth	0	205	0	0	181	0	0	0	0	0	0	0
2037 Horizon Year No Build	0	1,232	0	0	1,087	0	0	0	0	0	0	0
2037 Horizon Year Build	0	1,244	5	0	1,090	0	1	0	3	0	0	0
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*0.2*			*0.2*			*0.2*			*0.2*	

PM Peak Hour

	Eastbound Menaul Blvd			Westbound Menaul Blvd			Northbound Access 1			Southbound 0		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		973			1,168							
Background Growth	0	39	0	0	47	0	0	0	0	0	0	0
2027 No Build	0	1,012	0	0	1,215	0	0	0	0	0	0	0
Entering	0	2	1	0	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	6	0	3	0	5	0	0	0
2027 Build	0	1,014	1	0	1,221	0	3	0	5	0	0	0
Horizon Year Background Growth	0	202	0	0	243	0	0	0	0	0	0	0
2037 Horizon Year No Build	0	1,214	0	0	1,458	0	0	0	0	0	0	0
2037 Horizon Year Build	0	1,216	1	0	1,463	0	3	0	5	0	0	0
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*0.2*			*0.2*			*0.2*			*0.2*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		30.00%	13.00%									
Trip Distribution % Exit	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	10.00%	0.00%	18.00%	0.00%	0.00%	0.00%

DEPARTMENT OF PUBLIC SAFETY RELOCATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: MENAUL & ACCESS 2

AM Peak Hour

	Eastbound Menaul Blvd			Westbound Menaul Blvd			Northbound Access 2			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		987			871							
Background Growth	0	39	0	0	35	0	0	0	0	0	0	0
2027 No Build	0	1,026	0	0	906	0	0	0	0	0	0	0
Entering	0	0	13	24	0	0	0	0	0	0	0	0
Exiting	0	3	0	0	0	0	3	0	5	0	0	0
2027 Build	0	1,029	13	24	906	0	3	0	5	0	0	0
Horizon Year Background Growth	0	205	0	0	181	0	0	0	0	0	0	0
2037 Horizon Year No Build	0	1,232	0	0	1,087	0	0	0	0	0	0	0
2037 Horizon Year Build	0	1,234	13	24	1,087	0	3	0	5	0	0	0
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*0.2*			*0.2*			*0.2*			*0.2*	

PM Peak Hour

	Eastbound Menaul Blvd			Westbound Menaul Blvd			Northbound Access 2			Southbound 0		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)		973			1,168							
Background Growth	0	39	0	0	47	0	0	0	0	0	0	0
2027 No Build	0	1,012	0	0	1,215	0	0	0	0	0	0	0
Entering	0	0	2	4	0	0	0	0	0	0	0	0
Exiting	0	5	0	0	0	0	6	0	11	0	0	0
2027 Build	0	1,017	2	4	1,215	0	6	0	11	0	0	0
Horizon Year Background Growth	0	202	0	0	243	0	0	0	0	0	0	0
2037 Horizon Year No Build	0	1,214	0	0	1,458	0	0	0	0	0	0	0
2037 Horizon Year Build	0	1,220	2	4	1,458	0	6	0	11	0	0	0
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*0.2*			*0.2*			*0.2*			*0.2*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter			30.00%	57.00%								
Trip Distribution % Exit	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	39.00%	0.00%	0.00%	0.00%

DEPARTMENT OF PUBLIC SAFETY RELOCATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: I-25 SOUTHBOUND FRONTAGE & ACCESS 3

AM Peak Hour

	Eastbound Access 3			Westbound			Northbound			Southbound Frontage Rd S		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)											471	
Background Growth	0	0	0	0	0	0	0	0	0	0	19	0
2027 No Build	0	0	0	0	0	0	0	0	0	0	490	0
Entering	0	0	0	0	0	0	0	0	0	0	0	0
Exiting	0	0	2	0	0	0	0	0	0	0	1	0
2027 Build	0	0	2	0	0	0	0	0	0	0	491	0
Horizon Year Background Growth	0	0	0	0	0	0	0	0	0	0	98	0
2037 Horizon Year No Build	0	0	0	0	0	0	0	0	0	0	588	0
2037 Horizon Year Build	0	0	2	0	0	0	0	0	0	0	589	0
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*0.2*			*0.2*			*0.2*			*0.2*	

PM Peak Hour

	Eastbound Access 3			Westbound 0			Northbound 0			Southbound Frontage Rd S		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)											573	
Background Growth	0	0	0	0	0	0	0	0	0	0	23	0
2027 No Build	0	0	0	0	0	0	0	0	0	0	596	0
Entering	0	0	0	0	0	0	0	0	0	0	0	0
Exiting	0	0	4	0	0	0	0	0	0	0	1	0
2027 Build	0	0	4	0	0	0	0	0	0	0	597	0
Horizon Year Background Growth	0	0	0	0	0	0	0	0	0	0	119	0
2037 Horizon Year No Build	0	0	0	0	0	0	0	0	0	0	715	0
2037 Horizon Year Build	0	0	4	0	0	0	0	0	0	0	717	0
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*0.2*			*0.2*			*0.2*			*0.2*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter												
Trip Distribution % Exit	0.00%	0.00%	13.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%

Trip Generation basis for the Department of Public Safety (DPS) Site Relocation

Taken On 9/18/2025

	Entering						Exiting					
	NW Private	NW Public	NE Private	NE Public	SW Private	SE Public	NW Private	NW Public	NE Private	NE Public	SW Private	SE Public
7:00		1			2	2				1		1
7:15	1			1					1			
7:30												1
7:45					2	4						1
8:00					1	1						1
8:15					1	2						
8:30					1							
8:45												
-	-	-	-	-	-	-	-	-	-	-	-	-
3:00						1			2			1
3:15					1						1	
3:30							1		1		1	
3:45									1		1	2
4:00						2	1					1
4:15					1	2				1		2
4:30				1	2	3					3	
4:45			1	1		1		1			1	3
												4

AM	Priv Ent	Pub Ent
	8	11
	42%	58%

AM	Priv Ex	Pub Ex
	1	5
	17%	83%

PM	Priv Ent	Pub Ent
	5	11
	31%	69%

PM	Priv Ex	Pub Ex
	13	11
	54%	46%

Traffic Count (TCDS)

Home | Locate | Locate All | Email This | Auto-Locate:

List View | All DIRs | Report Center

Record 1 of 1 Goto Record go

Location ID	14834	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	
LRS ID	FL4046P	LRS Loc Pt.	2.247532
SF Group	U2-3 (2025)	Route Type	Two-Way Roadway
AF Group	U2-3 (2025)	Route	FL4046
GF Group	U2-3 (2025)	Active	Yes
Class Dist Grp	U2-3 (2025)	Category	
Seas Clss Grp	Statewide (2025)		
WIM Group	UR2-3 (2024)		
QC Group	Default		
Fnct'l Class	(3) Other Principal Arterial	Milepost	
Located On	NORTH DR NE		
Loc On Alias	JCT. BROADWAY ON MENAUL BLVD. IN ALBUQUERQUE.		

More Detail

STATION DATA

Directions: 2-WAY | NEG | POS

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2024	19,839	2,061	10	54	18,151 (91%)	1,688 (9%)	
2023	17,463[3]		10	56	15,195 (87%)	2,268 (13%)	Grown from 2022
2022	17,037[3]		10	56	15,674 (92%)	1,363 (8%)	Grown from 2021
2021	16,654	1,688	10	56	15,154 (91%)	1,500 (9%)	
2020	12,122[3]		9	59	11,250 (93%)	872 (7%)	Grown from 2019

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VOLUME COUNT

Date	Int	Total
Wed 10/23/2024	15	22,711
Tue 10/22/2024	15	22,255
Wed 10/6/2021	15	19,754
Tue 10/5/2021	15	19,898
Tue 10/17/2017	15	15,781
Mon 10/16/2017	15	15,526

VOLUME TREND

Year	Annual Growth
2024	14%
2023	3%
2022	2%
2021	37%
2020	-18%
2019	1%
2018	-1%
2017	-14%
2015	1%
2014	-1%

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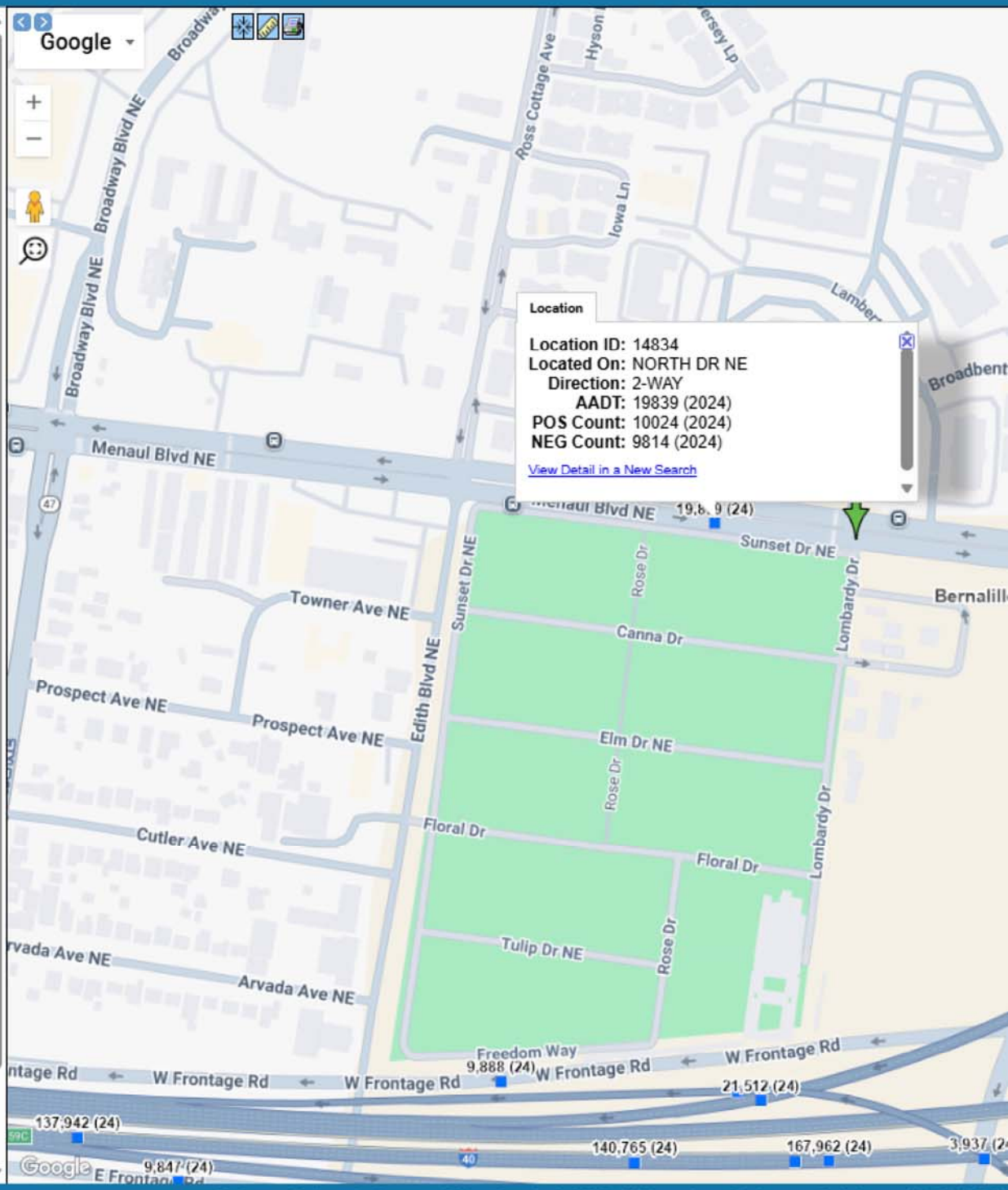
PER VEHICLE

Date	Axles	85th	Total
No Data			

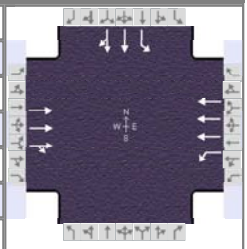
GAP



APPENDIX E
2027 NO BUILD INTERSECTION CAPACITY ANALYSIS

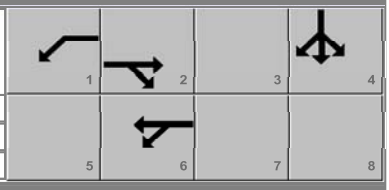
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & I-25 SB	File Name	2027 NBAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		967	59	113	862					82	234	44

Signal Information					EB			WB			NB			SB		
Cycle, s	110.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	37	Reference Point	End	Green	3.7	79.4		10.8	0.0	0.0				0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.5		4.0	0.0	0.0				0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0		2.0	0.0	0.0				0.0		



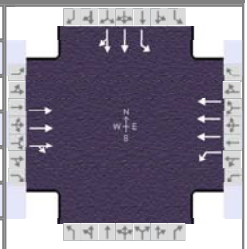
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		84.9	8.2	93.2				16.8
Change Period, (*Y+R c*), s		5.5	4.5	5.5				6.0
Max Allow Headway (*MAH*), s		0.0	3.0	0.0				3.0
Queue Clearance Time (*g s*), s			3.7					10.3
Green Extension Time (*g e*), s		0.0	0.2	0.0				0.6
Phase Call Probability			0.97					1.00
Max Out Probability			0.00					0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		642	312	113	864					82	141	137
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1885	1827	1781	1698					1795	1885	1782
Queue Service Time (*g s*), s		16.7	5.4	1.7	3.9					4.7	8.0	8.3
Cycle Queue Clearance Time (*g c*), s		16.7	5.4	1.7	3.9					4.7	8.0	8.3
Green Ratio (*g/C*)		0.72	0.72	0.77	0.80					0.10	0.10	0.10
Capacity (*c*), veh/h		2723	1320	461	4060					177	186	176
Volume-to-Capacity Ratio (*X*)		0.236	0.237	0.245	0.213					0.463	0.759	0.780
Back of Queue (*Q*), ft/ln (95 th percentile)		75	74	19	37					95	171	167
Back of Queue (*Q*), veh/ln (95 th percentile)		3.0	3.0	0.8	1.4					3.8	6.8	6.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.20	0.20	0.11	0.22					0.38	0.69	0.67
Uniform Delay (*d 1*), s/veh		4.3	4.2	5.1	2.3					46.8	48.3	48.4
Incremental Delay (*d 2*), s/veh		0.2	0.4	0.1	0.1					0.7	2.4	2.9
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (*d*), s/veh		4.5	4.6	5.1	2.4					47.5	50.7	51.3
Level of Service (LOS)		A	A	A	A					D	D	D
Approach Delay, s/veh / LOS	4.5	A		2.7	A		0.0			50.2	D	
Intersection Delay, s/veh / LOS	10.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.63	B	1.83	B	2.61	C	2.47	B
Bicycle LOS Score / LOS	1.05	A	1.02	A			0.78	A

HCS Signalized Intersection Results Summary

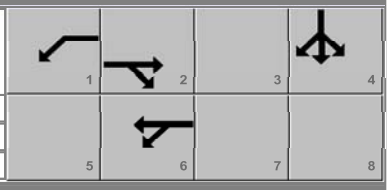
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & I-25 SB	File Name	2027 NBPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		940	72	133	1118					100	304	94

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.4	83.7	15.8	0.0	0.0	0.0	
Yellow	4.0	4.5	4.0	0.0	0.0	0.0	
Red	0.5	1.0	2.0	0.0	0.0	0.0	



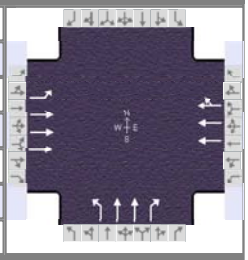
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		89.2	8.9	98.2				21.8
Change Period, (*Y+R c*), s		5.5	4.5	5.5				6.0
Max Allow Headway (*MAH*), s		0.0	3.0	0.0				3.0
Queue Clearance Time (*g s*), s			4.3					15.1
Green Extension Time (*g e*), s		0.0	0.2	0.0				0.8
Phase Call Probability			0.99					1.00
Max Out Probability			0.00					0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		682	329	132	1114					100	205	193
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1885	1814	1810	1725					1795	1885	1734
Queue Service Time (*g s*), s		12.9	6.4	2.3	9.0					6.1	12.7	13.1
Cycle Queue Clearance Time (*g c*), s		12.9	6.4	2.3	9.0					6.1	12.7	13.1
Green Ratio (*g/C*)		0.70	0.70	0.75	0.77					0.13	0.13	0.13
Capacity (*c*), veh/h		2631	1266	461	3996					237	249	229
Volume-to-Capacity Ratio (*X*)		0.259	0.260	0.287	0.279					0.422	0.822	0.846
Back of Queue (*Q*), ft/ln (95 th percentile)		94	95	32	115					123	253	242
Back of Queue (*Q*), veh/ln (95 th percentile)		3.7	3.8	1.3	4.6					4.9	10.0	9.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.25	0.25	0.19	0.68					0.49	1.01	0.97
Uniform Delay (*d 1*), s/veh		5.0	5.0	5.4	5.1					47.9	50.7	50.9
Incremental Delay (*d 2*), s/veh		0.2	0.5	0.1	0.2					0.4	2.7	3.4
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (*d*), s/veh		5.2	5.5	5.5	5.2					48.3	53.4	54.3
Level of Service (LOS)		A	A	A	A					D	D	D
Approach Delay, s/veh / LOS	5.3	A		5.2	A		0.0			52.7	D	
Intersection Delay, s/veh / LOS	13.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.84	B	2.62	C	2.47	B
Bicycle LOS Score / LOS	1.04	A	1.18	A			0.90	A

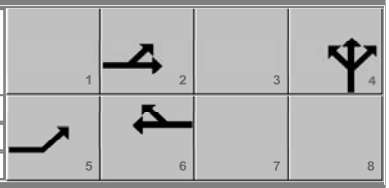
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 6, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & I-25 NB	File Name	2027 NBAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



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	941			768	49	209	387	209			

Signal Information												
Cycle, s	110.0	Reference Phase	2									
Offset, s	37	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	4.6	71.4	17.5	0.0	0.0	0.0		
				Yellow	4.0	4.5	4.5	0.0	0.0	0.0		
				Red	1.0	1.0	1.5	0.0	0.0	0.0		



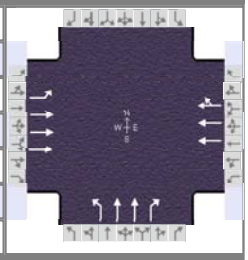
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		8.3		9.0		
Phase Duration, s	9.6	86.5		76.9		23.5		
Change Period, (*Y+R c*), s	5.0	5.5		5.5		6.0		
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.0		
Queue Clearance Time (*g s*), s	4.5					15.9		
Green Extension Time (*g e*), s	0.2	0.0		0.0		1.6		
Phase Call Probability	0.98					1.00		
Max Out Probability	0.00					0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	133	848			549	268	209	387	209			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712			1870	1811	1795	1795	1598			
Queue Service Time (*g s*), s	2.5	6.2			13.7	6.7	12.2	11.2	13.9			
Cycle Queue Clearance Time (*g c*), s	2.5	6.2			13.7	6.7	12.2	11.2	13.9			
Green Ratio (*g/C*)	0.71	0.74			0.65	0.65	0.16	0.16	0.16			
Capacity (*c*), veh/h	494	3782			2427	1175	285	571	254			
Volume-to-Capacity Ratio (*X*)	0.270	0.224			0.226	0.228	0.732	0.678	0.823			
Back of Queue (*Q*), ft/ln (95 th percentile)	37	78			109	110	230	213	236			
Back of Queue (*Q*), veh/ln (95 th percentile)	1.5	3.1			4.3	4.3	9.1	8.5	9.4			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.22	0.46			0.72	0.73	0.51	0.00	0.00			
Uniform Delay (*d 1*), s/veh	6.7	5.0			7.9	8.0	44.0	43.6	44.8			
Incremental Delay (*d 2*), s/veh	0.1	0.1			0.2	0.5	1.4	0.5	2.6			
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (*d*), s/veh	6.8	5.2			8.2	8.4	45.4	44.1	47.4			
Level of Service (LOS)	A	A			A	A	D	D	D			
Approach Delay, s/veh / LOS	5.4	A		8.2	A		45.3	D		0.0		
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.04	B	1.65	B	2.47	B	2.61	C
Bicycle LOS Score / LOS	1.09	A	0.94	A	1.15	A		

HCS Signalized Intersection Results Summary

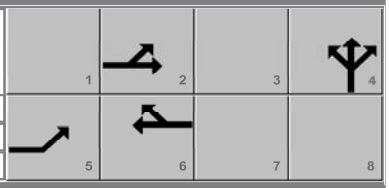
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 6, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & I-25 NB	File Name	2027 NBPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	119	865			1126	54	120	647	237			

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	74.2	24.3	0.0	0.0	0.0
Yellow	4.0	4.5	4.5	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



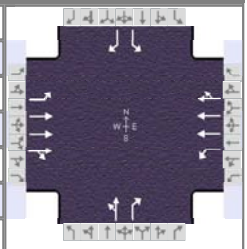
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		8.3		9.0		
Phase Duration, s	9.9	89.7		79.7		30.3		
Change Period, ($Y+R_c$), s	5.0	5.5		5.5		6.0		
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.0		
Queue Clearance Time (g_s), s	4.8					23.0		
Green Extension Time (g_e), s	0.2	0.0		0.0		1.3		
Phase Call Probability	0.98					1.00		
Max Out Probability	0.00					0.47		

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			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	126	913			793	387	120	647	237			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725			1900	1853	1795	1795	1598			
Queue Service Time (g_s), s	2.8	7.9			22.5	12.1	6.9	21.0	16.7			
Cycle Queue Clearance Time (g_c), s	2.8	7.9			22.5	12.1	6.9	21.0	16.7			
Green Ratio (*g/C*)	0.68	0.70			0.62	0.62	0.20	0.20	0.20			
Capacity (*c*), veh/h	342	3631			2351	1147	364	727	324			
Volume-to-Capacity Ratio (*X*)	0.367	0.252			0.337	0.338	0.330	0.890	0.732			
Back of Queue (*Q*), ft/ln (95 th percentile)	47	113			207	208	135	389	281			
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	4.5			8.3	8.3	5.4	15.4	11.1			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.67			1.38	1.38	0.30	0.00	0.00			
Uniform Delay (d_1), s/veh	10.6	6.7			11.0	11.0	40.9	46.5	44.8			
Incremental Delay (d_2), s/veh	0.2	0.2			0.4	0.8	0.2	11.0	5.0			
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (*d*), s/veh	10.8	6.9			11.4	11.8	41.1	57.5	49.8			
Level of Service (LOS)	B	A			B	B	D	E	D			
Approach Delay, s/veh / LOS	7.4	A		11.6	B		53.7	D		0.0		
Intersection Delay, s/veh / LOS	23.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	1.66	B	2.47	B	2.62	C
Bicycle LOS Score / LOS	1.03	A	1.14	A	1.32	A		

HCS Signalized Intersection Results Summary

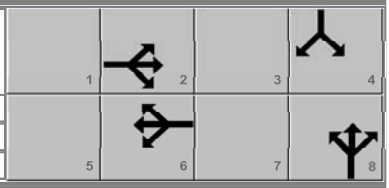
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & Broadbent	File Name	2027 NBAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	250	836	2	7	624	231	1	0	6	112		43

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	41	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	89.1	9.9	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



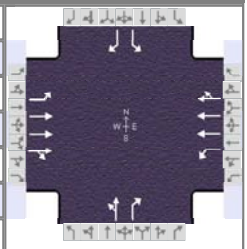
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		7.0		5.0
Phase Duration, s		94.6		94.6		15.4		15.4
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.0		3.0
Queue Clearance Time (g_s), s						2.4		8.7
Green Extension Time (g_e), s		0.0		0.0		0.3		0.2
Phase Call Probability						0.99		0.99
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7		14
Adjusted Flow Rate (*v*), veh/h	250	559	279	7	625	275		1	6	112		43
Adjusted Saturation Flow Rate (*s*), veh/h/ln	624	1885	1883	661	1885	1626		1440	1610	1810		1610
Queue Service Time (g_s), s	16.0	3.6	3.6	0.2	3.0	2.9		0.1	0.4	6.6		2.7
Cycle Queue Clearance Time (g_c), s	19.0	3.6	3.6	3.9	3.0	2.9		0.1	0.4	6.7		2.7
Green Ratio (*g/C*)	0.81	0.81	0.81	0.81	0.81	0.81		0.09	0.09	0.09		0.09
Capacity (*c*), veh/h	554	3053	1525	579	3053	1317		195	145	228		145
Volume-to-Capacity Ratio (*X*)	0.452	0.183	0.183	0.013	0.205	0.209		0.005	0.041	0.492		0.296
Back of Queue (*Q*), ft/ln (95 th percentile)	77	36	38	1	28	27		1	7	132		49
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	1.4	1.5	0.0	1.1	1.1		0.0	0.3	5.3		2.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.55	0.00	0.00	0.02	0.00	0.00		0.00	0.00	1.10		0.41
Uniform Delay (d_1), s/veh	4.3	2.3	2.3	1.9	1.6	1.5		45.6	45.7	48.6		46.8
Incremental Delay (d_2), s/veh	2.7	0.1	0.3	0.0	0.1	0.4		0.0	0.0	0.6		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
Control Delay (*d*), s/veh	7.0	2.5	2.6	1.9	1.7	1.9		45.6	45.7	49.2		47.2
Level of Service (LOS)	A	A	A	A	A	A		D	D	D		D
Approach Delay, s/veh / LOS	3.5	A		1.8	A		45.7	D		48.6	D	
Intersection Delay, s/veh / LOS	6.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.83	B	2.60	C	2.60	C
Bicycle LOS Score / LOS	1.09	A	0.96	A	0.50	A		F

HCS Signalized Intersection Results Summary

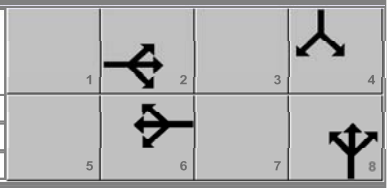
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & Broadbent	File Name	2027 NBPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	873	1	5	1161	49	6	0	8	130		101

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	19	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	97.6	11.4	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



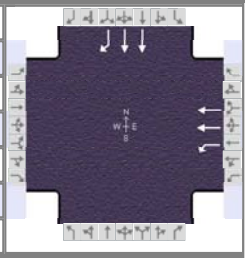
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		7.0		5.0
Phase Duration, s		103.1		103.1		16.9		16.9
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						2.5		11.0
Green Extension Time (g_e), s		0.0		0.0		0.4		0.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7		14
Adjusted Flow Rate (*v*), veh/h	48	583	291	5	807	395		6	8	130		101
Adjusted Saturation Flow Rate (*s*), veh/h/ln	469	1885	1884	639	1885	1844		1431	1610	1810		1610
Queue Service Time (g_s), s	2.9	4.1	4.1	0.1	3.3	3.1		0.5	0.5	8.5		7.3
Cycle Queue Clearance Time (g_c), s	6.2	4.1	4.1	4.1	3.3	3.1		0.5	0.5	9.0		7.3
Green Ratio (*g/C*)	0.81	0.81	0.81	0.81	0.81	0.81		0.10	0.10	0.10		0.10
Capacity (*c*), veh/h	429	3067	1533	559	3067	1500		196	153	223		153
Volume-to-Capacity Ratio (*X*)	0.112	0.190	0.190	0.009	0.263	0.263		0.031	0.052	0.584		0.662
Back of Queue (*Q*), ft/ln (95 th percentile)	12	44	46	0	33	34		7	10	171		133
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	1.7	1.9	0.0	1.3	1.3		0.3	0.4	6.9		5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.08	0.00	0.00	0.01	0.00	0.00		0.00	0.00	1.43		1.11
Uniform Delay (d_1), s/veh	3.1	2.5	2.5	1.1	1.3	1.2		49.4	49.4	53.5		52.5
Incremental Delay (d_2), s/veh	0.5	0.1	0.3	0.0	0.2	0.4		0.0	0.1	0.9		1.8
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
Control Delay (*d*), s/veh	3.6	2.6	2.7	1.1	1.5	1.6		49.5	49.5	54.4		54.3
Level of Service (LOS)	A	A	A	A	A	A		D	D	D		D
Approach Delay, s/veh / LOS	2.7	A		1.5	A		49.5	D		54.4	D	
Intersection Delay, s/veh / LOS	7.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.83	B	2.61	C	2.61	C
Bicycle LOS Score / LOS	0.99	A	1.16	A	0.51	A		F

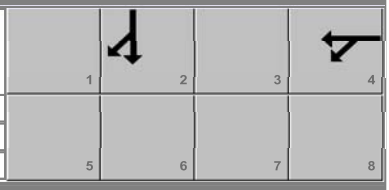
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	I-25 Southbound Frontage	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	I-25 SB Frontage & I-40…	File Name	2027 NBAM I-25 SB Frontage & I-40 WB Frontag…		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				170	323						409	81

Signal Information					EB		WB			
Cycle, s	58.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	24.0	24.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0



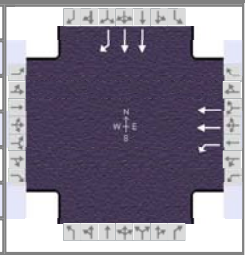
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4				2
Case Number				10.0				7.0
Phase Duration, s				29.0				29.0
Change Period, ($Y+R_c$), s				5.0				5.0
Max Allow Headway (*MAH*), s				3.1				3.1
Queue Clearance Time (g_s), s				5.6				6.4
Green Extension Time (g_e), s				1.0				1.0
Phase Call Probability				1.00				1.00
Max Out Probability				0.00				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4						2	12
Adjusted Flow Rate (*v*), veh/h				170	323						409	81
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1781	1781						1781	1585
Queue Service Time (g_s), s				3.6	3.4						4.4	1.8
Cycle Queue Clearance Time (g_c), s				3.6	3.4						4.4	1.8
Green Ratio (*g/C*)				0.41	0.41						0.41	0.41
Capacity (*c*), veh/h				737	1474						1474	656
Volume-to-Capacity Ratio (*X*)				0.231	0.219						0.278	0.123
Back of Queue (*Q*), ft/ln (95 th percentile)				61	54						71	28
Back of Queue (*Q*), veh/ln (95 th percentile)				2.4	2.1						2.8	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00						0.00	0.00
Uniform Delay (d_1), s/veh				11.0	11.0						11.3	10.5
Incremental Delay (d_2), s/veh				0.7	0.3						0.5	0.4
Initial Queue Delay (d_3), s/veh				0.0	0.0						0.0	0.0
Control Delay (*d*), s/veh				11.7	11.3						11.7	10.9
Level of Service (LOS)				B	B						B	B
Approach Delay, s/veh / LOS	0.0			11.5		B	0.0			11.6		B
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.93	B	1.93	B	1.66	B
Bicycle LOS Score / LOS			0.89	A			0.89	A

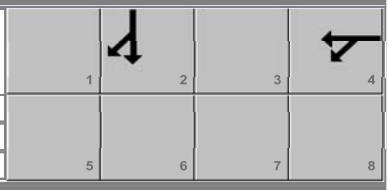
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	I-25 Southbound Frontage	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	I-25 SB Frontage & I-40…	File Name	2027 NBPM I-25 SB Frontage & I-40 WB Frontag…		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				74	806						435	161

Signal Information					EB		WB			
Cycle, s	58.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	24.0	24.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4				2
Case Number				10.0				7.0
Phase Duration, s				29.0				29.0
Change Period, (*Y+R c*), s				5.0				5.0
Max Allow Headway (*MAH*), s				3.0				3.1
Queue Clearance Time (*g s*), s				11.8				6.7
Green Extension Time (*g e*), s				1.9				1.3
Phase Call Probability				1.00				1.00
Max Out Probability				0.02				0.00

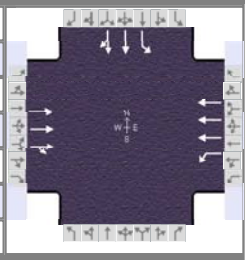
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4						2	12
Adjusted Flow Rate (*v*), veh/h				74	806						435	161
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1795	1795						1795	1598
Queue Service Time (*g s*), s				1.5	9.8						4.7	3.8
Cycle Queue Clearance Time (*g c*), s				1.5	9.8						4.7	3.8
Green Ratio (*g/C*)				0.41	0.41						0.41	0.41
Capacity (*c*), veh/h				743	1485						1485	661
Volume-to-Capacity Ratio (*X*)				0.100	0.543						0.293	0.244
Back of Queue (*Q*), ft/ln (95 th percentile)				25	163						76	59
Back of Queue (*Q*), veh/ln (95 th percentile)				1.0	6.5						3.0	2.3
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00						0.00	0.00
Uniform Delay (*d 1*), s/veh				10.4	12.9						11.3	11.1
Incremental Delay (*d 2*), s/veh				0.3	1.4						0.5	0.9
Initial Queue Delay (*d 3*), s/veh				0.0	0.0						0.0	0.0
Control Delay (*d*), s/veh				10.7	14.3						11.8	12.0
Level of Service (LOS)				B	B						B	B
Approach Delay, s/veh / LOS	0.0			14.0		B	0.0			11.9		B
Intersection Delay, s/veh / LOS	13.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.93	B	1.93	B	1.66	B
Bicycle LOS Score / LOS			1.21	A			0.98	A

APPENDIX F
2027 BUILD INTERSECTION CAPACITY ANALYSIS

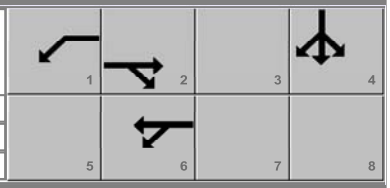
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & I-25 SB	File Name	2027 BAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		974	60	113	884					82	234	45

Signal Information					EB			WB			NB			SB		
Cycle, s	110.0	Reference Phase	2													
Offset, s	37	Reference Point	End	Green	3.7	79.4		10.9	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.5		4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0		2.0	0.0	0.0	0.0					



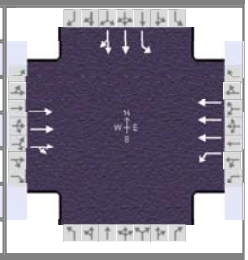
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		84.9	8.2	93.1				16.9
Change Period, (*Y+R c*), s		5.5	4.5	5.5				6.0
Max Allow Headway (*MAH*), s		0.0	3.0	0.0				3.0
Queue Clearance Time (*g s*), s			3.7					10.3
Green Extension Time (*g e*), s		0.0	0.2	0.0				0.6
Phase Call Probability			0.97					1.00
Max Out Probability			0.00					0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		655	318	113	886					82	141	138
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1885	1827	1781	1698					1795	1885	1780
Queue Service Time (*g s*), s		16.9	5.5	1.7	4.1					4.7	8.0	8.3
Cycle Queue Clearance Time (*g c*), s		16.9	5.5	1.7	4.1					4.7	8.0	8.3
Green Ratio (*g/C*)		0.72	0.72	0.77	0.80					0.10	0.10	0.10
Capacity (*c*), veh/h		2721	1319	454	4058					178	186	176
Volume-to-Capacity Ratio (*X*)		0.241	0.241	0.249	0.218					0.462	0.759	0.781
Back of Queue (*Q*), ft/ln (95 th percentile)		77	77	19	38					95	172	167
Back of Queue (*Q*), veh/ln (95 th percentile)		3.1	3.1	0.8	1.5					3.8	6.8	6.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.20	0.20	0.11	0.22					0.38	0.69	0.67
Uniform Delay (*d 1*), s/veh		4.3	4.2	5.1	2.3					46.8	48.3	48.4
Incremental Delay (*d 2*), s/veh		0.2	0.4	0.1	0.1					0.7	2.4	2.9
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (*d*), s/veh		4.5	4.7	5.2	2.4					47.5	50.7	51.3
Level of Service (LOS)		A	A	A	A					D	D	D
Approach Delay, s/veh / LOS	4.6	A		2.7	A		0.0			50.2	D	
Intersection Delay, s/veh / LOS	10.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.63	B	1.83	B	2.61	C	2.47	B
Bicycle LOS Score / LOS	1.06	A	1.04	A			0.79	A

HCS Signalized Intersection Results Summary

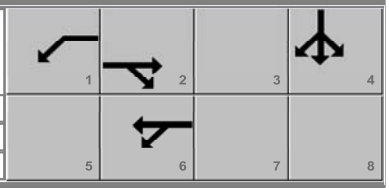
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & I-25 SB	File Name	2027 BPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		955	73	133	1122					100	304	94

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.4	83.7	15.8	0.0	0.0	0.0
Yellow	4.0	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.0	2.0	0.0	0.0	0.0



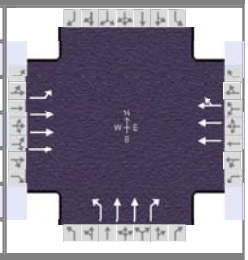
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		89.2	8.9	98.2				21.8
Change Period, (*Y+R c*), s		5.5	4.5	5.5				6.0
Max Allow Headway (*MAH*), s		0.0	3.0	0.0				3.0
Queue Clearance Time (*g s*), s			4.3					15.1
Green Extension Time (*g e*), s		0.0	0.2	0.0				0.8
Phase Call Probability			0.99					1.00
Max Out Probability			0.00					0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		683	330	132	1118					100	205	193
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1885	1814	1810	1725					1795	1885	1734
Queue Service Time (*g s*), s		13.2	6.4	2.3	9.0					6.1	12.7	13.1
Cycle Queue Clearance Time (*g c*), s		13.2	6.4	2.3	9.0					6.1	12.7	13.1
Green Ratio (*g/C*)		0.70	0.70	0.75	0.77					0.13	0.13	0.13
Capacity (*c*), veh/h		2631	1266	459	3996					237	249	229
Volume-to-Capacity Ratio (*X*)		0.260	0.261	0.289	0.280					0.422	0.822	0.846
Back of Queue (*Q*), ft/ln (95 th percentile)		94	95	32	115					123	253	242
Back of Queue (*Q*), veh/ln (95 th percentile)		3.7	3.8	1.3	4.6					4.9	10.0	9.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.25	0.25	0.19	0.68					0.49	1.01	0.97
Uniform Delay (*d 1*), s/veh		5.0	5.0	5.4	5.1					47.9	50.7	50.9
Incremental Delay (*d 2*), s/veh		0.2	0.5	0.1	0.2					0.4	2.7	3.4
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (*d*), s/veh		5.2	5.5	5.5	5.2					48.3	53.4	54.3
Level of Service (LOS)		A	A	A	A					D	D	D
Approach Delay, s/veh / LOS	5.3	A		5.3	A		0.0			52.7	D	
Intersection Delay, s/veh / LOS	13.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.84	B	2.62	C	2.47	B
Bicycle LOS Score / LOS	1.05	A	1.18	A			0.90	A

HCS Signalized Intersection Results Summary

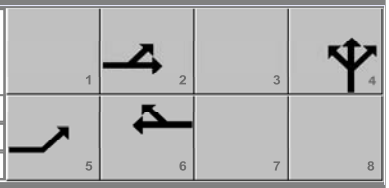
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 6, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & I-25 NB	File Name	2027 BAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



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	948			788	49	211	387	209			

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	37	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	71.3	17.5	0.0	0.0	0.0
Yellow	4.0	4.5	4.5	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



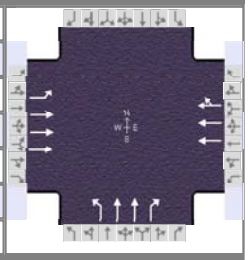
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		8.3		9.0		
Phase Duration, s	9.7	86.5		76.8		23.5		
Change Period, ($Y+R_c$), s	5.0	5.5		5.5		6.0		
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.0		
Queue Clearance Time (g_s), s	4.5					15.9		
Green Extension Time (g_e), s	0.2	0.0		0.0		1.6		
Phase Call Probability	0.98					1.00		
Max Out Probability	0.00					0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	135	864			563	274	211	387	209			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712			1870	1812	1795	1795	1598			
Queue Service Time (g_s), s	2.5	6.3			14.1	6.9	12.3	11.2	13.9			
Cycle Queue Clearance Time (g_c), s	2.5	6.3			14.1	6.9	12.3	11.2	13.9			
Green Ratio (*g/C*)	0.71	0.74			0.65	0.65	0.16	0.16	0.16			
Capacity (*c*), veh/h	486	3782			2426	1175	286	571	254			
Volume-to-Capacity Ratio (*X*)	0.278	0.228			0.232	0.233	0.739	0.678	0.823			
Back of Queue (*Q*), ft/ln (95 th percentile)	37	80			112	113	232	213	236			
Back of Queue (*Q*), veh/ln (95 th percentile)	1.5	3.2			4.4	4.5	9.2	8.5	9.4			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.22	0.47			0.75	0.75	0.52	0.00	0.00			
Uniform Delay (d_1), s/veh	6.8	5.0			8.0	8.0	44.1	43.6	44.8			
Incremental Delay (d_2), s/veh	0.1	0.1			0.2	0.5	1.4	0.5	2.6			
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (*d*), s/veh	6.9	5.2			8.2	8.5	45.5	44.1	47.4			
Level of Service (LOS)	A	A			A	A	D	D	D			
Approach Delay, s/veh / LOS	5.4	A		8.3	A		45.3	D		0.0		
Intersection Delay, s/veh / LOS	18.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.04	B	1.65	B	2.47	B	2.61	C
Bicycle LOS Score / LOS	1.09	A	0.95	A	1.15	A		

HCS Signalized Intersection Results Summary

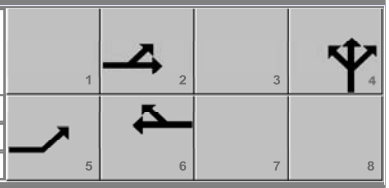
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 6, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & I-25 NB	File Name	2027 BPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	879			1130	54	120	647	237			

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	74.3	24.3	0.0	0.0	0.0
Yellow	4.0	4.5	4.5	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



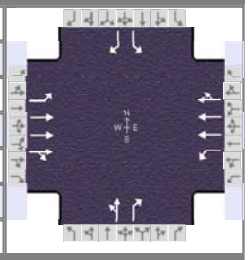
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		8.3		9.0		
Phase Duration, s	9.9	89.7		79.8		30.3		
Change Period, ($Y+R_c$), s	5.0	5.5		5.5		6.0		
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.0		
Queue Clearance Time (g_s), s	4.8					23.0		
Green Extension Time (g_e), s	0.2	0.0		0.0		1.3		
Phase Call Probability	0.98					1.00		
Max Out Probability	0.00					0.47		

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			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	125	916			796	388	120	647	237			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725			1900	1854	1795	1795	1598			
Queue Service Time (g_s), s	2.8	7.9			22.6	12.1	6.9	21.0	16.7			
Cycle Queue Clearance Time (g_c), s	2.8	7.9			22.6	12.1	6.9	21.0	16.7			
Green Ratio (*g/C*)	0.68	0.70			0.62	0.62	0.20	0.20	0.20			
Capacity (*c*), veh/h	341	3631			2351	1147	364	727	324			
Volume-to-Capacity Ratio (*X*)	0.367	0.252			0.338	0.339	0.330	0.890	0.732			
Back of Queue (*Q*), ft/ln (95 th percentile)	46	114			208	208	135	389	281			
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	4.5			8.3	8.3	5.4	15.4	11.1			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.67			1.38	1.39	0.30	0.00	0.00			
Uniform Delay (d_1), s/veh	10.6	6.7			11.0	11.0	40.9	46.5	44.8			
Incremental Delay (d_2), s/veh	0.2	0.2			0.4	0.8	0.2	11.0	5.0			
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (*d*), s/veh	10.9	6.9			11.4	11.8	41.1	57.5	49.8			
Level of Service (LOS)	B	A			B	B	D	E	D			
Approach Delay, s/veh / LOS	7.4	A		11.6	B		53.7	D		0.0		
Intersection Delay, s/veh / LOS	23.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	1.66	B	2.47	B	2.62	C
Bicycle LOS Score / LOS	1.04	A	1.14	A	1.32	A		

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & Broadbent	File Name	2027 BAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	250	852	2	7	627	232	1	0	6	115		43

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	41	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
							5	6	7	8
Green	89.1	9.9	0.0	0.0	0.0	0.0				
Yellow	4.5	4.5	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

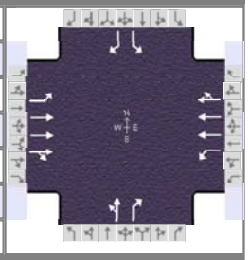
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		7.0		5.0
Phase Duration, s		94.6		94.6		15.4		15.4
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.0		3.0
Queue Clearance Time (g_s), s						2.4		8.9
Green Extension Time (g_e), s		0.0		0.0		0.3		0.2
Phase Call Probability						0.99		0.99
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7		14
Adjusted Flow Rate (*v*), veh/h	250	570	284	8	641	282		1	6	115		43
Adjusted Saturation Flow Rate (*s*), veh/h/ln	610	1885	1883	651	1885	1626		1440	1610	1810		1610
Queue Service Time (g_s), s	16.7	3.7	3.7	0.2	3.1	3.0		0.1	0.4	6.8		2.7
Cycle Queue Clearance Time (g_c), s	19.7	3.7	3.7	4.0	3.1	3.0		0.1	0.4	6.9		2.7
Green Ratio (*g/C*)	0.81	0.81	0.81	0.81	0.81	0.81		0.09	0.09	0.09		0.09
Capacity (*c*), veh/h	543	3053	1524	571	3053	1317		196	145	228		145
Volume-to-Capacity Ratio (*X*)	0.461	0.187	0.187	0.013	0.210	0.214		0.005	0.041	0.505		0.296
Back of Queue (*Q*), ft/ln (95 th percentile)	80	37	39	1	29	28		1	7	136		49
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	1.5	1.6	0.0	1.2	1.1		0.0	0.3	5.4		2.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.57	0.00	0.00	0.02	0.00	0.00		0.00	0.00	1.13		0.41
Uniform Delay (d_1), s/veh	4.4	2.3	2.3	1.9	1.6	1.5		45.5	45.7	48.7		46.8
Incremental Delay (d_2), s/veh	2.8	0.1	0.3	0.0	0.2	0.4		0.0	0.0	0.6		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
Control Delay (*d*), s/veh	7.3	2.5	2.6	2.0	1.8	1.9		45.6	45.7	49.3		47.2
Level of Service (LOS)	A	A	A	A	A	A		D	D	D		D
Approach Delay, s/veh / LOS	3.6	A		1.8	A		45.7	D		48.7	D	
Intersection Delay, s/veh / LOS	6.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.83	B	2.60	C	2.60	C
Bicycle LOS Score / LOS	1.09	A	0.96	A	0.50	A		F

HCS Signalized Intersection Results Summary

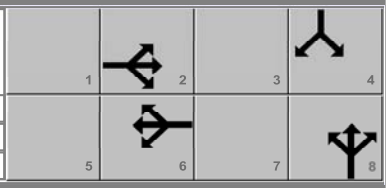
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	Menaul & Broadbent	File Name	2027 BPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	875	1	5	1168	51	6	0	8	130		101

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	19	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	97.6	11.4	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



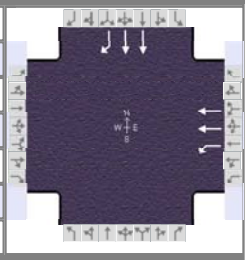
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		7.0		5.0
Phase Duration, s		103.1		103.1		16.9		16.9
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						2.5		11.0
Green Extension Time (g_e), s		0.0		0.0		0.4		0.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7		14
Adjusted Flow Rate (*v*), veh/h	48	584	292	5	810	396		6	8	130		101
Adjusted Saturation Flow Rate (*s*), veh/h/ln	467	1885	1884	638	1885	1843		1431	1610	1810		1610
Queue Service Time (g_s), s	2.9	4.1	4.1	0.1	3.4	3.1		0.5	0.5	8.5		7.3
Cycle Queue Clearance Time (g_c), s	6.2	4.1	4.1	4.1	3.4	3.1		0.5	0.5	9.0		7.3
Green Ratio (*g/C*)	0.81	0.81	0.81	0.81	0.81	0.81		0.10	0.10	0.10		0.10
Capacity (*c*), veh/h	427	3067	1533	558	3067	1499		196	153	223		153
Volume-to-Capacity Ratio (*X*)	0.112	0.190	0.190	0.009	0.264	0.264		0.031	0.052	0.584		0.662
Back of Queue (*Q*), ft/ln (95 th percentile)	12	44	46	0	33	34		7	10	171		133
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	1.8	1.9	0.0	1.3	1.4		0.3	0.4	6.9		5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.08	0.00	0.00	0.01	0.00	0.00		0.00	0.00	1.43		1.11
Uniform Delay (d_1), s/veh	3.1	2.5	2.5	1.1	1.3	1.2		49.4	49.4	53.5		52.5
Incremental Delay (d_2), s/veh	0.5	0.1	0.3	0.0	0.2	0.4		0.0	0.1	0.9		1.8
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
Control Delay (*d*), s/veh	3.6	2.6	2.7	1.1	1.5	1.6		49.5	49.5	54.4		54.3
Level of Service (LOS)	A	A	A	A	A	A		D	D	D		D
Approach Delay, s/veh / LOS	2.7	A		1.5	A		49.5	D		54.4	D	
Intersection Delay, s/veh / LOS	7.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.83	B	2.61	C	2.61	C
Bicycle LOS Score / LOS	1.00	A	1.16	A	0.51	A		F

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	I-25 Southbound Frontage	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	I-25 SB Frontage & I-40…	File Name	2027 BAM I-25 SB Frontage & I-40 WB Frontage.…		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				170	323						409	83

Signal Information			
Cycle, s	58.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	24.0	24.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

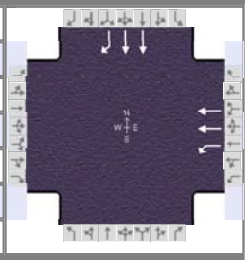
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4				2
Case Number				10.0				7.0
Phase Duration, s				29.0				29.0
Change Period, (*Y+R c*), s				5.0				5.0
Max Allow Headway (*MAH*), s				3.1				3.1
Queue Clearance Time (*g s*), s				5.6				6.4
Green Extension Time (*g e*), s				1.0				1.0
Phase Call Probability				1.00				1.00
Max Out Probability				0.00				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4						2	12
Adjusted Flow Rate (*v*), veh/h				170	323						409	83
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1781	1781						1781	1585
Queue Service Time (*g s*), s				3.6	3.4						4.4	1.9
Cycle Queue Clearance Time (*g c*), s				3.6	3.4						4.4	1.9
Green Ratio (*g/C*)				0.41	0.41						0.41	0.41
Capacity (*c*), veh/h				737	1474						1474	656
Volume-to-Capacity Ratio (*X*)				0.231	0.219						0.278	0.127
Back of Queue (*Q*), ft/ln (95 th percentile)				61	54						71	29
Back of Queue (*Q*), veh/ln (95 th percentile)				2.4	2.1						2.8	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00						0.00	0.00
Uniform Delay (*d 1*), s/veh				11.0	11.0						11.3	10.5
Incremental Delay (*d 2*), s/veh				0.7	0.3						0.5	0.4
Initial Queue Delay (*d 3*), s/veh				0.0	0.0						0.0	0.0
Control Delay (*d*), s/veh				11.7	11.3						11.7	10.9
Level of Service (LOS)				B	B						B	B
Approach Delay, s/veh / LOS	0.0			11.5		B	0.0			11.6		B
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.93	B	1.93	B	1.66	B
Bicycle LOS Score / LOS			0.89	A			0.89	A

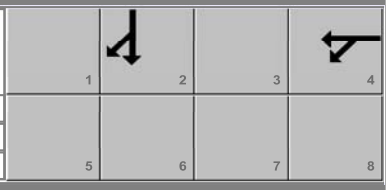
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	I-25 Southbound Frontage	Analysis Year	2027	Analysis Period	1> 7:00
Intersection	I-25 SB Frontage & I-40…	File Name	2027 BPM I-25 SB Frontage & I-40 WB Frontage.…		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				74	806						436	165

Signal Information					EB		WB			
Cycle, s	58.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	24.0	24.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4				2
Case Number				10.0				7.0
Phase Duration, s				29.0				29.0
Change Period, ($Y+R_c$), s				5.0				5.0
Max Allow Headway (*MAH*), s				3.0				3.1
Queue Clearance Time (g_s), s				11.8				6.7
Green Extension Time (g_e), s				1.9				1.3
Phase Call Probability				1.00				1.00
Max Out Probability				0.02				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4						2	12
Adjusted Flow Rate (*v*), veh/h				74	806						436	165
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1795	1795						1795	1598
Queue Service Time (g_s), s				1.5	9.8						4.7	3.9
Cycle Queue Clearance Time (g_c), s				1.5	9.8						4.7	3.9
Green Ratio (*g/C*)				0.41	0.41						0.41	0.41
Capacity (*c*), veh/h				743	1485						1485	661
Volume-to-Capacity Ratio (*X*)				0.100	0.543						0.294	0.250
Back of Queue (*Q*), ft/ln (95 th percentile)				25	163						76	60
Back of Queue (*Q*), veh/ln (95 th percentile)				1.0	6.5						3.0	2.4
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00						0.00	0.00
Uniform Delay (d_1), s/veh				10.4	12.9						11.3	11.1
Incremental Delay (d_2), s/veh				0.3	1.4						0.5	0.9
Initial Queue Delay (d_3), s/veh				0.0	0.0						0.0	0.0
Control Delay (*d*), s/veh				10.7	14.3						11.8	12.0
Level of Service (LOS)				B	B						B	B
Approach Delay, s/veh / LOS	0.0			14.0		B	0.0			11.9		B
Intersection Delay, s/veh / LOS	13.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.93	B	1.93	B	1.66	B
Bicycle LOS Score / LOS			1.21	A			0.98	A

HCS Two-Way Stop-Control Report

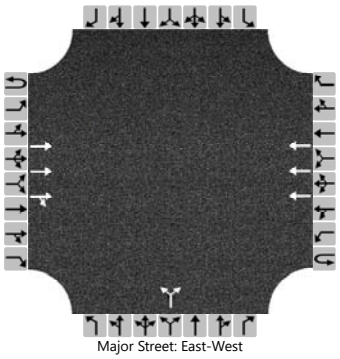
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2027
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	Department of Public Safety TIA

Site Information

Intersection	Menaul & Access 1
Jurisdiction	CoA
East/West Street	Menaul Boulevard
North/South Street	Access 1
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	0		0	1	0		0	0	0
Configuration			T	TR			T				LR					
Volume (veh/h)			1039	5			909			1		3				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)										6.4		7.1				
Critical Headway (sec)										5.70		7.10				
Base Follow-Up Headway (sec)										3.8		3.9				
Follow-Up Headway (sec)										3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											4					
Capacity, c (veh/h)											311					
v/c Ratio											0.01					
95% Queue Length, Q_{95} (veh)											0.0					
95% Queue Length, Q_{95} (ft)											0.0					
Control Delay (s/veh)											16.8					
Level of Service (LOS)											C					
Approach Delay (s/veh)										16.8						
Approach LOS										C						

HCS Two-Way Stop-Control Report

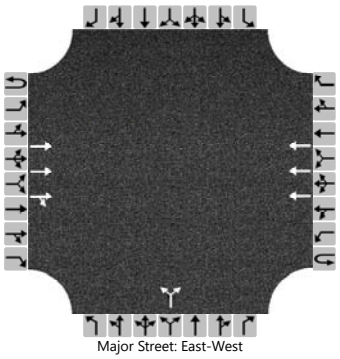
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2027
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	Department of Public Safety TIA

Site Information

Intersection	Menaul & Access 1
Jurisdiction	CoA
East/West Street	Menaul Boulevard
North/South Street	Access 1
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	0		0	1	0		0	0	0
Configuration			T	TR			T				LR					
Volume (veh/h)			1014	1			1221			3		5				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)										6.4		7.1				
Critical Headway (sec)										5.70		7.10				
Base Follow-Up Headway (sec)										3.8		3.9				
Follow-Up Headway (sec)										3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											9					
Capacity, c (veh/h)											283					
v/c Ratio											0.03					
95% Queue Length, Q_{95} (veh)											0.1					
95% Queue Length, Q_{95} (ft)											2.5					
Control Delay (s/veh)											18.1					
Level of Service (LOS)											C					
Approach Delay (s/veh)									18.1							
Approach LOS									C							

HCS Two-Way Stop-Control Report

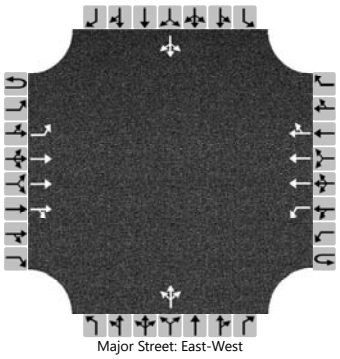
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2027
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	Department of Public Safety TIA

Site Information

Intersection	Menaul & Access 2
Jurisdiction	CoA
East/West Street	Menaul Boulevard
North/South Street	Access 2
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	0	1029	13	0	24	906	0		3	0	5		0	0	0
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				26					9				0	
Capacity, c (veh/h)		404				343					241				0	
v/c Ratio		0.00				0.08					0.04					
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.1					
95% Queue Length, Q_{95} (ft)		0.0				5.0					2.5					
Control Delay (s/veh)		13.9				16.4					20.5					
Level of Service (LOS)		B				C					C					
Approach Delay (s/veh)	0.0				0.4				20.5							
Approach LOS	A				A				C							

HCS Two-Way Stop-Control Report

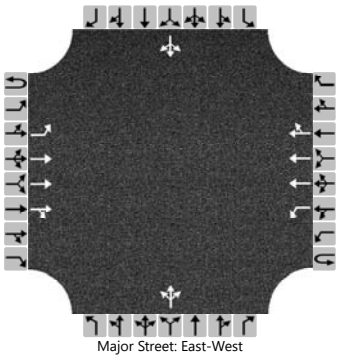
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2027
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	Department of Public Safety TIA

Site Information

Intersection	Menaul & Access 2
Jurisdiction	CoA
East/West Street	Menaul Boulevard
North/South Street	Access 2
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	0	1017	2	0	4	1215	0		6	0	11		0	0	0
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				4					18				0	
Capacity, c (veh/h)		278				353					251				0	
v/c Ratio		0.00				0.01					0.07					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2					
95% Queue Length, Q_{95} (ft)		0.0				0.0					5.0					
Control Delay (s/veh)		17.9				15.3					20.5					
Level of Service (LOS)		C				C					C					
Approach Delay (s/veh)	0.0				0.1				20.5							
Approach LOS	A				A				C							

HCS Two-Way Stop-Control Report

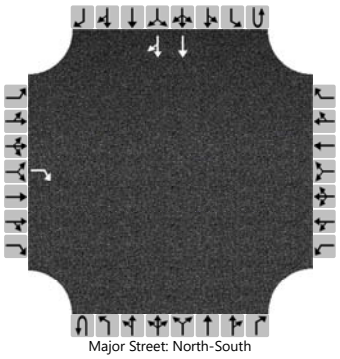
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2027
Time Analyzed	BAM
Intersection Orientation	North-South
Project Description	Department of Public Safety TIA

Site Information

Intersection	I-25 SB Frontage & Access 3
Jurisdiction	CoA
East/West Street	Access 3
North/South Street	I-25 Southbound Frontage Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	2	0
Configuration				R											T	TR
Volume (veh/h)				2											491	0
Percent Heavy Vehicles (%)				0												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.90												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				2												
Capacity, c (veh/h)				737												
v/c Ratio				0.00												
95% Queue Length, Q_{95} (veh)				0.0												
95% Queue Length, Q_{95} (ft)				0.0												
Control Delay (s/veh)				9.9												
Level of Service (LOS)				A												
Approach Delay (s/veh)	9.9															
Approach LOS	A															

HCS Two-Way Stop-Control Report

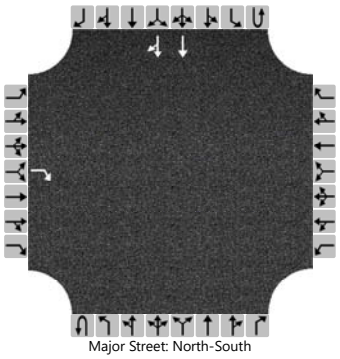
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2027
Time Analyzed	BPM
Intersection Orientation	North-South
Project Description	Department of Public Safety TIA

Site Information

Intersection	I-25 SB Frontage & Access 3
Jurisdiction	CoA
East/West Street	Access 3
North/South Street	I-25 Southbound Frontage Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	2	0
Configuration				R											T	TR
Volume (veh/h)				4											597	0
Percent Heavy Vehicles (%)				0												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.90												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.30												

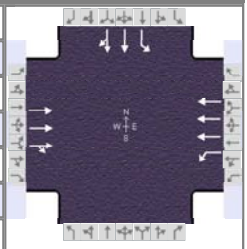
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				4												
Capacity, c (veh/h)				677												
v/c Ratio				0.01												
95% Queue Length, Q_{95} (veh)				0.0												
95% Queue Length, Q_{95} (ft)				0.0												
Control Delay (s/veh)				10.4												
Level of Service (LOS)				B												
Approach Delay (s/veh)	10.4															
Approach LOS	B															

APPENDIX G
2037 NO BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

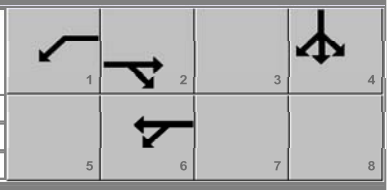
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & I-25 SB	File Name	2037 NBAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1161	71	136	1035					99	281	52

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	37	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	77.1	12.6	0.0	0.0	0.0
Yellow	4.0	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.0	2.0	0.0	0.0	0.0



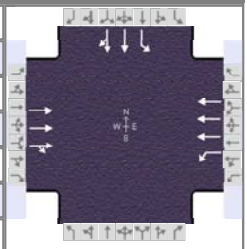
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		82.6	8.8	91.4				18.6
Change Period, (*Y+R c*), s		5.5	4.5	5.5				6.0
Max Allow Headway (*MAH*), s		0.0	3.0	0.0				3.0
Queue Clearance Time (*g s*), s			4.2					11.9
Green Extension Time (*g e*), s		0.0	0.2	0.0				0.7
Phase Call Probability			0.98					1.00
Max Out Probability			0.00					0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		771	374	136	1036					99	169	164
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1885	1827	1781	1698					1795	1885	1783
Queue Service Time (*g s*), s		21.0	7.1	2.2	5.8					5.7	9.6	9.9
Cycle Queue Clearance Time (*g c*), s		21.0	7.1	2.2	5.8					5.7	9.6	9.9
Green Ratio (*g/C*)		0.70	0.70	0.76	0.78					0.11	0.11	0.11
Capacity (*c*), veh/h		2644	1281	386	3980					205	215	204
Volume-to-Capacity Ratio (*X*)		0.292	0.292	0.353	0.260					0.483	0.786	0.805
Back of Queue (*Q*), ft/ln (95 th percentile)		103	101	27	59					113	202	196
Back of Queue (*Q*), veh/ln (95 th percentile)		4.1	4.1	1.1	2.3					4.5	8.0	7.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.27	0.27	0.16	0.35					0.45	0.81	0.79
Uniform Delay (*d 1*), s/veh		5.0	4.9	7.0	3.1					45.7	47.4	47.5
Incremental Delay (*d 2*), s/veh		0.3	0.6	0.2	0.1					0.7	2.4	2.9
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (*d*), s/veh		5.3	5.5	7.1	3.2					46.3	49.9	50.4
Level of Service (LOS)		A	A	A	A					D	D	D
Approach Delay, s/veh / LOS	5.4	A		3.7	A		0.0			49.3	D	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.84	B	2.61	C	2.47	B
Bicycle LOS Score / LOS	1.17	A	1.13	A			0.84	A

HCS Signalized Intersection Results Summary

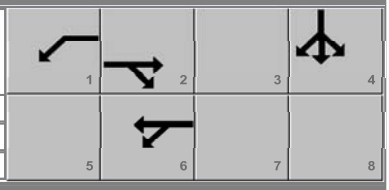
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & I-25 SB	File Name	2037 NBPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1128	86	160	1342					120	364	112

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	80.3	18.4	0.0	0.0	0.0
Yellow	4.0	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.0	2.0	0.0	0.0	0.0



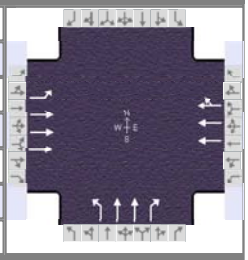
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		85.8	9.7	95.6				24.4
Change Period, ($Y+R_c$), s		5.5	4.5	5.5				6.0
Max Allow Headway (*MAH*), s		0.0	3.0	0.0				3.0
Queue Clearance Time (g_s), s			5.0					17.6
Green Extension Time (g_e), s		0.0	0.2	0.0				0.9
Phase Call Probability			1.00					1.00
Max Out Probability			0.00					0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		819	394	159	1337					120	245	231
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1885	1814	1810	1725					1795	1885	1734
Queue Service Time (g_s), s		16.2	9.0	3.0	12.9					7.3	15.2	15.6
Cycle Queue Clearance Time (g_c), s		16.2	9.0	3.0	12.9					7.3	15.2	15.6
Green Ratio (*g/C*)		0.67	0.67	0.73	0.75					0.15	0.15	0.15
Capacity (*c*), veh/h		2524	1215	389	3884					276	290	266
Volume-to-Capacity Ratio (*X*)		0.324	0.325	0.410	0.344					0.435	0.847	0.865
Back of Queue (*Q*), ft/ln (95 th percentile)		139	138	45	175					145	301	290
Back of Queue (*Q*), veh/ln (95 th percentile)		5.5	5.5	1.8	7.0					5.8	11.9	11.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.37	0.37	0.27	1.03					0.58	1.20	1.17
Uniform Delay (d_1), s/veh		6.5	6.4	7.2	6.8					46.1	49.4	49.6
Incremental Delay (d_2), s/veh		0.3	0.7	0.2	0.2					0.4	6.3	8.7
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (*d*), s/veh		6.8	7.1	7.4	7.0					46.5	55.7	58.3
Level of Service (LOS)		A	A	A	A					D	E	E
Approach Delay, s/veh / LOS	6.9	A		7.1	A		0.0			54.8	D	
Intersection Delay, s/veh / LOS	15.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.65	B	1.85	B	2.62	C	2.47	B
Bicycle LOS Score / LOS	1.16	A	1.31	A			0.98	A

HCS Signalized Intersection Results Summary

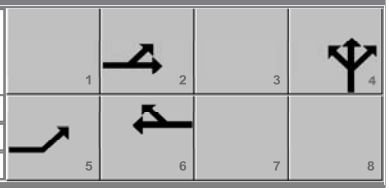
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 6, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & I-25 NB	File Name	2037 NBAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	177	1129			921	59	251	464	251			

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	37	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.5	67.5	20.5	0.0	0.0	0.0
Yellow	4.0	4.5	4.5	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



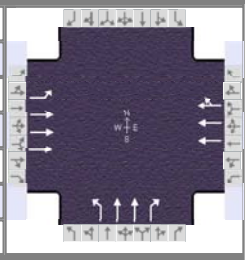
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		8.3		9.0		
Phase Duration, s	10.5	83.5		73.0		26.5		
Change Period, (*Y+R c*), s	5.0	5.5		5.5		6.0		
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.0		
Queue Clearance Time (*g s*), s	5.3					18.7		
Green Extension Time (*g e*), s	0.3	0.0		0.0		1.9		
Phase Call Probability	0.99					1.00		
Max Out Probability	0.00					0.01		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	160	1018			660	320	251	464	251			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712			1870	1810	1795	1795	1598			
Queue Service Time (*g s*), s	3.3	8.2			17.0	9.1	14.5	13.3	16.7			
Cycle Queue Clearance Time (*g c*), s	3.3	8.2			17.0	9.1	14.5	13.3	16.7			
Green Ratio (*g/C*)	0.68	0.71			0.61	0.61	0.19	0.19	0.19			
Capacity (*c*), veh/h	421	3639			2294	1110	335	670	298			
Volume-to-Capacity Ratio (*X*)	0.380	0.280			0.288	0.289	0.749	0.692	0.841			
Back of Queue (*Q*), ft/ln (95 th percentile)	52	111			156	156	263	243	274			
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	4.4			6.1	6.2	10.4	9.6	10.9			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.31	0.65			1.04	1.04	0.59	0.00	0.00			
Uniform Delay (*d 1*), s/veh	8.9	6.1			10.0	10.0	42.3	41.8	43.2			
Incremental Delay (*d 2*), s/veh	0.2	0.2			0.3	0.7	1.3	0.5	3.9			
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (*d*), s/veh	9.1	6.3			10.3	10.7	43.6	42.3	47.1			
Level of Service (LOS)	A	A			B	B	D	D	D			
Approach Delay, s/veh / LOS	6.7	A		10.4	B		43.8	D		0.0		
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.05	B	1.66	B	2.47	B	2.61	C
Bicycle LOS Score / LOS	1.21	A	1.03	A	1.28	A		

HCS Signalized Intersection Results Summary

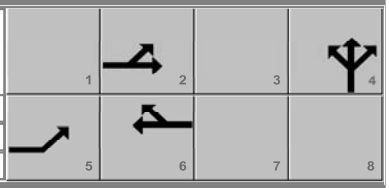
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 6, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & I-25 NB	File Name	2037 NBPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	142	1038			1352	65	144	776	285			

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.9	69.9	27.7	0.0	0.0	0.0
Yellow	4.0	4.5	4.5	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



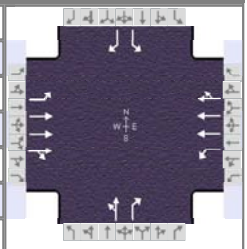
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		8.3		9.0		
Phase Duration, s	10.9	86.3		75.4		33.7		
Change Period, (*Y+R c*), s	5.0	5.5		5.5		6.0		
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.0		
Queue Clearance Time (*g s*), s	5.7					27.5		
Green Extension Time (*g e*), s	0.2	0.0		0.0		0.2		
Phase Call Probability	0.99					1.00		
Max Out Probability	0.00					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			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	150	1097			952	465	144	776	285			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725			1900	1853	1795	1795	1598			
Queue Service Time (*g s*), s	3.7	10.4			28.6	16.8	8.0	25.5	20.0			
Cycle Queue Clearance Time (*g c*), s	3.7	10.4			28.6	16.8	8.0	25.5	20.0			
Green Ratio (*g/C*)	0.65	0.67			0.58	0.58	0.23	0.23	0.23			
Capacity (*c*), veh/h	281	3485			2214	1080	414	829	369			
Volume-to-Capacity Ratio (*X*)	0.533	0.315			0.430	0.430	0.347	0.937	0.773			
Back of Queue (*Q*), ft/ln (95 th percentile)	65	153			275	277	158	495	338			
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	6.1			11.0	11.1	6.3	19.6	13.4			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.38	0.90			1.84	1.84	0.35	0.00	0.00			
Uniform Delay (*d 1*), s/veh	15.4	8.0			14.0	14.0	38.6	45.3	43.2			
Incremental Delay (*d 2*), s/veh	0.6	0.2			0.6	1.3	0.2	23.1	9.2			
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (*d*), s/veh	16.0	8.2			14.6	15.2	38.8	68.4	52.4			
Level of Service (LOS)	B	A			B	B	D	E	D			
Approach Delay, s/veh / LOS	9.2	A		14.8	B		61.1	E		0.0		
Intersection Delay, s/veh / LOS	27.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	1.67	B	2.47	B	2.62	C
Bicycle LOS Score / LOS	1.14	A	1.27	A	1.48	A		

HCS Signalized Intersection Results Summary

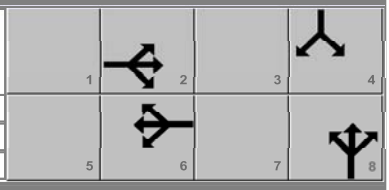
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & Broadbent	File Name	2037 NBAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	300	1003	2	9	749	277	1	0	7	135		51

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	41	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	88.6	10.4	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



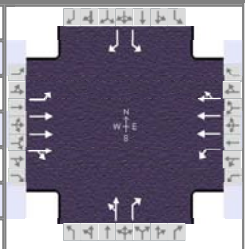
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		7.0		5.0
Phase Duration, s		94.1		94.1		15.9		15.9
Change Period, (*Y+R c*), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.0		3.0
Queue Clearance Time (*g s*), s						2.4		10.1
Green Extension Time (*g e*), s		0.0		0.0		0.3		0.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7		14
Adjusted Flow Rate (*v*), veh/h	300	670	335	9	752	327		1	7	135		51
Adjusted Saturation Flow Rate (*s*), veh/h/ln	527	1885	1883	565	1885	1625		1439	1610	1810		1610
Queue Service Time (*g s*), s	32.9	4.6	4.6	0.3	3.6	3.5		0.1	0.4	8.0		3.3
Cycle Queue Clearance Time (*g c*), s	36.5	4.6	4.6	4.9	3.6	3.5		0.1	0.4	8.1		3.3
Green Ratio (*g/C*)	0.81	0.81	0.81	0.81	0.81	0.81		0.09	0.09	0.09		0.09
Capacity (*c*), veh/h	473	3038	1517	497	3038	1309		201	152	235		152
Volume-to-Capacity Ratio (*X*)	0.634	0.221	0.221	0.019	0.247	0.250		0.005	0.046	0.576		0.336
Back of Queue (*Q*), ft/ln (95 th percentile)	146	47	50	1	34	33		1	8	161		58
Back of Queue (*Q*), veh/ln (95 th percentile)	5.8	1.9	2.0	0.1	1.4	1.3		0.0	0.3	6.4		2.3
Queue Storage Ratio (*RQ*) (95 th percentile)	1.04	0.00	0.00	0.02	0.00	0.00		0.00	0.00	1.34		0.48
Uniform Delay (*d 1*), s/veh	6.6	2.5	2.5	2.1	1.6	1.6		45.2	45.3	48.8		46.6
Incremental Delay (*d 2*), s/veh	6.5	0.2	0.3	0.1	0.2	0.4		0.0	0.0	0.8		0.5
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Control Delay (*d*), s/veh	13.1	2.7	2.9	2.1	1.8	2.0		45.2	45.4	49.7		47.1
Level of Service (LOS)	B	A	A	A	A	A		D	D	D		D
Approach Delay, s/veh / LOS	5.1	A		1.9	A		45.3	D		49.0	D	
Intersection Delay, s/veh / LOS	7.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.83	B	2.60	C	2.60	C
Bicycle LOS Score / LOS	1.21	A	1.06	A	0.50	A		F

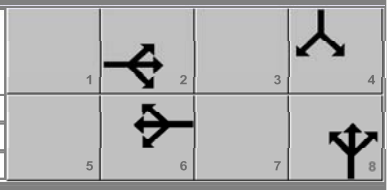
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & Broadbent	File Name	2037 NBPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	1047	1	6	1393	59	7	0	10	156		121

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	19	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Green	95.7	13.3	0.0	0.0	0.0	0.0	
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
				Red	1.0	1.0	0.0	0.0	0.0	0.0	



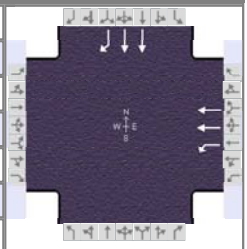
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		7.0		5.0
Phase Duration, s		101.2		101.2		18.8		18.8
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						2.7		12.8
Green Extension Time (g_e), s		0.0		0.0		0.5		0.5
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7		14
Adjusted Flow Rate (*v*), veh/h	57	699	349	6	969	474		7	10	156		121
Adjusted Saturation Flow Rate (*s*), veh/h/ln	373	1885	1884	543	1885	1844		1431	1610	1810		1610
Queue Service Time (g_s), s	5.1	5.5	5.5	0.1	4.2	4.0		0.5	0.7	10.1		8.7
Cycle Queue Clearance Time (g_c), s	9.3	5.5	5.5	5.6	4.2	4.0		0.6	0.7	10.8		8.7
Green Ratio (*g/C*)	0.80	0.80	0.80	0.80	0.80	0.80		0.11	0.11	0.11		0.11
Capacity (*c*), veh/h	344	3008	1503	469	3008	1471		218	178	250		178
Volume-to-Capacity Ratio (*X*)	0.165	0.232	0.232	0.013	0.322	0.322		0.032	0.056	0.625		0.680
Back of Queue (*Q*), ft/ln (95 th percentile)	18	66	68	1	43	44		8	12	201		157
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	2.6	2.7	0.0	1.7	1.8		0.3	0.5	8.1		6.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.13	0.00	0.00	0.01	0.00	0.00		0.00	0.00	1.68		1.31
Uniform Delay (d_1), s/veh	4.0	3.0	3.0	1.2	1.4	1.3		47.8	47.8	52.6		51.3
Incremental Delay (d_2), s/veh	1.0	0.2	0.4	0.0	0.3	0.5		0.0	0.0	1.0		1.7
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
Control Delay (*d*), s/veh	5.0	3.2	3.4	1.3	1.6	1.8		47.8	47.8	53.6		53.1
Level of Service (LOS)	A	A	A	A	A	A		D	D	D		D
Approach Delay, s/veh / LOS	3.3	A		1.7	A		47.8	D		53.3	D	
Intersection Delay, s/veh / LOS	7.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.83	B	2.61	C	2.61	C
Bicycle LOS Score / LOS	1.10	A	1.29	A	0.52	A		F

HCS Signalized Intersection Results Summary

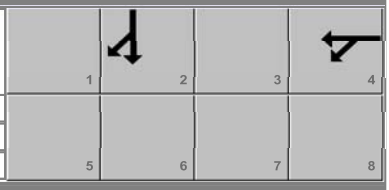
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	I-25 Southbound Frontage	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	I-25 SB Frontage & I-40…	File Name	2037 NBAM I-25 SB Frontage & I-40 WB Frontag…		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				203	388						490	97

Signal Information			
Cycle, s	58.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	24.0	24.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



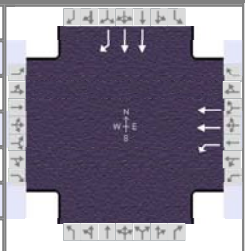
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4				2
Case Number				10.0				7.0
Phase Duration, s				29.0				29.0
Change Period, ($Y+R_c$), s				5.0				5.0
Max Allow Headway (*MAH*), s				3.1				3.1
Queue Clearance Time (g_s), s				6.4				7.4
Green Extension Time (g_e), s				1.2				1.3
Phase Call Probability				1.00				1.00
Max Out Probability				0.00				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4						2	12
Adjusted Flow Rate (*v*), veh/h				203	388						490	97
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1781	1781						1781	1585
Queue Service Time (g_s), s				4.4	4.2						5.4	2.2
Cycle Queue Clearance Time (g_c), s				4.4	4.2						5.4	2.2
Green Ratio (*g/C*)				0.41	0.41						0.41	0.41
Capacity (*c*), veh/h				737	1474						1474	656
Volume-to-Capacity Ratio (*X*)				0.275	0.263						0.333	0.148
Back of Queue (*Q*), ft/ln (95 th percentile)				75	67						88	34
Back of Queue (*Q*), veh/ln (95 th percentile)				3.0	2.6						3.5	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00						0.00	0.00
Uniform Delay (d_1), s/veh				11.2	11.2						11.6	10.6
Incremental Delay (d_2), s/veh				0.9	0.4						0.6	0.5
Initial Queue Delay (d_3), s/veh				0.0	0.0						0.0	0.0
Control Delay (*d*), s/veh				12.2	11.6						12.2	11.1
Level of Service (LOS)				B	B						B	B
Approach Delay, s/veh / LOS	0.0			11.8		B	0.0			12.0		B
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.93	B	1.93	B	1.66	B
Bicycle LOS Score / LOS			0.98	A			0.97	A

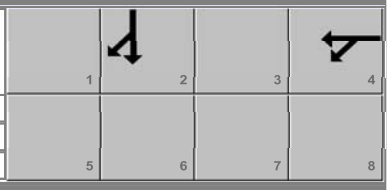
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Sep 22, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	I-25 Southbound Frontage	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	I-25 SB Frontage & I-40…	File Name	2037 NBPM I-25 SB Frontage & I-40 WB Frontag…		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				89	967						522	193

Signal Information					EB		WB			
Cycle, s	58.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	24.0	24.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4				2
Case Number				10.0				7.0
Phase Duration, s				29.0				29.0
Change Period, ($Y+R_c$), s				5.0				5.0
Max Allow Headway (*MAH*), s				3.0				3.1
Queue Clearance Time (g_s), s				14.5				7.8
Green Extension Time (g_e), s				2.1				1.6
Phase Call Probability				1.00				1.00
Max Out Probability				0.09				0.00

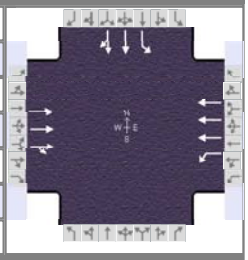
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4						2	12
Adjusted Flow Rate (*v*), veh/h				89	967						522	193
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1795	1795						1795	1598
Queue Service Time (g_s), s				1.8	12.5						5.8	4.7
Cycle Queue Clearance Time (g_c), s				1.8	12.5						5.8	4.7
Green Ratio (*g/C*)				0.41	0.41						0.41	0.41
Capacity (*c*), veh/h				743	1485						1485	661
Volume-to-Capacity Ratio (*X*)				0.120	0.651						0.351	0.292
Back of Queue (*Q*), ft/ln (95 th percentile)				30	206						94	72
Back of Queue (*Q*), veh/ln (95 th percentile)				1.2	8.2						3.7	2.9
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00						0.00	0.00
Uniform Delay (d_1), s/veh				10.5	13.6						11.7	11.3
Incremental Delay (d_2), s/veh				0.3	2.3						0.7	1.1
Initial Queue Delay (d_3), s/veh				0.0	0.0						0.0	0.0
Control Delay (*d*), s/veh				10.8	15.9						12.3	12.5
Level of Service (LOS)				B	B						B	B
Approach Delay, s/veh / LOS	0.0			15.5		B	0.0			12.4		B
Intersection Delay, s/veh / LOS	14.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.93	B	1.93	B	1.66	B
Bicycle LOS Score / LOS			1.36	A			1.08	A

APPENDIX H
2037 BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

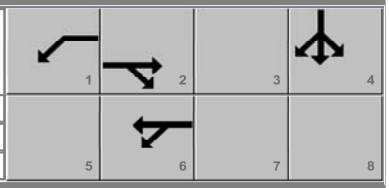
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & I-25 SB	File Name	2037 BAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1168	72	136	1057					99	281	54

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	37	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	77.1	12.6	0.0	0.0	0.0
Yellow	4.0	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.0	2.0	0.0	0.0	0.0



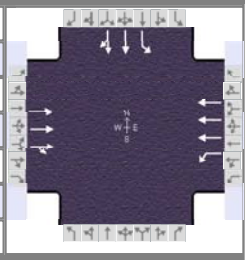
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		82.6	8.8	91.4				18.6
Change Period, (*Y+R c*), s		5.5	4.5	5.5				6.0
Max Allow Headway (*MAH*), s		0.0	3.0	0.0				3.0
Queue Clearance Time (*g s*), s			4.2					11.9
Green Extension Time (*g e*), s		0.0	0.2	0.0				0.7
Phase Call Probability			0.98					1.00
Max Out Probability			0.00					0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		783	380	136	1058					99	170	165
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1885	1827	1781	1698					1795	1885	1780
Queue Service Time (*g s*), s		21.2	7.5	2.2	6.0					5.7	9.7	9.9
Cycle Queue Clearance Time (*g c*), s		21.2	7.5	2.2	6.0					5.7	9.7	9.9
Green Ratio (*g/C*)		0.70	0.70	0.76	0.78					0.11	0.11	0.11
Capacity (*c*), veh/h		2641	1280	381	3977					206	217	204
Volume-to-Capacity Ratio (*X*)		0.297	0.297	0.358	0.266					0.480	0.786	0.806
Back of Queue (*Q*), ft/ln (95 th percentile)		110	107	27	61					113	202	197
Back of Queue (*Q*), veh/ln (95 th percentile)		4.4	4.3	1.1	2.4					4.5	8.0	7.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.29	0.28	0.16	0.36					0.45	0.81	0.79
Uniform Delay (*d 1*), s/veh		5.3	5.1	7.1	3.1					45.6	47.4	47.5
Incremental Delay (*d 2*), s/veh		0.3	0.6	0.2	0.1					0.6	2.4	2.9
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (*d*), s/veh		5.6	5.7	7.2	3.3					46.3	49.8	50.4
Level of Service (LOS)		A	A	A	A					D	D	D
Approach Delay, s/veh / LOS	5.6	A		3.7	A		0.0			49.2	D	
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.84	B	2.61	C	2.47	B
Bicycle LOS Score / LOS	1.17	A	1.14	A			0.85	A

HCS Signalized Intersection Results Summary

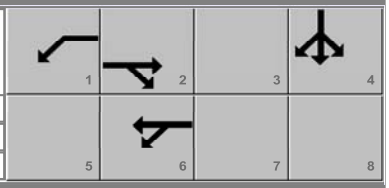
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & I-25 SB	File Name	2037 BPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1143	88	160	1345					120	364	113

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	80.3	18.5	0.0	0.0	0.0
Yellow	4.0	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.0	2.0	0.0	0.0	0.0



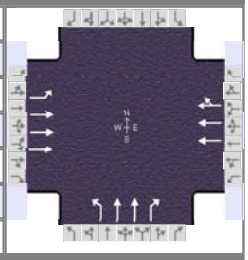
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				10.0
Phase Duration, s		85.8	9.7	95.5				24.5
Change Period, ($Y+R_c$), s		5.5	4.5	5.5				6.0
Max Allow Headway (*MAH*), s		0.0	3.0	0.0				3.0
Queue Clearance Time (g_s), s			5.0					17.6
Green Extension Time (g_e), s		0.0	0.2	0.0				0.9
Phase Call Probability			1.00					1.00
Max Out Probability			0.00					0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		821	395	159	1340					120	246	231
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1885	1813	1810	1725					1795	1885	1733
Queue Service Time (g_s), s		16.5	9.1	3.0	12.9					7.3	15.2	15.6
Cycle Queue Clearance Time (g_c), s		16.5	9.1	3.0	12.9					7.3	15.2	15.6
Green Ratio (*g/C*)		0.67	0.67	0.73	0.75					0.15	0.15	0.15
Capacity (*c*), veh/h		2523	1214	387	3882					277	290	267
Volume-to-Capacity Ratio (*X*)		0.325	0.326	0.412	0.345					0.434	0.847	0.865
Back of Queue (*Q*), ft/ln (95 th percentile)		140	138	45	175					145	302	291
Back of Queue (*Q*), veh/ln (95 th percentile)		5.5	5.5	1.8	7.0					5.8	12.0	11.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.37	0.37	0.27	1.03					0.58	1.21	1.17
Uniform Delay (d_1), s/veh		6.5	6.4	7.3	6.8					46.0	49.4	49.5
Incremental Delay (d_2), s/veh		0.3	0.7	0.2	0.2					0.4	6.4	8.8
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (*d*), s/veh		6.8	7.1	7.5	7.0					46.4	55.8	58.4
Level of Service (LOS)		A	A	A	A					D	E	E
Approach Delay, s/veh / LOS	6.9	A		7.1	A		0.0			54.9	D	
Intersection Delay, s/veh / LOS	15.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.65	B	1.85	B	2.62	C	2.47	B
Bicycle LOS Score / LOS	1.16	A	1.32	A			0.98	A

HCS Signalized Intersection Results Summary

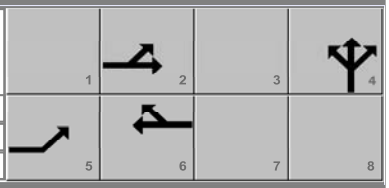
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 6, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & I-25 NB	File Name	2037 BAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	178	1136			941	59	253	464	251			

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	37	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	67.4	20.5	0.0	0.0	0.0
Yellow	4.0	4.5	4.5	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



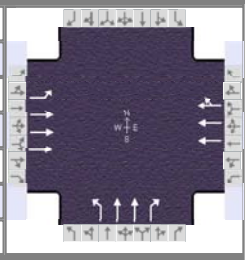
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		8.3		9.0		
Phase Duration, s	10.6	83.5		72.9		26.5		
Change Period, (*Y+R c*), s	5.0	5.5		5.5		6.0		
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.0		
Queue Clearance Time (*g s*), s	5.3					18.7		
Green Extension Time (*g e*), s	0.3	0.0		0.0		1.9		
Phase Call Probability	0.99					1.00		
Max Out Probability	0.00					0.01		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	162	1033			673	327	253	464	251			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1712			1870	1812	1795	1795	1598			
Queue Service Time (*g s*), s	3.3	8.4			17.4	9.4	14.7	13.3	16.7			
Cycle Queue Clearance Time (*g c*), s	3.3	8.4			17.4	9.4	14.7	13.3	16.7			
Green Ratio (*g/C*)	0.68	0.71			0.61	0.61	0.19	0.19	0.19			
Capacity (*c*), veh/h	414	3639			2292	1110	335	670	298			
Volume-to-Capacity Ratio (*X*)	0.391	0.284			0.294	0.295	0.754	0.692	0.841			
Back of Queue (*Q*), ft/ln (95 th percentile)	54	113			160	161	266	243	274			
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	4.5			6.3	6.3	10.5	9.6	10.9			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.32	0.67			1.07	1.07	0.59	0.00	0.00			
Uniform Delay (*d 1*), s/veh	9.0	6.1			10.1	10.1	42.3	41.8	43.2			
Incremental Delay (*d 2*), s/veh	0.2	0.2			0.3	0.7	1.3	0.5	3.9			
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (*d*), s/veh	9.2	6.3			10.4	10.7	43.7	42.3	47.1			
Level of Service (LOS)	A	A			B	B	D	D	D			
Approach Delay, s/veh / LOS	6.7	A		10.5	B		43.9	D		0.0		
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.05	B	1.66	B	2.47	B	2.61	C
Bicycle LOS Score / LOS	1.21	A	1.04	A	1.29	A		

HCS Signalized Intersection Results Summary

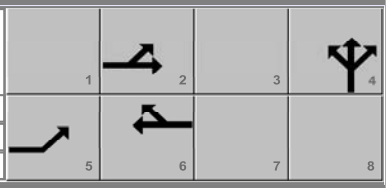
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 6, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & I-25 NB	File Name	2037 BPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	143	1052			1355	65	144	776	285			

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.9	69.9	27.7	0.0	0.0	0.0
Yellow	4.0	4.5	4.5	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



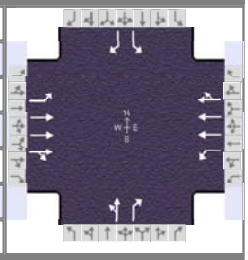
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		8.3		9.0		
Phase Duration, s	10.9	86.3		75.4		33.7		
Change Period, (*Y+R c*), s	5.0	5.5		5.5		6.0		
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.0		
Queue Clearance Time (*g s*), s	5.7					27.5		
Green Extension Time (*g e*), s	0.2	0.0		0.0		0.2		
Phase Call Probability	0.99					1.00		
Max Out Probability	0.00					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			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	149	1100			954	466	144	776	285			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1725			1900	1853	1795	1795	1598			
Queue Service Time (*g s*), s	3.7	10.4			28.6	16.8	8.0	25.5	20.0			
Cycle Queue Clearance Time (*g c*), s	3.7	10.4			28.6	16.8	8.0	25.5	20.0			
Green Ratio (*g/C*)	0.65	0.67			0.58	0.58	0.23	0.23	0.23			
Capacity (*c*), veh/h	281	3485			2214	1080	414	829	369			
Volume-to-Capacity Ratio (*X*)	0.533	0.316			0.431	0.431	0.347	0.937	0.773			
Back of Queue (*Q*), ft/ln (95 th percentile)	65	153			276	278	158	495	338			
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	6.1			11.0	11.1	6.3	19.6	13.4			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.38	0.90			1.84	1.85	0.35	0.00	0.00			
Uniform Delay (*d 1*), s/veh	15.4	8.0			14.0	14.0	38.6	45.3	43.2			
Incremental Delay (*d 2*), s/veh	0.6	0.2			0.6	1.3	0.2	23.1	9.2			
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (*d*), s/veh	16.0	8.2			14.6	15.2	38.8	68.4	52.4			
Level of Service (LOS)	B	A			B	B	D	E	D			
Approach Delay, s/veh / LOS	9.2	A		14.8	B		61.1	E		0.0		
Intersection Delay, s/veh / LOS	27.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	1.67	B	2.47	B	2.62	C
Bicycle LOS Score / LOS	1.14	A	1.27	A	1.48	A		

HCS Signalized Intersection Results Summary

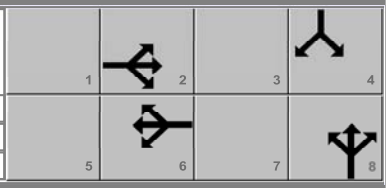
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & Broadbent	File Name	2037 BAM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	300	1019	2	9	752	278	1	0	7	137		51

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	41	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	88.5	10.5	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



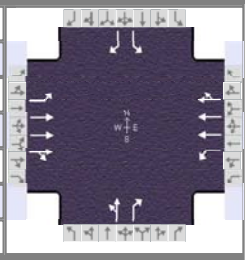
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		7.0		5.0
Phase Duration, s		94.0		94.0		16.0		16.0
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.0		3.0
Queue Clearance Time (g_s), s						2.4		10.2
Green Extension Time (g_e), s		0.0		0.0		0.3		0.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7		14
Adjusted Flow Rate (*v*), veh/h	300	681	340	10	768	334		1	7	137		51
Adjusted Saturation Flow Rate (*s*), veh/h/ln	516	1885	1883	557	1885	1625		1439	1610	1810		1610
Queue Service Time (g_s), s	35.1	4.7	4.7	0.3	3.7	3.7		0.1	0.4	8.2		3.3
Cycle Queue Clearance Time (g_c), s	38.8	4.7	4.7	5.1	3.7	3.7		0.1	0.4	8.2		3.3
Green Ratio (*g/C*)	0.80	0.80	0.80	0.80	0.80	0.80		0.10	0.10	0.10		0.10
Capacity (*c*), veh/h	463	3034	1515	490	3034	1307		203	153	237		153
Volume-to-Capacity Ratio (*X*)	0.648	0.224	0.224	0.020	0.253	0.255		0.005	0.046	0.579		0.332
Back of Queue (*Q*), ft/ln (95 th percentile)	154	49	52	2	36	34		1	8	163		58
Back of Queue (*Q*), veh/ln (95 th percentile)	6.1	1.9	2.1	0.1	1.4	1.4		0.0	0.3	6.5		2.3
Queue Storage Ratio (*RQ*) (95 th percentile)	1.10	0.00	0.00	0.03	0.00	0.00		0.00	0.00	1.36		0.48
Uniform Delay (d_1), s/veh	6.9	2.6	2.6	2.1	1.6	1.6		45.1	45.2	48.8		46.5
Incremental Delay (d_2), s/veh	7.1	0.2	0.3	0.1	0.2	0.5		0.0	0.0	0.8		0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Control Delay (*d*), s/veh	14.0	2.7	2.9	2.2	1.8	2.0		45.1	45.3	49.6		47.0
Level of Service (LOS)	B	A	A	A	A	A		D	D	D		D
Approach Delay, s/veh / LOS	5.3	A		1.9	A		45.2	D		48.9	D	
Intersection Delay, s/veh / LOS	7.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.83	B	2.60	C	2.60	C
Bicycle LOS Score / LOS	1.21	A	1.06	A	0.50	A		F

HCS Signalized Intersection Results Summary

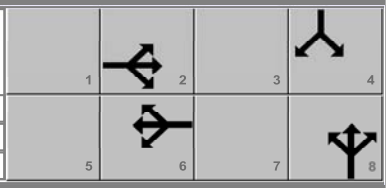
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Menaul Boulevard	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Menaul & Broadbent	File Name	2037 BPM Menaul & Combined Interchanges.xus		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	1050	1	6	1400	60	7	0	10	156		121

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	19	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	95.7	13.3	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



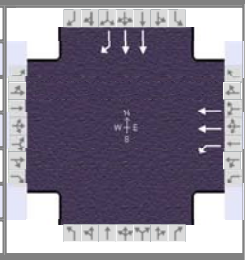
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		7.0		5.0
Phase Duration, s		101.2		101.2		18.8		18.8
Change Period, (*Y+R c*), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (*g s*), s						2.7		12.8
Green Extension Time (*g e*), s		0.0		0.0		0.5		0.5
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7		14
Adjusted Flow Rate (*v*), veh/h	57	701	350	6	972	475		7	10	156		121
Adjusted Saturation Flow Rate (*s*), veh/h/ln	371	1885	1884	541	1885	1844		1431	1610	1810		1610
Queue Service Time (*g s*), s	5.2	5.5	5.5	0.1	4.3	4.0		0.5	0.7	10.1		8.7
Cycle Queue Clearance Time (*g c*), s	9.3	5.5	5.5	5.6	4.3	4.0		0.6	0.7	10.8		8.7
Green Ratio (*g/C*)	0.80	0.80	0.80	0.80	0.80	0.80		0.11	0.11	0.11		0.11
Capacity (*c*), veh/h	343	3008	1503	467	3008	1471		218	178	250		178
Volume-to-Capacity Ratio (*X*)	0.166	0.233	0.233	0.013	0.323	0.323		0.032	0.056	0.625		0.680
Back of Queue (*Q*), ft/ln (95 th percentile)	18	66	69	1	43	44		8	12	201		157
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	2.6	2.7	0.0	1.7	1.8		0.3	0.5	8.1		6.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.13	0.00	0.00	0.01	0.00	0.00		0.00	0.00	1.68		1.31
Uniform Delay (*d 1*), s/veh	4.0	3.0	3.0	1.3	1.4	1.3		47.8	47.8	52.6		51.3
Incremental Delay (*d 2*), s/veh	1.0	0.2	0.4	0.0	0.3	0.5		0.0	0.0	1.0		1.7
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
Control Delay (*d*), s/veh	5.0	3.2	3.4	1.3	1.7	1.8		47.8	47.8	53.6		53.1
Level of Service (LOS)	A	A	A	A	A	A		D	D	D		D
Approach Delay, s/veh / LOS	3.3	A		1.7	A		47.8	D		53.3	D	
Intersection Delay, s/veh / LOS	7.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.83	B	2.61	C	2.61	C
Bicycle LOS Score / LOS	1.10	A	1.29	A	0.52	A		F

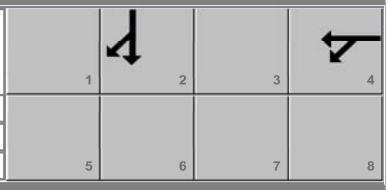
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	I-25 Southbound Frontage	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	I-25 SB Frontage & I-40…	File Name	2037 BAM I-25 SB Frontage & I-40 WB Frontage.…		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				203	388						491	99

Signal Information					EB		WB			
Cycle, s	58.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	24.0	24.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0



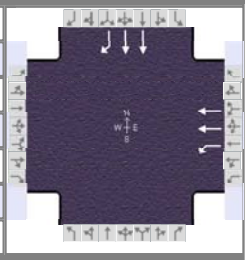
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4				2
Case Number				10.0				7.0
Phase Duration, s				29.0				29.0
Change Period, (*Y+R c*), s				5.0				5.0
Max Allow Headway (*MAH*), s				3.1				3.1
Queue Clearance Time (*g s*), s				6.4				7.4
Green Extension Time (*g e*), s				1.2				1.3
Phase Call Probability				1.00				1.00
Max Out Probability				0.00				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4						2	12
Adjusted Flow Rate (*v*), veh/h				203	388						491	99
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1781	1781						1781	1585
Queue Service Time (*g s*), s				4.4	4.2						5.4	2.3
Cycle Queue Clearance Time (*g c*), s				4.4	4.2						5.4	2.3
Green Ratio (*g/C*)				0.41	0.41						0.41	0.41
Capacity (*c*), veh/h				737	1474						1474	656
Volume-to-Capacity Ratio (*X*)				0.275	0.263						0.333	0.151
Back of Queue (*Q*), ft/ln (95 th percentile)				75	67						88	35
Back of Queue (*Q*), veh/ln (95 th percentile)				3.0	2.6						3.5	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00						0.00	0.00
Uniform Delay (*d 1*), s/veh				11.2	11.2						11.6	10.6
Incremental Delay (*d 2*), s/veh				0.9	0.4						0.6	0.5
Initial Queue Delay (*d 3*), s/veh				0.0	0.0						0.0	0.0
Control Delay (*d*), s/veh				12.2	11.6						12.2	11.1
Level of Service (LOS)				B	B						B	B
Approach Delay, s/veh / LOS	0.0			11.8		B	0.0			12.0		B
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.93	B	1.93	B	1.66	B
Bicycle LOS Score / LOS			0.98	A			0.97	A

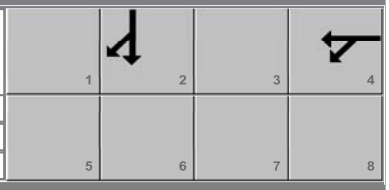
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 5, 2026	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	I-25 Southbound Frontage	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	I-25 SB Frontage & I-40…	File Name	2037 BPM I-25 SB Frontage & I-40 WB Frontage.…		
Project Description	Department of Public Safety TIA				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				89	967						523	197

Signal Information					EB		WB			
Cycle, s	58.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	24.0	24.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4				2
Case Number				10.0				7.0
Phase Duration, s				29.0				29.0
Change Period, ($Y+R_c$), s				5.0				5.0
Max Allow Headway (*MAH*), s				3.0				3.1
Queue Clearance Time (g_s), s				14.5				7.8
Green Extension Time (g_e), s				2.1				1.6
Phase Call Probability				1.00				1.00
Max Out Probability				0.09				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				7	4						2	12
Adjusted Flow Rate (*v*), veh/h				89	967						523	197
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1795	1795						1795	1598
Queue Service Time (g_s), s				1.8	12.5						5.8	4.8
Cycle Queue Clearance Time (g_c), s				1.8	12.5						5.8	4.8
Green Ratio (*g/C*)				0.41	0.41						0.41	0.41
Capacity (*c*), veh/h				743	1485						1485	661
Volume-to-Capacity Ratio (*X*)				0.120	0.651						0.352	0.298
Back of Queue (*Q*), ft/ln (95 th percentile)				30	206						94	74
Back of Queue (*Q*), veh/ln (95 th percentile)				1.2	8.2						3.7	2.9
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00						0.00	0.00
Uniform Delay (d_1), s/veh				10.5	13.6						11.7	11.4
Incremental Delay (d_2), s/veh				0.3	2.3						0.7	1.2
Initial Queue Delay (d_3), s/veh				0.0	0.0						0.0	0.0
Control Delay (*d*), s/veh				10.8	15.9						12.3	12.5
Level of Service (LOS)				B	B						B	B
Approach Delay, s/veh / LOS	0.0			15.5		B	0.0			12.4		B
Intersection Delay, s/veh / LOS	14.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.93	B	1.93	B	1.66	B
Bicycle LOS Score / LOS			1.36	A			1.08	A

HCS Two-Way Stop-Control Report

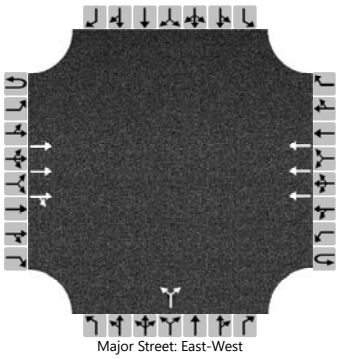
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2037
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	Department of Public Safety TIA

Site Information

Intersection	Menaul & Access 1
Jurisdiction	CoA
East/West Street	Menaul Boulevard
North/South Street	Access 1
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	0		0	1	0		0	0	0
Configuration			T	TR			T				LR					
Volume (veh/h)			1244	5			1090			1		3				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)										6.4		7.1				
Critical Headway (sec)										5.70		7.10				
Base Follow-Up Headway (sec)										3.8		3.9				
Follow-Up Headway (sec)										3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											4					
Capacity, c (veh/h)											246					
v/c Ratio											0.02					
95% Queue Length, Q_{95} (veh)											0.1					
95% Queue Length, Q_{95} (ft)											2.5					
Control Delay (s/veh)											19.9					
Level of Service (LOS)											C					
Approach Delay (s/veh)									19.9							
Approach LOS									C							

HCS Two-Way Stop-Control Report

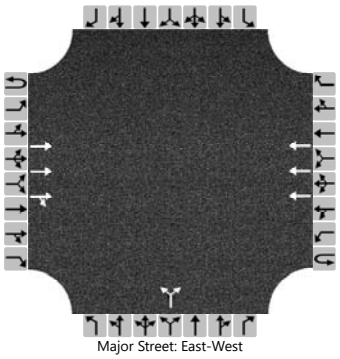
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2037
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	Department of Public Safety TIA

Site Information

Intersection	Menaul & Access 1
Jurisdiction	CoA
East/West Street	Menaul Boulevard
North/South Street	Access 1
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	0		0	1	0		0	0	0
Configuration			T	TR			T				LR					
Volume (veh/h)			1216	1			1463			3		5				
Percent Heavy Vehicles (%)										0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)										6.4		7.1				
Critical Headway (sec)										5.70		7.10				
Base Follow-Up Headway (sec)										3.8		3.9				
Follow-Up Headway (sec)										3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											9					
Capacity, c (veh/h)											220					
v/c Ratio											0.04					
95% Queue Length, Q_{95} (veh)											0.1					
95% Queue Length, Q_{95} (ft)											2.5					
Control Delay (s/veh)											22.1					
Level of Service (LOS)											C					
Approach Delay (s/veh)									22.1							
Approach LOS									C							

HCS Two-Way Stop-Control Report

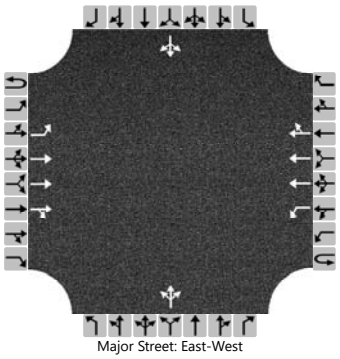
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2037
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	Department of Public Safety TIA

Site Information

Intersection	Menaul & Access 2
Jurisdiction	CoA
East/West Street	Menaul Boulevard
North/South Street	Access 2
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	0	1234	13	0	24	1087	0		3	0	5		0	0	0
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				26					9				0	
Capacity, c (veh/h)		325				268					180				0	
v/c Ratio		0.00				0.10					0.05					
95% Queue Length, Q_{95} (veh)		0.0				0.3					0.2					
95% Queue Length, Q_{95} (ft)		0.0				7.5					5.0					
Control Delay (s/veh)		16.1				19.9					26.0					
Level of Service (LOS)		C				C					D					
Approach Delay (s/veh)	0.0				0.4				26.0							
Approach LOS	A				A				D							

HCS Two-Way Stop-Control Report

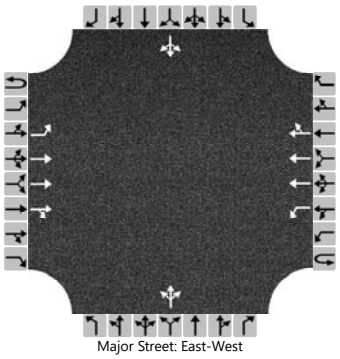
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2037
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	Department of Public Safety TIA

Site Information

Intersection	Menaul & Access 2
Jurisdiction	CoA
East/West Street	Menaul Boulevard
North/South Street	Access 2
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	0	1220	2	0	4	1458	0		6	0	11		0	0	0
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				4					18				0	
Capacity, c (veh/h)		206				276					189				0	
v/c Ratio		0.00				0.02					0.10					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.3					
95% Queue Length, Q_{95} (ft)		0.0				0.0					7.5					
Control Delay (s/veh)		22.4				18.3					26.2					
Level of Service (LOS)		C				C					D					
Approach Delay (s/veh)	0.0				0.0				26.2							
Approach LOS	A				A				D							

HCS Two-Way Stop-Control Report

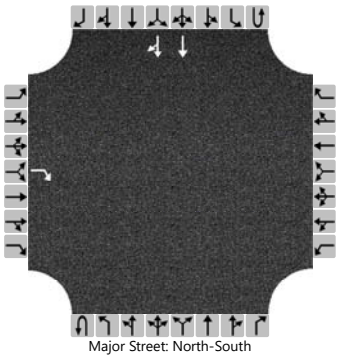
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2037
Time Analyzed	BAM
Intersection Orientation	North-South
Project Description	Department of Public Safety TIA

Site Information

Intersection	I-25 SB Frontage & Access 3
Jurisdiction	CoA
East/West Street	Access 3
North/South Street	I-25 Southbound Frontage Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	2	0
Configuration				R											T	TR
Volume (veh/h)				2											589	0
Percent Heavy Vehicles (%)				0												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.90												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				2												
Capacity, c (veh/h)				682												
v/c Ratio				0.00												
95% Queue Length, Q_{95} (veh)				0.0												
95% Queue Length, Q_{95} (ft)				0.0												
Control Delay (s/veh)				10.3												
Level of Service (LOS)				B												
Approach Delay (s/veh)		10.3														
Approach LOS		B														

HCS Two-Way Stop-Control Report

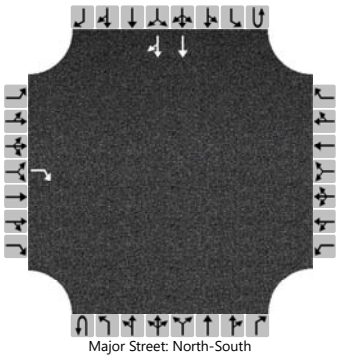
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/5/2026
Analysis Year	2037
Time Analyzed	BPM
Intersection Orientation	North-South
Project Description	Department of Public Safety TIA

Site Information

Intersection	I-25 SB Frontage & Access 3
Jurisdiction	CoA
East/West Street	Access 3
North/South Street	I-25 Southbound Frontage Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	0	0	0	0	2	0
Configuration				R											T	TR
Volume (veh/h)				4											717	0
Percent Heavy Vehicles (%)				0												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9												
Critical Headway (sec)				6.90												
Base Follow-Up Headway (sec)				3.3												
Follow-Up Headway (sec)				3.30												

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				4												
Capacity, c (veh/h)				615												
v/c Ratio				0.01												
95% Queue Length, Q_{95} (veh)				0.0												
95% Queue Length, Q_{95} (ft)				0.0												
Control Delay (s/veh)				10.9												
Level of Service (LOS)				B												
Approach Delay (s/veh)	10.9															
Approach LOS	B															