

July 13, 2023

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600 2nd Street NW
Albuquerque, NM 87102



RE: 9:00-10:00am Traffic Impact Study Memorandum for NEC Wyoming Boulevard and Northeastern Boulevard, Albuquerque, NM

This memorandum (memo) serves as an addendum to the traffic impact study (TIS) for a Raising Cane's Chicken Fingers (Cane's) development located on the northeast corner of the intersection of Wyoming Boulevard and Northeastern Boulevard in Albuquerque, NM. The original TIS was completed March 22, 2022. However, based on the operating hours of the development and in consultation with the City of Albuquerque staff, it was determined that a 9:00-10:00am analysis would be required in addition to the previously approved TIS.

Traffic Volumes

Turning movement counts (TMCs) were collected on Tuesday, June 27, 2023 from 9:00am to 10:00am at the following study intersections:

- Wyoming Boulevard/Northeastern Boulevard (Intersection 1, signalized);
- Driveway A/Northeastern Boulevard (Intersection 2, unsignalized);
- Driveway A/Site Access (Intersection 3, unsignalized); and
- Wyoming Boulevard/Driveway B (Intersection 4, unsignalized).

9:00-10:00am TMCs for these study intersections are shown in **Figure 1** and raw count sheets are provided in **Attachment A**.

9:00-10:00am Total Traffic Level of Service Analysis

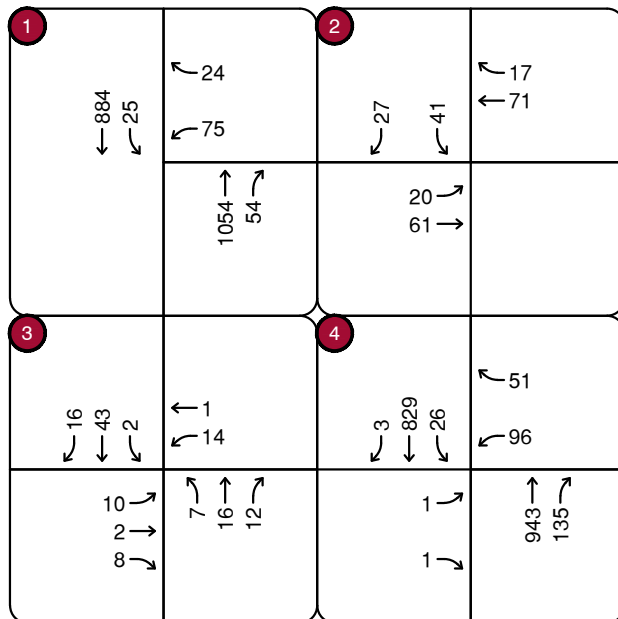
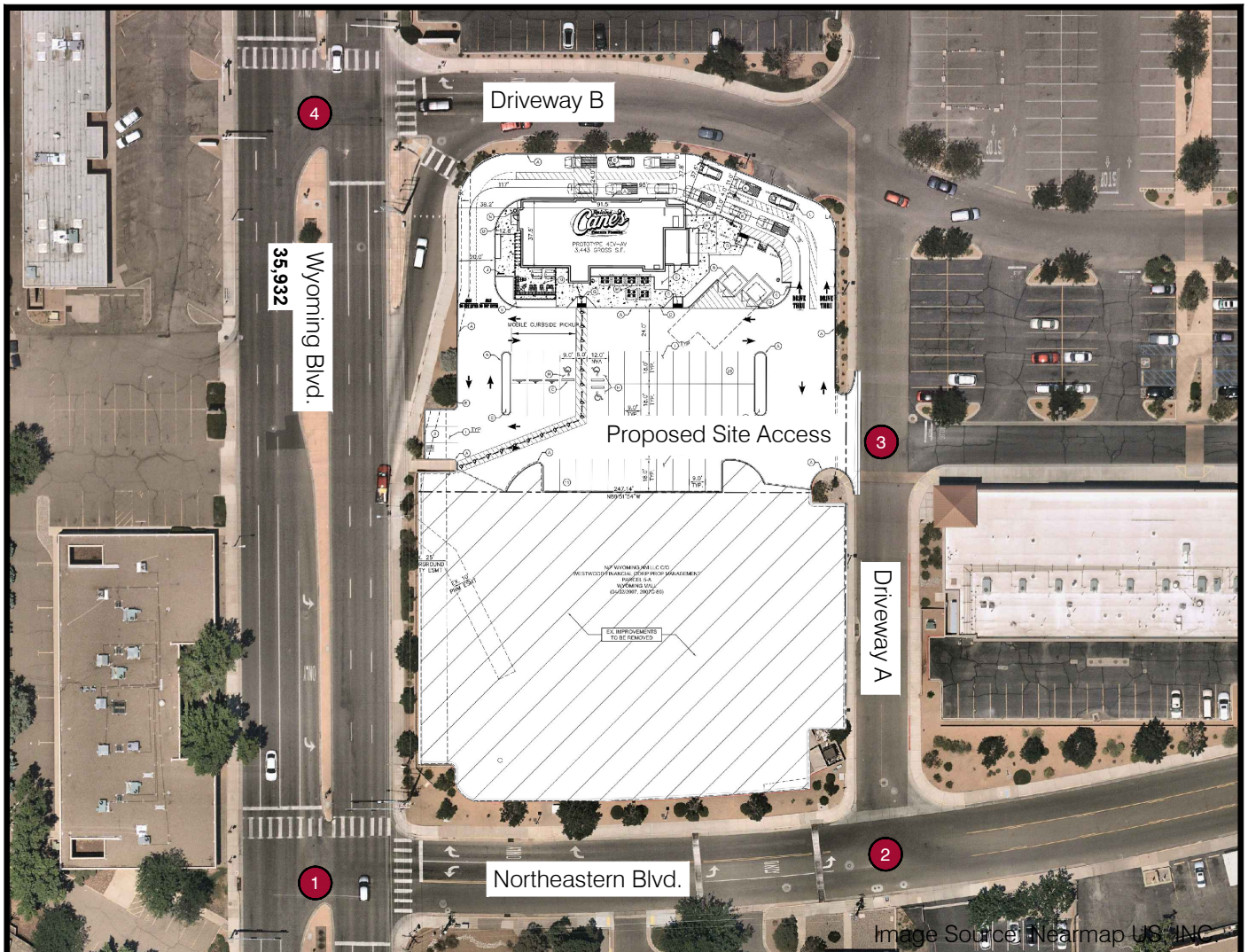
The results of the 9:00-10:00am level of service (LOS) analysis are shown in **Table 1**. LOS analysis reports for the 2023 total traffic condition are included in **Attachment B**. The counts for the 9:00am to 10:00am period were taken while the restaurant was operational and represent a total traffic analysis (i.e. background plus development traffic). The study area intersections were evaluated based on the total 9:00-10:00am traffic volumes shown in **Figure 1**.

Delay is rounded to the nearest whole second. A dash (-) indicated a free movement. **Bolded** values indicate a movement is operating at a poor LOS.

Table 1. 2023 9:00-10:00am Total Traffic Level of Service and Delay

Intersection	NB Approach			SB Approach			EB Approach			WB Approach		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Wyoming Boulevard / Northeastern Boulevard												
AM		A/2	A/3	A/1	A/1					D/53		D/49
2. Driveway A / Northeastern Boulevard												
AM	A/0			B/10		A/9	A/8		-	-	-	-
3. Driveway A / Site Access												
AM	A/7	-		A/7	-		A/9			A/9		
4. Wyoming Boulevard / Driveway B												
AM		A/9	A/3	A/3	A/3	*		*	*	E/63		B/13

The westbound left turn at Wyoming Boulevard / Driveway B operates at LOS E with 63 seconds of delay. This movement was also shown to operate at LOS E under existing, background and total traffic conditions in the original TIS from March 2022. All other movements at the study intersections are shown to operate at LOS D or better in the 2023 total traffic condition.



LEGEND	
← XX	9 - 10AM TRAFFIC VOLUMES
XXXX	AVERAGE DAILY TRAFFIC VOLUMES

ATTACHMENT A

TURNING MOVEMENT COUNTS



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

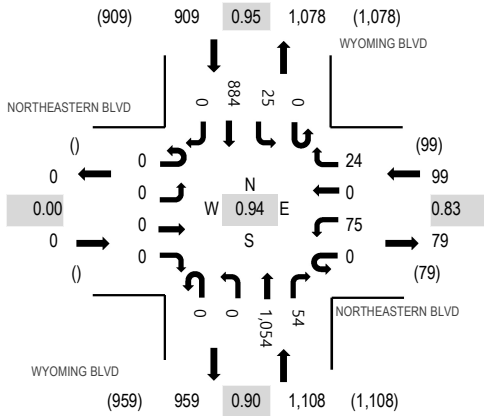
Location: 1 WYOMING BLVD & NORTHEASTERN BLVD AM

Date: Tuesday, June 27, 2023

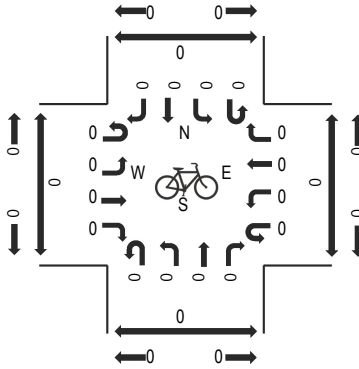
Peak Hour: 09:00 AM - 10:00 AM

Peak 15-Minutes: 09:45 AM - 10:00 AM

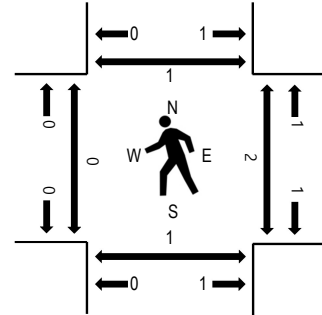
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHEASTERN BLVD Eastbound				NORTHEASTERN BLVD Westbound				WYOMING BLVD Northbound				WYOMING BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
9:00 AM	0	0	0	0	0	19	0	4	0	0	253	11	0	3	202	0	492	2,116	0	1	1	0
9:15 AM	0	0	0	0	0	21	0	9	0	0	247	9	0	7	226	0	519		0	1	0	0
9:30 AM	0	0	0	0	0	17	0	7	0	0	261	19	0	6	233	0	543		0	0	0	0
9:45 AM	0	0	0	0	0	18	0	4	0	0	293	15	0	9	223	0	562		0	0	0	1
Count Total	0	0	0	0	0	75	0	24	0	0	1,054	54	0	25	884	0	2,116		0	2	1	1
Peak Hour	0	0	0	0	0	75	0	24	0	0	1,054	54	0	25	884	0	2,116		0	2	1	1



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

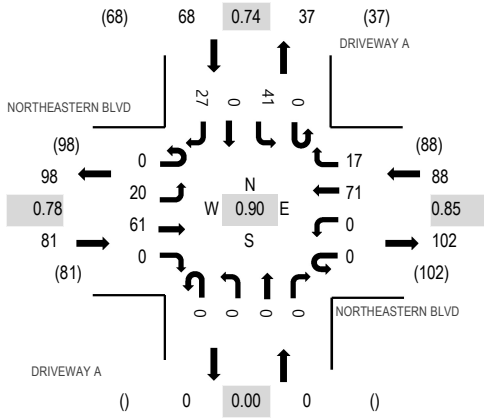
Location: 2 DRIVEWAY A & NORTHEASTERN BLVD AM

Date: Tuesday, June 27, 2023

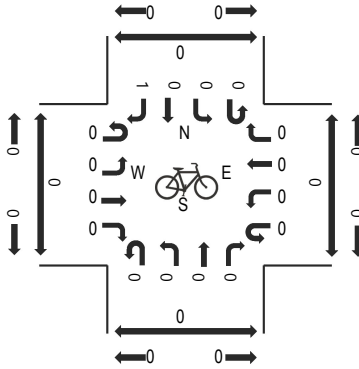
Peak Hour: 09:00 AM - 10:00 AM

Peak 15-Minutes: 09:45 AM - 10:00 AM

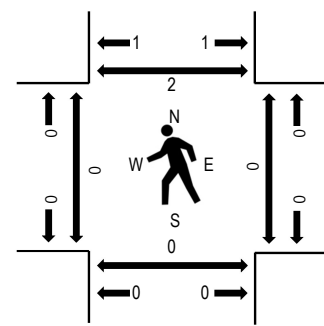
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTHEASTERN BLVD				NORTHEASTERN BLVD				DRIVEWAY A				DRIVEWAY A				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
9:00 AM	0	4	12	0	0	0	17	3	0	0	0	0	0	6	0	6	48	237	0	0	0	2
9:15 AM	0	3	13	0	0	0	20	6	0	0	0	0	0	10	0	10	62		0	0	0	0
9:30 AM	0	7	16	0	0	0	22	3	0	0	0	0	0	10	0	3	61		0	0	0	0
9:45 AM	0	6	20	0	0	0	12	5	0	0	0	0	0	15	0	8	66		0	0	0	0
Count Total	0	20	61	0	0	0	71	17	0	0	0	0	0	41	0	27	237		0	0	0	2
Peak Hour	0	20	61	0	0	0	71	17	0	0	0	0	0	41	0	27	237		0	0	0	2

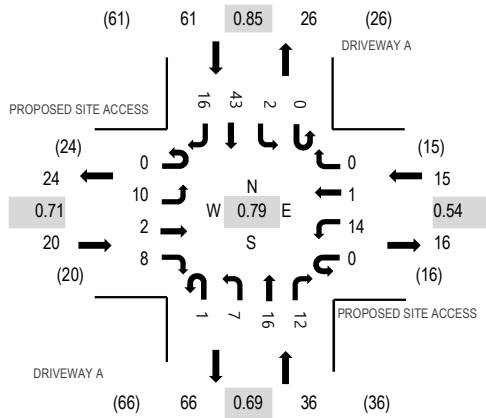
Location: 3 DRIVEWAY A & PROPOSED SITE ACCESS AM

Date: Tuesday, June 27, 2023

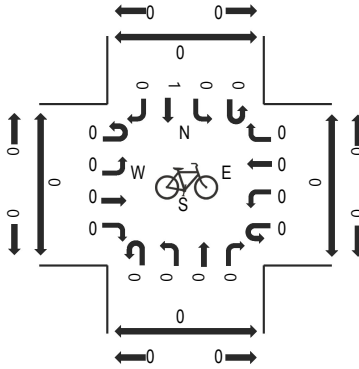
Peak Hour: 09:00 AM - 10:00 AM

Peak 15-Minutes: 09:45 AM - 10:00 AM

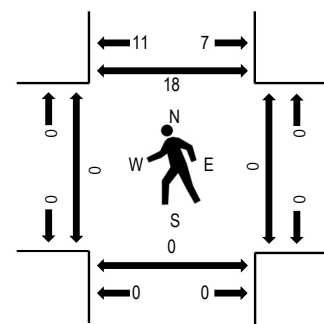
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PROPOSED SITE ACCESS Eastbound				PROPOSED SITE ACCESS Westbound				DRIVEWAY A Northbound				DRIVEWAY A Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
9:00 AM	0	3	0	0	0	1	0	0	0	1	4	1	0	1	9	4	24	132	0	0	0	6
9:15 AM	0	2	0	2	0	4	0	0	1	1	3	2	0	1	12	4	32		0	0	0	2
9:30 AM	0	1	1	4	0	3	0	0	0	3	6	4	0	0	7	5	34		0	0	0	4
9:45 AM	0	4	1	2	0	6	1	0	0	2	3	5	0	0	15	3	42		0	0	0	6
Count Total	0	10	2	8	0	14	1	0	1	7	16	12	0	2	43	16	132		0	0	0	18
Peak Hour	0	10	2	8	0	14	1	0	1	7	16	12	0	2	43	16	132		0	0	0	18

ATTACHMENT B

LOS AND QUEUING REPORTS

HCM 6th Signalized Intersection Capacity Analysis

1: Wyoming Blvd & Northeastern Blvd

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Traffic Volume (veh/h)	75	24	1054	54	25	884			
Future Volume (veh/h)	75	24	1054	54	25	884			
Number	1	16	4	14	3	8			
Initial Q, veh	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00				
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No			No			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	94	30	1270	65	28	1005			
Peak Hour Factor	0.80	0.80	0.83	0.83	0.88	0.88			
Percent Heavy Veh, %	2	2	2	2	2	2			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	127	113	4168	213	386	4279			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00			
Prop Arrive On Green	0.07	0.07	0.84	0.84	1.00	1.00			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	53.3	48.8	2.2	2.5	0.6	0.1			
Ln Grp LOS	D	D	A	A	A	A			
Approach Vol, veh/h	124		1335			1033			
Approach Delay, s/veh	52.2		2.3			0.1			
Approach LOS	D		A			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		6			4				8
Case No		9.0			8.0				6.0
Phs Duration (G+Y+Rc), s		12.8			97.2				97.2
Change Period (Y+Rc), s		5.0			5.0				5.0
Max Green (Gmax), s		28.0			72.0				72.0
Max Allow Headway (MAH), s		2.9			6.0				6.1
Max Q Clear (g_c+I1), s		7.7			8.1				8.7
Green Ext Time (g_e), s		0.2			19.0				13.9
Prob of Phs Call (p_c)		0.98			1.00				1.00
Prob of Max Out (p_x)		0.00			0.00				0.00
Left-Turn Movement Data									
Assigned Mvmt		1			7				3
Mvmt Sat Flow, veh/h		1781			0				410
Through Movement Data									
Assigned Mvmt		6			4				8
Mvmt Sat Flow, veh/h		0			5142				5274
Right-Turn Movement Data									
Assigned Mvmt		16			14				18
Mvmt Sat Flow, veh/h		1585			255				0
Left Lane Group Data									
Assigned Mvmt		1	0	0	7	0	0	0	3
Lane Assignment		L							L

HCM 6th Signalized Intersection Capacity Analysis

1: Wyoming Blvd & Northeastern Blvd

Lanes in Grp	1	0	0	0	0	0	0	1
Grp Vol (v), veh/h	94	0	0	0	0	0	0	28
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	0	0	0	410
Q Serve Time (g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear Time (g_c), s	5.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7
Perm LT Sat Flow (s_l), veh/h/ln	1781	0	0	0	0	0	0	410
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86.1
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Time to First Blk (g_f), s	0.0	0.0	0.0	92.2	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	127	0	0	0	0	0	0	386
V/C Ratio (X)	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Avail Cap (c_a), veh/h	453	0	0	0	0	0	0	386
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97
Uniform Delay (d1), s/veh	50.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6
1st-Term Q (Q1), veh/ln	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	6	0	0	4	0	0	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	3
Grp Vol (v), veh/h	0	0	0	869	0	0	0	1005
Grp Sat Flow (s), veh/h/ln	0	0	0	1702	0	0	0	1702
Q Serve Time (g_s), s	0.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	2853	0	0	0	4279
V/C Ratio (X)	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.23
Avail Cap (c_a), veh/h	0	0	0	2853	0	0	0	4279
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.97
Uniform Delay (d1), s/veh	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis

1: Wyoming Blvd & Northeastern Blvd

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	16	0	0	14	0	0	0	18
Lane Assignment	R			T+R				
Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	30	0	0	466	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1585	0	0	1825	0	0	0	0
Q Serve Time (g_s), s	2.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	1.00	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	113	0	0	1529	0	0	0	0
V/C Ratio (X)	0.27	0.00	0.00	0.30	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	403	0	0	1529	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	48.4	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	48.8	0.0	0.0	2.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.8	0.0	0.0	1.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	3.9
HCM 6th LOS	A

Notes

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

HCM 6th TWSC

2: Driveway A & Northeastern Blvd

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	20	61	0	0	71	17	0	0	0	41	0	27
Future Vol, veh/h	20	61	0	0	71	17	0	0	0	41	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	210	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	74	74	74	25	25	25	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	75	0	0	96	23	0	0	0	49	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	119	0	0	75	0	0	249	244	75	233	233	108
Stage 1	-	-	-	-	-	-	125	125	-	108	108	-
Stage 2	-	-	-	-	-	-	124	119	-	125	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1469	-	-	1524	-	-	705	658	986	722	667	946
Stage 1	-	-	-	-	-	-	879	792	-	897	806	-
Stage 2	-	-	-	-	-	-	880	797	-	879	792	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1469	-	-	1524	-	-	671	646	986	712	655	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	671	646	-	712	655	-
Stage 1	-	-	-	-	-	-	863	778	-	881	806	-
Stage 2	-	-	-	-	-	-	850	797	-	863	778	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0	0	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	1469	-	-	1524	-	-	712	946
HCM Lane V/C Ratio	-	0.017	-	-	-	-	-	0.069	0.034
HCM Control Delay (s)	0	7.5	0	-	0	-	-	10.4	8.9
HCM Lane LOS	A	A	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.2	0.1

HCM 6th TWSC

3: Driveway A & Proposed Site Access

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	2	8	14	1	0	7	16	12	2	43	16
Future Vol, veh/h	10	2	8	14	1	0	7	16	12	2	43	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	65	65	65	71	71	71	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	2	9	22	2	0	10	23	17	3	59	22
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	129	136	70	134	139	32	81	0	0	40	0	0
Stage 1	76	76	-	52	52	-	-	-	-	-	-	-
Stage 2	53	60	-	82	87	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	844	755	993	838	752	1042	1517	-	-	1570	-	-
Stage 1	933	832	-	961	852	-	-	-	-	-	-	-
Stage 2	960	845	-	926	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	837	748	993	823	745	1042	1517	-	-	1570	-	-
Mov Cap-2 Maneuver	837	748	-	823	745	-	-	-	-	-	-	-
Stage 1	926	830	-	954	846	-	-	-	-	-	-	-
Stage 2	952	839	-	914	821	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.2		9.5			1.5			0.2			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1517	-	-	882	817	1570	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.025	0.028	0.002	-	-				
HCM Control Delay (s)	7.4	0	-	9.2	9.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Lanes, Volumes, Timings

4: Wyoming Blvd & Driveway B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩		↩		↩		↩↩↩	↩	↩	↩↩↩	
Traffic Volume (vph)	1	0	1	96	0	51	0	943	135	26	829	3
Future Volume (vph)	1	0	1	96	0	51	0	943	135	26	829	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		85	0		100	60		0
Storage Lanes	0		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt		0.932				0.850			0.850			
Flt Protected		0.976		0.950						0.950		
Satd. Flow (prot)	0	1694	0	1770	0	1583	0	5085	1583	1770	5085	0
Flt Permitted		0.976		0.752						0.217		
Satd. Flow (perm)	0	1694	0	1401	0	1583	0	5085	1583	404	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				56			138		1	
Link Speed (mph)		20			20			40			40	
Link Distance (ft)		119			272			427			341	
Travel Time (s)		4.1			9.3			7.3			5.8	
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.83	0.83	0.83	0.87	0.87	0.87
Adj. Flow (vph)	4	0	4	105	0	56	0	1136	163	30	953	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	105	0	56	0	1136	163	30	956	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2	1	1	2	
Detector Template	Left	Thru		Left		Right		Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20		20		100	20	20	100	
Trailing Detector (ft)	0	0		0		0		0	0	0	0	
Detector 1 Position(ft)	0	0		0		0		0	0	0	0	
Detector 1 Size(ft)	20	6		20		20		6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA		D.Pm		Perm		NA	Perm	pm+pt	NA	
Protected Phases		4						2		1	1 2	
Permitted Phases	4			4		4			2	1 2		

Lanes, Volumes, Timings

4: Wyoming Blvd & Driveway B

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		4		4		2	2	1	1 2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0		8.0		18.0	18.0	3.0		
Minimum Split (s)	36.0	36.0		36.0		36.0		23.0	23.0	8.0		
Total Split (s)	33.0	33.0		33.0		33.0		63.8	63.8	13.2		
Total Split (%)	30.0%	30.0%		30.0%		30.0%		58.0%	58.0%	12.0%		
Maximum Green (s)	27.0	27.0		27.0		27.0		58.8	58.8	9.7		
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0	4.0	3.0		
All-Red Time (s)	2.0	2.0		2.0		2.0		1.0	1.0	0.5		
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0		
Total Lost Time (s)		6.0		6.0		6.0		5.0	5.0	3.5		
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0		2.0		2.0		4.0	4.0	1.5		
Recall Mode	None	None		None		None		C-Max	C-Max	None		
Walk Time (s)	7.0	7.0		7.0		7.0		7.0	7.0			
Flash Dont Walk (s)	23.0	23.0		23.0		23.0		10.0	10.0			
Pedestrian Calls (#/hr)	0	0		0		0		0	0			
Act Effect Green (s)		12.9		12.9		12.9		72.1	72.1	84.1	87.6	
Actuated g/C Ratio		0.12		0.12		0.12		0.66	0.66	0.76	0.80	
v/c Ratio		0.03		0.64		0.24		0.34	0.15	0.07	0.24	
Control Delay		0.0		63.3		13.4		9.5	2.7	3.4	3.2	
Queue Delay		0.0		0.0		0.0		0.2	0.0	0.0	0.0	
Total Delay		0.0		63.3		13.4		9.7	2.7	3.4	3.2	
LOS		A		E		B		A	A	A	A	
Approach Delay					46.0			8.8			3.2	
Approach LOS					D			A			A	
Queue Length 50th (ft)		0		72		0		116	6	3	48	
Queue Length 95th (ft)		0		123		35		164	29	11	76	
Internal Link Dist (ft)		39			192			347			261	
Turn Bay Length (ft)						85			100	60		
Base Capacity (vph)		457		343		430		3332	1084	451	4018	
Starvation Cap Reductn		0		0		0		1240	0	0	0	
Spillback Cap Reductn		0		0		0		0	0	0	0	
Storage Cap Reductn		0		0		0		0	0	0	0	
Reduced v/c Ratio		0.02		0.31		0.13		0.54	0.15	0.07	0.24	
Intersection Summary												
Area Type:	Other											
Cycle Length: 110												
Actuated Cycle Length: 110												
Offset: 96.8 (88%), Referenced to phase 2:NBSB, Start of Green												
Natural Cycle: 70												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.64												
Intersection Signal Delay: 9.0	Intersection LOS: A											
Intersection Capacity Utilization 45.7%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings

4: Wyoming Blvd & Driveway B

Splits and Phases: 4: Wyoming Blvd & Driveway B

