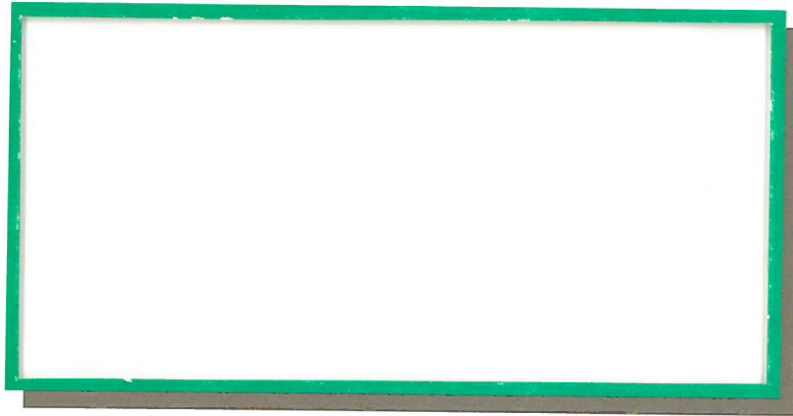




Terry O. Brown, P.E.



H20T001

Terry O. Brown, P.E.
P. O. Box 92051
Albuquerque, NM 87199
(505) 883-8807

Walmart Supercenter
(Northeastern Blvd. / Wyoming Blvd.)
Supplemental Analysis

—◆—
June 01, 2007

Terry O. Brown, P.E.

Presented to:

**Tierra West, LLC
8509 Jefferson St. NE
Albuquerque, NM 87113**

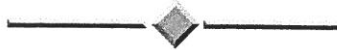


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Monday, February 07, 2005

Tony Loyd

City of Albuquerque Transportation Development
600 2nd St. NW
Albuquerque, NM 87102

Re: Walmart Supercenter (Northeastern Blvd. / Wyoming Blvd.)

Dear Tony:

I have calculated the trip generation rate of the fully developed Wyoming Mall Center based on the approved site development plan and previous uses, and utilized those trip generation rates to analyze the signalized intersections of Indian School Rd. / Wyoming Blvd. and Menaul Blvd. / Wyoming Blvd. to compare with the forecast operation of the same intersections under the proposed Walmart Supercenter plan.

The trip generation rate comparison is summarized in the table on Page A-3 of this report. Generally speaking, the proposed Walmart Supercenter plan is expected to generate a significantly lower volume of traffic than the Wyoming Mall plan during the AM Peak Hour and a moderately lower volume of traffic during the PM Peak Hour.

Using the trip generation rate for each of the two scenarios at full buildout, the signalized intersection analysis results in the levels-of-service outlined in the following table:

Indian School Rd. / Wyoming Blvd.

	2006 AM Peak Hour		2006 PM Peak Hour	
	Wyoming Mall Plan	Walmart Plan	Wyoming Mall Plan	Walmart Plan
Existing Geometry	D – 54.2	C – 34.2	F – 177.1	F – 165.2
Add Dual EB Left Turn Lanes			F – 139.9	F – 131.8
Add Dual EB LT, NB Thru Lanes			F – 96.4	F – 91.7
Add Dual EB LT, NB/EB Thru, WB RT Lanes			E – 60.8	E – 56.7

Menaul Blvd. / Wyoming Blvd.

	2006 AM Peak Hour		2006 PM Peak Hour	
	Wyoming Mall Plan	Walmart Plan	Wyoming Mall Plan	Walmart Plan
Existing Geometry	E – 62.0	E – 56.7	F – 85.3	E – 77.7
Add 4 th NB Thru Lane and 3 rd SB Thru Lane	D – 47.4	D – 45.6	E – 62.2	E – 61.8

In every instance analysis in this study, the Walmart scenario resulted in better conditions (i.e., less delay) than the Wyoming Mall scenario.

Tony Loyd

Monday, February 07, 2005

Re: Walmart Supercenter (Northeastern Blvd. / Wyoming Blvd.)

The analysis of the existing geometry for the intersection of Indian School Rd. / Wyoming Blvd. includes the new third southbound thru lane on Wyoming that was recently implemented. The reconstruction occurred subsequent to the analysis performed in the Traffic Access Study for the Walmart Supercenter. Therefore, the values of the levels-of-service and delays for the intersection of Indian School Rd. / Wyoming Blvd. found in the Traffic Access Study are somewhat different than those values reported in this analysis. The Traffic Access Study will be updated in the future to match the values contained in this analysis.

The mitigation measures for the intersection of Indian School Rd. (ISR) / Wyoming Blvd. include construction of dual eastbound left turn lanes, a fourth northbound thru lane, a third eastbound thru lane, and a westbound right turn lane. Mitigation measures for the intersection of Menaul Blvd. / Wyoming Blvd. include construction of a 4th northbound thru lane and a 3rd southbound thru lane. The mitigation measures will in effect provide an intersection where none of the projected turning movements will experience level-of-service "F". All turning movements will be level-of-service "E" or better.

Also included at the end of this supplement is the summary of percent trips generated by the proposed Walmart Supercenter site for the signalized intersections of Indian School Rd. / Wyoming Blvd. and Menaul Blvd. / Wyoming Blvd.

Please call if you have questions or need additional information.

Sincerely Yours,

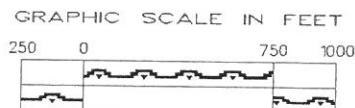
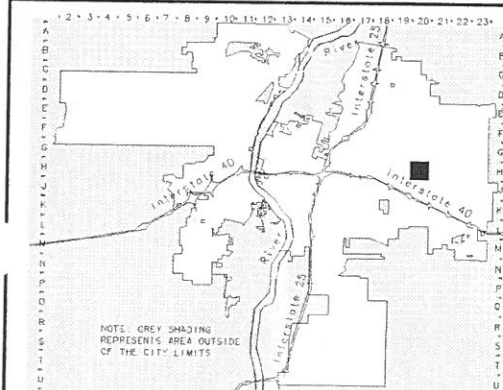
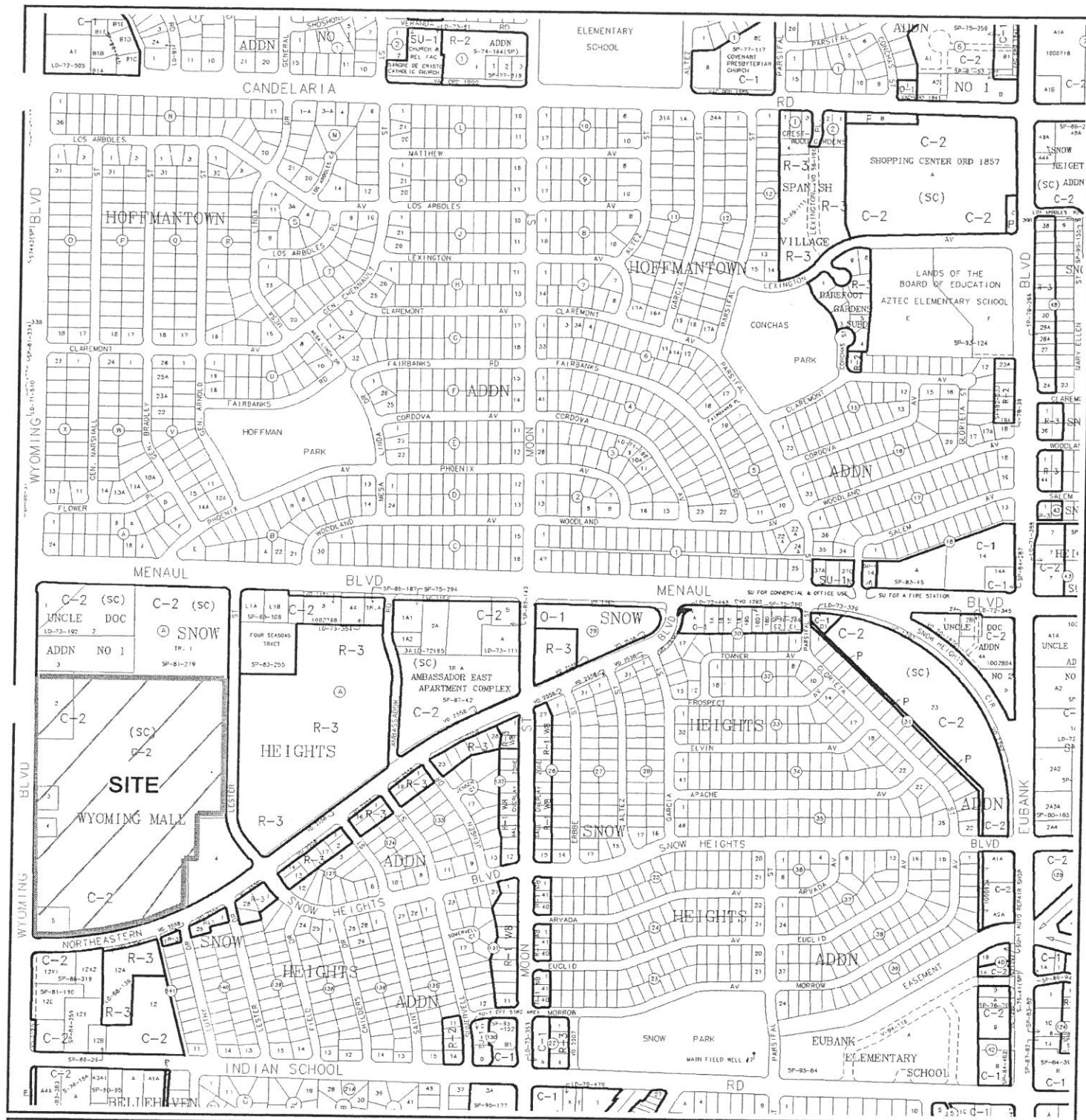


Terry O. Brown

cc: Ron Bohannon, Tierra West, LLC

Attachments:

Page A-1:	Vicinity Map
Page A-2:	Site Plan overlaid on Aerial Photo
Page A-3:	Trip Generation Comparison Worksheet
Page A-4 thru A-9:	Projected Turning Movements Worksheets (Wyoming Mall Plan)
Page A-10:	Queuing Analysis Table (Wyoming Mall Plan)
Page A-11 thru A-14:	Planning Method Signalized Analysis for ISR / Wyoming
Page A-15 thru A-19:	Signal Analysis (ISR / Wyoming – Wyoming Mall Plan)
Page A-20 thru A-23:	Signal Analysis (Menaul / Wyoming – Wyoming Mall Plan)
Page A-24 thru A-28:	Signal Analysis (ISR / Wyoming – Walmart Plan)
Page A-29 thru A-32:	Signal Analysis (Menaul / Wyoming – Walmart Plan)

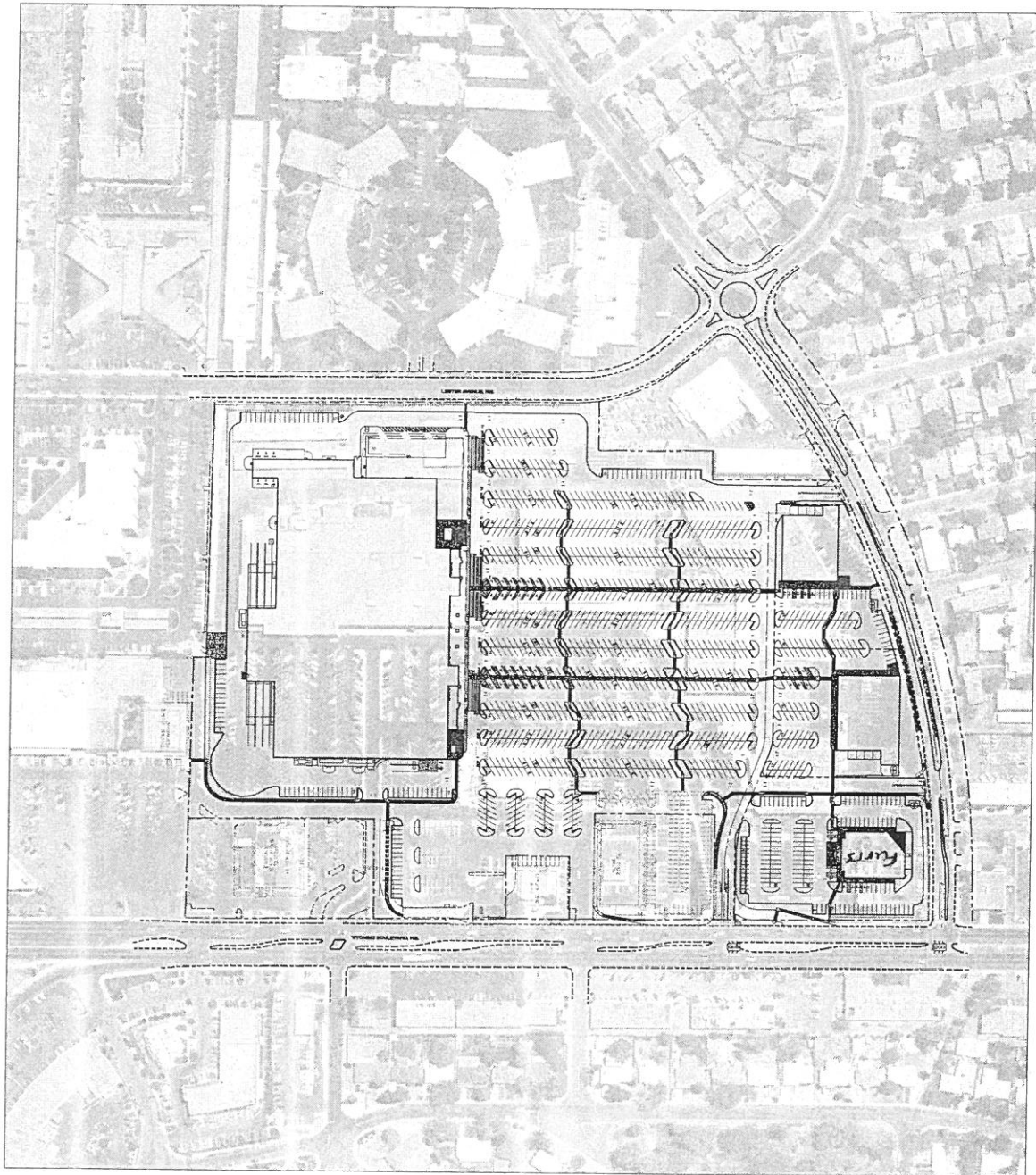


Zone Atlas Page

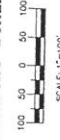
H-20-Z

Map Amended through September 01, 2004

Albuquerque **G**eographic **I**nformation **S**ystem
PLANNING DEPARTMENT
 © Copyright 2004



GRAPHIC SCALE



ENGINEER'S SEAL	ALBUQUERQUE WAL-MART NM 5491-00	DRAWN BY: BGS
	PROPOSED SITE AERIAL	DATE 01/31/05
		OWNER: W-11-00
		SHEET: 1
		1B
RONALD R. BOHANNAN P.E. #7868	TERRA WEST, LLC 10000 JEFFERSON, NE ALBUQUERQUE, NM 87113 (505) 858-3100	JOB # 200502

Walmart Supercenter (Northeastern Blvd. / Wyoming Blvd.)

Trip Generation Data

COMMENT	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.		
	DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet		Units					
Walmart - Lot 3	Free-Standing Discount Superstore (813)	225.00	12,700	211	203	438	456
Lot 1	Shopping Center (820)	12.00	1,712	27	17	74	81
Furrs - Lot 2	High Turnover (Sit-Down) Restaurant (832)	11.70	1,525	56	52	76	51
Petsmart - Lot 4	Electronics Superstore (863)	20.00	901	3	3	44	46
Black Angus	High Turnover (Sit-Down) Restaurant (832)	12.20	1,590	59	54	79	53
Lot 5	Shopping Center (820)	14.50	1,936	30	19	84	91
Bank	Walk-In Bank (911)	5.60	2,352	60	60	118	118
Village Inn	High Turnover (Sit-Down) Restaurant (832)	6.00	782	29	27	39	26
Existing Retail North	Shopping Center (820)	50.00	4,328	63	40	191	207
Subtotal			27,826	538	475	1,143	1,129
Trips Generated to Walmart Driveways			22,716	446	408	913	896
Trips Generated to non-Walmart Driveways			5,110	92	67	230	233
New Trips Generated to Walmart Driveway			17,249	271	242	640	674
Trips Generated to Walmart Driveways			22,716	446	408	913	896

Wyoming Mall Plan

Trips Generated by Wyoming Mall at Full Development	806	866	888	847
New Trips Generated by Wyoming Mall at Full Development	699	768	744	751

COMMENT	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet			Units				
Furr's Supermarket	Supermarket (850)	50.00	4,739	114	73	275	264
Service Merchandise	Discount Club (861)	47.00	1,965	15	15	88	91
Health Club	Health Club (493)	40.00	1,720	6	6	105	67
Burger King	Fast Food Restaurant w/ Drive-Thru Window (834)	3.00	1,488	76	73	52	48
Furr's Cafeteria	High Turnover (Sit-Down) Restaurant (832)	10.00	1,303	48	44	65	43
Black Angus	High Turnover (Sit-Down) Restaurant (832)	12.20	1,590	59	54	79	53
Winchells	Fast Food Restaurant w/o Drive-Thru Window (833)	1.30	931	34	23	17	17
Misc. Shops	Specialty Retail Center (814)	187.20	8,046	454	578	207	264
SUBTOTAL - WYOMING MALL APPROVED SITE PLAN			21,782	806	866	888	847
New Trips Generated by Wyoming Mall at Full Development			18,889	699	768	744	751

Walmart Superstore - Wyoming Mall
Projected Turning Movements Worksheet
Indian School Rd. / Wyoming Blvd.

INTERSECTION :

E-W Street: Indian School Rd.
N-S Street: Wyoming Blvd.

(1)

Year of Existing Counts
Implementation Year

2002
2006

Growth Rates

0.50%

0.50%

0.50%

1.80%

Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
82	134	38	141	538	101	58	980	58	78	1,251	132
2	3	1	3	11	2	1	20	1	6	90	10
84	137	39	144	549	103	59	1,000	59	84	1,341	142
84	137	39	144	549	103	59	1,000	59	84	1,341	142
13.59%	0.00%	0.00%	0.00%	0.00%	20.57%	0.00%	5.78%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.57%	5.78%	13.59%
95	0	0	0	0	144	0	40	0	158	44	104
179	137	39	144	549	247	59	1,040	59	242	1,385	246

Total AM Peak Hour BUILD Volumes

Existing Volumes

Background Traffic Growth

Subtotal

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total PM Peak Hour BUILD Volumes

Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
349	852	77	106	319	141	96	1,832	157	138	1,204	159
7	17	2	2	6	3	2	37	3	10	87	11
356	869	79	108	325	144	98	1,869	160	148	1,291	170
356	869	79	108	325	144	98	1,869	160	148	1,291	170
13.59%	0.00%	0.00%	0.00%	0.00%	20.57%	0.00%	5.78%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.57%	5.78%	13.59%
101	0	0	0	0	153	0	43	0	154	43	102
457	869	79	108	325	297	98	1,912	160	302	1,334	272

Number of Commercial Trips Generated

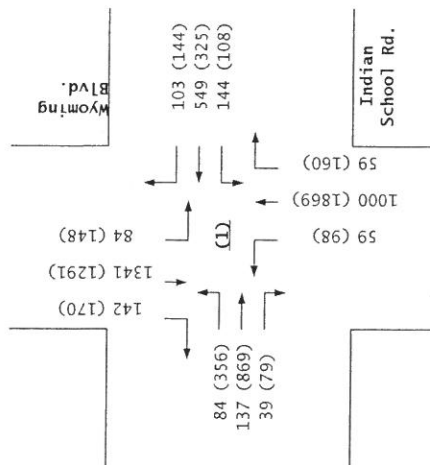
Entering
699

Exiting
744

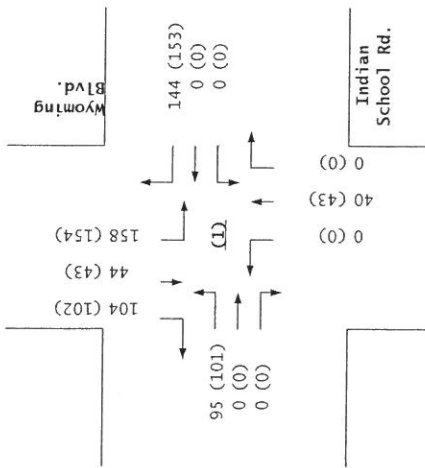
A.M.
751

100% Commercial Development
P.M.

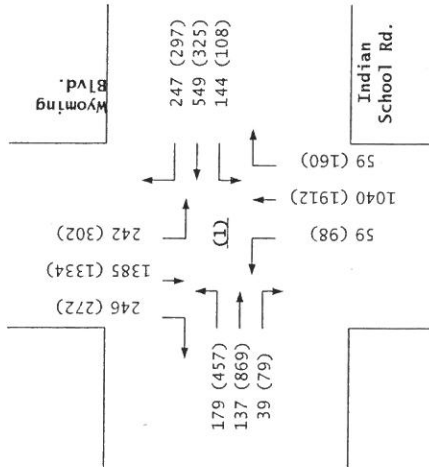
2006
NO BUILD



Trips



2006
BUILD



Indian School Rd. / Wyoming Blvd.

Walmart Superstore - Wyoming Mall
Projected Turning Movements Worksheet
Northeastern Blvd. / Wyoming Blvd.

INTERSECTION : E-W Street: Northeastern Blvd. (2)

N-S Street: Wyoming Blvd.

Year of Existing Counts 2004

Implementation Year 2006

Growth Rates

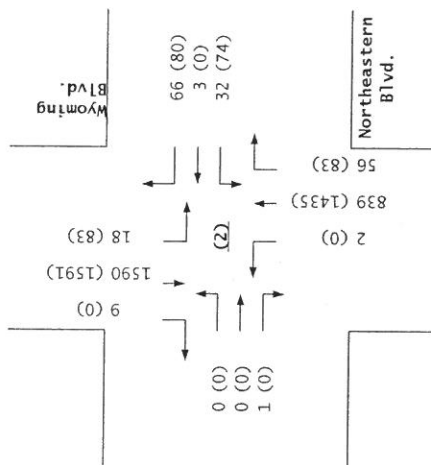
	0.50%			0.50%			1.80%			1.80%		
	Eastbound (Northeastern Blvd.)			Westbound (Northeastern Blvd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
Existing Volumes	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth	0	0	1	32	0	65	2	810	54	17	1,535	9
Subtotal	0	0	1	32	0	66	2	839	56	18	1,590	9
Subtotal (NO BUILD - A.M.)	0	0	1	32	3	66	2	839	56	18	1,590	9
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.94%	7.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	7.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.94%	0.00%
Total Trips Generated	0	0	0	54	0	0	0	230	49	0	253	0
Total AM Peak Hour BUILD Volumes	0	0	1	86	3	66	2	1,069	105	18	1,843	9

	Eastbound (Northeastern Blvd.)			Westbound (Northeastern Blvd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	73	0	79	0	1,385	80	80	1,536	0
Background Traffic Growth	0	0	0	1	0	1	0	50	3	3	55	0
Subtotal	0	0	0	74	0	80	0	1,435	83	83	1,591	0
Subtotal (NO BUILD - P.M.)	0	0	0	74	0	80	0	1,435	83	83	1,591	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.94%	7.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	7.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.94%	0.00%
Total Trips Generated	0	0	0	53	0	0	0	245	52	0	247	0
Total PM Peak Hour BUILD Volumes	0	0	0	127	0	80	0	1,680	135	83	1,838	0

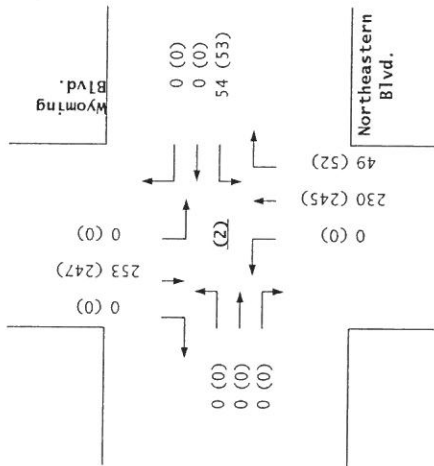
Number of Commercial Trips Generated

Entering	699	Exiting	768	A.M.	100% Commercial Development
744	751	P.M.			

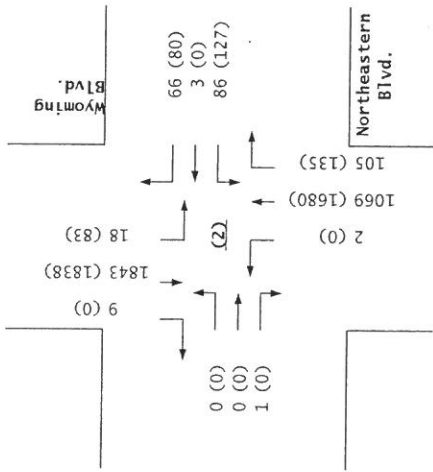
2006
NO BUILD



Trips



2006
BUILD



Northeastern Blvd. / Wyoming Blvd.

Walmart Superstore - Wyoming Mall
Projected Turning Movements Worksheet
Menaul Blvd. / Wyoming Blvd.

INTERSECTION :

E-W Street: Menaul Blvd.

(3)

N-S Street: Wyoming Blvd.

Year of Existing Counts 2004

Implementation Year 2006

Growth Rates

	0.50%			0.50%			1.80%			0.50%		
	Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
Existing Volumes	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth	100	388	11	123	1,498	65	254	849	50	117	905	389
Subtotal	1	4	0	1	15	1	9	31	2	1	9	4
	101	392	11	124	1,513	66	263	880	52	118	914	393
Subtotal (NO BUILD - A.M.)	101	392	11	124	1,513	66	263	880	52	118	914	393
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	9.64%	20.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.24%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.64%	21.24%	20.23%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	67	0	0	74	163	155	0	148	0
Total AM Peak Hour BUILD Volumes	101	392	78	265	1,513	66	337	1,043	207	118	1,062	393

	Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	371	1,261	31	155	1,026	85	282	1,467	109	196	826	238
Background Traffic Growth	4	13	0	2	10	1	10	53	4	2	8	2
Subtotal	375	1,274	31	157	1,036	86	292	1,520	113	198	834	240
Subtotal (NO BUILD - P.M.)	375	1,274	31	157	1,036	86	292	1,520	113	198	834	240
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	9.64%	20.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.24%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.64%	21.24%	20.23%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	151	0	0	72	160	152	0	158	0
Total PM Peak Hour BUILD Volumes	375	1,274	103	308	1,036	86	364	1,680	265	198	992	240

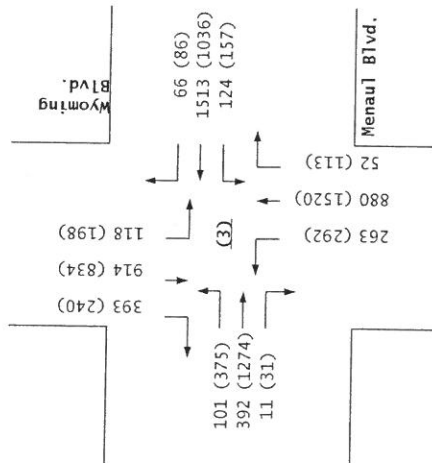
Entering Exiting

Number of Commercial Trips Generated

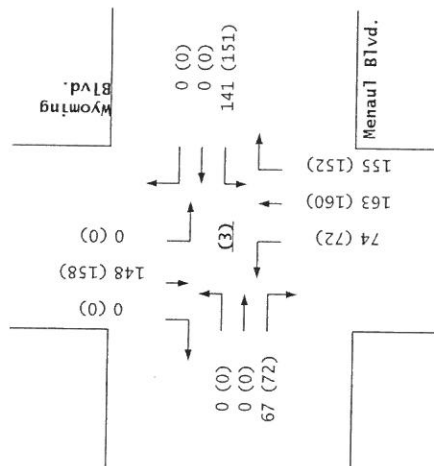
699 744 768 751 A.M. P.M.

100% Commercial Development

2006
NO BUILD

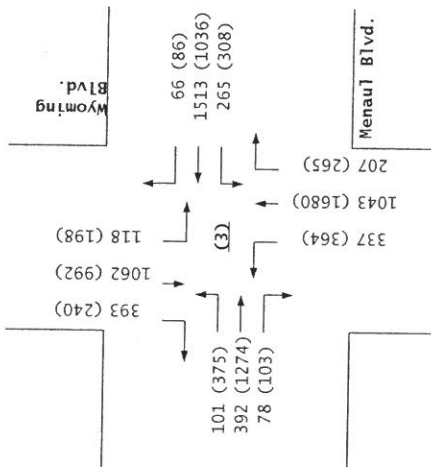


Trips



Menaul Blvd. / Wyoming Blvd.

2006
BUILD



Queueing Analysis Summary Sheet

Project:

Walmart Superstore - Wyoming Mall

Intersection:

Indian School Rd. / Wyoming Blvd.

Eastbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	2	82	100	2	82	100	2	134	N/A	0	38	0
AM NO BUILD Queue	2	84	100	2	84	100	2	137	125	0	39	75
AM BUILD Queue	2	121	125	2	121	125	2	137	125	0	39	75
Existing Lane Length	2	349	100	2	349	100	2	852	N/A	0	77	0
PM NO BUILD Queue	2	356	300	2	356	300	2	869	600	0	79	150
PM BUILD Queue	2	443	350	2	443	350	2	869	600	0	79	150

Westbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	141	100	1	141	100	2	538	N/A	0	101	0
AM NO BUILD Queue	1	144	200	1	144	200	2	549	350	0	103	150
AM BUILD Queue	1	144	200	1	144	200	2	549	350	0	159	225
Existing Lane Length	1	106	100	1	106	100	2	319	N/A	0	141	0
PM NO BUILD Queue	1	108	175	1	108	175	2	325	275	0	144	225
PM BUILD Queue	1	108	175	1	108	175	2	325	275	0	276	375

Northbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	58	125	1	58	125	4	980	N/A	0	58	0
AM NO BUILD Queue	1	59	100	1	59	100	4	1,000	350	0	59	100
AM BUILD Queue	1	59	100	1	59	100	4	1,016	375	0	59	100
Existing Lane Length	1	96	125	1	96	125	4	1,832	N/A	0	157	0
PM NO BUILD Queue	1	98	175	1	98	175	4	1,869	700	0	160	250
PM BUILD Queue	1	98	175	1	98	175	4	1,906	700	0	160	250

Southbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	78	75	1	78	75	3	1,251	N/A	0	132	0
AM NO BUILD Queue	1	84	125	1	84	125	3	1,341	550	0	142	200
AM BUILD Queue	1	134	200	1	134	200	3	1,355	575	0	175	225
Existing Lane Length	1	138	75	1	138	75	3	1,204	N/A	0	159	0
PM NO BUILD Queue	1	148	225	1	148	225	3	1,291	625	0	170	250
PM BUILD Queue	1	287	400	1	287	400	3	1,330	650	0	262	375

AM PM
 Cycle Length: 110 130

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Indian School Rd. / Wyoming Blvd.
 Analyst: TOB
 Project: Walmart Superstore - Wyoming Mall
 Condition: 2006 NO BUILD

Date: 6-Feb-05
 Time Period Analyzed: AM Peak Hr.
 City / State: Albuquerque, NM

Wyoming Blvd.

N-S STREET

SB TOTAL

1,567

142		84
RIGHT	1,341	LEFT
	THRU	

Y

TR?

R	T	L
0	3	1

103

RIGHT

549

THRU

144

LEFT

796

WB TOTAL

NO. LANES

2 L

2 T

0 R

TR? Y

0 R

2 T

1 L

NO. LANES

TR? Y

1	4	0
L	T	R

TR?

Y

Indian School Rd.

E-W STREET

260
EB TOTAL

84
LEFT
137
THRU
39
RIGHT

59	1,000	59
LEFT	THRU	RIGHT

1,118

NB TOTAL

EB LT = 42
 WB TH = 326
 368*

WB LT = 144
 EB TH = 88
 232

MAXIMUM SUM
OF CRITICAL VALUES

0 TO 1,200
 1,201 TO 1,400
 >1,400

CAPACITY
LEVEL

UNDER
NEAR
OVER

NB LT = 59
 SB TH = 494
 553*

SB LT = 84
 NB TH = 265
 349

368 + 553 = 921 STATUS? UNDER

E-W CRITICAL N-S CRITICAL

NOTES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Indian School Rd. / Wyoming Blvd.
 Analyst: TOB
 Project: Walmart Superstore - Wyoming Mall
 Condition: 2006 BUILD

Date: 6-Feb-05
 Time Period Analyzed: AM Peak Hr.
 City / State: Albuquerque, NM

Wyoming Blvd.

N-S STREET

SB TOTAL

1,664

175 134
 RIGHT LEFT
 1,355
 THRU

Y

TR?

R	T	L
0	3	1

159

RIGHT

549

THRU

144

LEFT

852

WB TOTAL

NO. LANES

2 L

2 T

0 R

TR? Y

0 R

2 T

1 L

NO. LANES

TR? Y

1	4	0
L	T	R

TR?

Y

Indian School Rd.

E-W STREET

297
 EB TOTAL

121
 LEFT
 137
 THRU
 39
 RIGHT

59 1,016 59
 LEFT THRU RIGHT
 1,134
 NB TOTAL

EB LT = 61
 WB TH = 354
 415*

WB LT = 144
 EB TH = 88
 232

MAXIMUM SUM
 OF CRITICAL VALUES

0 TO 1,200
 1,201 TO 1,400
 >1,400

CAPACITY
 LEVEL

UNDER
 NEAR
 OVER

NB LT = 59
 SB TH = 510
 569*

SB LT = 134
 NB TH = 269
 403

415 + 569 = 984 STATUS? UNDER
 E-W CRITICAL N-S CRITICAL

NOTES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Indian School Rd. / Wyoming Blvd.
 Analyst: TOB
 Project: Walmart Superstore - Wyoming Mall
 Condition: 2006 NO BUILD

Date: 6-Feb-05
 Time Period Analyzed: PM Peak Hr.
 City / State: Albuquerque, NM

Wyoming Blvd.

N-S STREET

144

RIGHT

325

THRU

108

LEFT

577

WB TOTAL

SB TOTAL

1,609

170

RIGHT

1,291

148

LEFT

THRU

Y

TR?

R

T

L

0

3

1

NO. LANES

2

L

2

T

0

R

TR?

Y

0

R

2

T

1

L

NO. LANES

TR?

Y

356

LEFT

869

THRU

79

RIGHT

1,304

EB TOTAL

1

L

4

T

0

R

TR?

Y

Indian School Rd.

E-W STREET

1,869

THRU

98

LEFT

160

RIGHT

2,127

NB TOTAL

EB LT = 178

WB TH = 235

413

WB LT = 108

EB TH = 474

582*

MAXIMUM SUM
OF CRITICAL VALUES

0 TO 1,200

1,201 TO 1,400

>1,400

CAPACITY
LEVEL

UNDER

NEAR

OVER

NB LT = 98

SB TH = 487

585

SB LT = 148

NB TH = 507

655*

582

+

655

=

1,237

STATUS?

NEAR

E-W CRITICAL

N-S CRITICAL

NOTES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Indian School Rd. / Wyoming Blvd.
 Analyst: TOB
 Project: Walmart Superstore - Wyoming Mall
 Condition: 2006 BUILD

Date: 6-Feb-05
 Time Period Analyzed: PM Peak Hr.
 City / State: Albuquerque, NM

Wyoming Blvd. N-S STREET

SB TOTAL
1,879

262 287
 RIGHT 1,330 LEFT
 THRU

☒ Y
 TR?

R T L
 0 3 1

276

RIGHT

325

THRU

108

LEFT

709
 WB TOTAL

NO. LANES

2 L
 2 T
 0 R

TR? ☒ Y

0 R

2 T

1 L

NO. LANES

TR? ☒ Y

1 4 0
 L T R

TR?
☒ Y

Indian School Rd. E-W STREET

1,391
 EB TOTAL

443
 LEFT
 869
 THRU
 79
 RIGHT

98 1,906 160
 LEFT THRU RIGHT
 2,164
 NB TOTAL

EB LT = 222
 WB TH = 301
 522

WB LT = 108
 EB TH = 474
 582*

MAXIMUM SUM OF CRITICAL VALUES

0 TO 1,200
 1,201 TO 1,400
 >1,400

CAPACITY LEVEL

UNDER
 NEAR
 OVER

NB LT = 98
 SB TH = 531
 629

SB LT = 287
 NB TH = 517
 804*

582 + 804 = 1,386
 E-W CRITICAL N-S CRITICAL

STATUS? NEAR

NOTES: Existing Geometry

SIGNAL2000/TEAPAC[Ver 2.02.16] - HCM Input Worksheet

Intersection # 1 -

Area Location Type: NONCBD

```
Key:  VOLUMES -->
      | WIDTHS
      v LANCES
```

[illegible]

	SB		WB		LT		RT		NB		LT		RT		EB	
	RT	TH	LT	TH	LT	TH	LT	TH	LT	TH	LT	TH	LT	TH	LT	
Heavy veh, %HV	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Pk-hr fact, PHE	.88	.88	.88	.77	.77	.77	.77	.87	.87	.87	.87	.78	.78	.78	.78	
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Sturtp lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Ped vol, vped	0			0						0				0		
Bike vol, vbic	0			0						0				0		
Parking locatns	NO			NO						NO				NO		
Park mnvrs, Nm	0			0						0				0		
Bus stops, NB	0			0						0				0		
Grade, %G	.0			.0						.0				.0		

Sq 46	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
Ld/LD						
*	+	+				
*	+	+			^	
*>	<+	+	>		^	
/\					<^>	
		V			++++	
			^	^	++++	
			++++	++++	V	
North	<+			++++	++++	
	+	<+	*	++++	++++	
		+	*			
	+	+		V	V	
C=130"	G= 16.9"	G= 41.3"	G= 6.9"	G= 18.6"	G= 21.4"	G= 0.0"
	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 0.0"

Wyoming Mall (Northeastern / Wyoming Blvd)
Analysis of Indian School Rd / Wyoming Blvd - [W1_06PBI]
2006 PM Peak BUILD Cond - Add Dual EB LT Lanes

SIGNAL2000/TEAPAC[Ver 2.02.16] - Capacity Analysis Summary

Intersection Averages for Int # 1 -

SQ 46	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
L/D	*	+			
	*	+			^
/\	>	+>			++++
	V	^	****		<++++
				^	++++
North	<	* >	V	++++	V
	+	*		++++	****
	+	*		V	
G/C=0.148	G/C=0.363	G/C=0.061	G/C=0.040	G/C=0.196	
G = 19.3"	G = 47.1"	G = 7.9"	G = 5.2"	G = 25.5"	
Y+R = 5.0"	Y+R = 5.0"	Y+R = 5.0"	Y+R = 5.0"	Y+R = 5.0"	
OFF = 0.0%	OFF = 18.7%	OFF = 58.8%	OFF = 68.7%	OFF = 76.6%	

C=130 sec C=105.0 sec = 80.8% Y=25.0 sec = 19.2% Ped= 0.0 sec = 0.0%										
Lane	Width/	q/C	Service Rate	Adj	v/c	Delay	L	Queue		
Group	Lanes	Reqd	Used	@D (vph)	@E Volume		S	Model	1	
SB Approach										
RT+TH	36/3	0.375	0.363	1758	1815	1825	1.006	63.9	E+1187 ft	
LT	12/1	0.193	0.148	268	309	343	1.062	110.2	*F 712 ft	
NE Approach										
								170.9	F	

WB Approach					159.3 F	
RT+H	24/2	0.276	0.196	499	632	808 1.243 174.3 F 11045 ft
LT	12/1	0.072	0.061	121	146	140 0.843 72.4 *E 254 ft
EB Approach					169.5 F	
RT+H	24/2	0.363	0.275	859	970	1215 1.253 169.4 *F 11520 ft
LT	24/2	0.211	0.139	297	450	586 1.213 169.8 *E 751 ft

Wyoming Mall (Northeastern / Wyoming Blvd)
Analysis of Indian School Rd / Wyoming Blvd - [W1 06PB3]
2006 PM BLD Cond - Add Dual EB LT, NB, EB Thru, WB RT Lanes

02/06/05
20:03:32

SIGNAL2000/TEAPAC[Ver 2.02.16] - HCM Input Worksheet

Intersection # 1 -

[illegible]

	SB				WB				NB				EB	
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	RT	TH	LT
Heavy veh, %HV	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
PK-hr fact, PHE	.88	.88	.88		.77	.77	.77	.87	.87	.87	.78	.78	.78	.78
Pretimed or Act	A	A	A		A	A	A	A	A	A	A	A	A	A
Stirrup lost, li	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3		3	3	3	3	3	3	3	3	3	3
Ped vol, vped	0				0				0				0	
Bike vol, vbic	0				0				0				0	
Parking locatns	NO				NO				NO				NO	
Park manvrs, Nm	0				0				0				0	
Bus stops, NB					0				0				0	
Grade, %G	.0				.0				.0				.0	

Sq 46	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
LD/LD						
.	* ^	* +			^	
/\	* + + + +	* +			+	
	>	< * + >			< + + + +	
		v	^	***		
North	< +	< + + + >	v	***	v	
	+	+	+	+	+	
	+	+	+	v		
C=110"	G = 17.9"	G = 38.4"	G = 6.2"	G = 8.3"	G = 14.2"	G = 0.0"
	Y+R = 5.0"	Y+R = 5.0"	Y+R = 5.0"	Y+R = 5.0"	Y+R = 5.0"	Y+R = 0.0"

Wyoming Mall (Northeastern / Wyoming Blvd)
Analysis of Indian School Rd / Wyoming Blvd - [W1_06PB3]
2006 PM BLD Cond - Add Dual EB LT, NB, EB Thru, WB RT Lanes

02/06/05
20:03:32

SIGNAL2000/TEAPAC[Ver 2.02.16] - Capacity Analysis Summary

	Intersection Averages for Int #	1 -	Degree of Saturation (v/c)	0.97	Vehicle Delay	60.8	Level of Service E+

Sq 45	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
LD/LD	*	+			
	* ^				
	** + + + +	** *			++++
/ \	>	< * * >			< * * * *
		V			++++
		^	****		++++
North	< +	+ + + +	V		V
		< + >			++++>
	+	+ + + +			++++
	+	+ + + +		V	V
G/C=0.163	G/C=0.349	G/C=0.056	G/C=0.076	G/C=0.129	
G= 17.9"	G= 38.4"	G= 6.2"	G= 8.3"	G= 14.2"	
Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	
OFF= 0.0%	OFF=20.8%	OFF=60.3%	OFF=70.4%	OFF=82.5%	

C=110 .sec G= 85.0 sec = 77.3% Y=25.0 sec = 22.7% Ped= 0.0 sec = 0.0%

Lane	Width/	q/c	Service	Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph)	@E Volume	v/c	Delay	S Model
SB Approach								
RT+TH	36/3	0.366	0.349	1733	1748	1825	1.044	69.8 *E 1105 ft
LT	12/1	0.177	0.163	319	357	343	0.955	69.6 *E 537 ft
NB Approach								
RT+TH	48/4	0.351	0.349	2363	2363	2382	1.008	56.3 *E 1033 ft
LT	12/1	0.040	0.163	319	357	113	0.315	19.5 B 91 ft
WB Approach								
RT	12/1	0.277	0.337	493	539	386	0.716	36.4 D+ 473 ft
TH	24/2	0.146	0.129	363	445	422	0.913	69.8 *E 363 ft
LT	12/1	0.066	0.056	124	149	140	0.828	69.2 *E 220 ft
EB Approach								
RT+TH	36/3	0.253	0.250	1202	1269	1215	0.957	56.8 *E 601 ft
LT	24/2	0.194	0.177	525	612	586	0.953	69.9 *E 495 ft

SIGNAL2000/TEAPAC[Ver 2.02.16] - Capacity Analysis Summary

Area Location Type: NONCBD

Intersection Averages for Int # 1 -	Degree of Saturation (v/c)	Vehicle Delay	Level of Service D
	0.83	47.4	

Sq 45	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Lp/LD					
.	+	*	+	^	^
/\	+	*	+	++++	****
	+>	<*	<+	<++++	<****
		v	^	++++	****
North	<*	^	****	v	v
	*	+>	+	++++>	++++>
	*	+	+	++++	++++
		+	+		v
G/C=0.142	G/C=0.142	G/C=0.242	G/C=0.059	G/C=0.016	G/C=0.313
G=15.6"	G=26.6"	G=6.5"	G=1.8"	G=34.5"	G=5.0"
Y+R=5.0"	Y+R=5.0"	Y+R=5.0"	Y+R=5.0"	Y+R=5.0"	Y+R=5.0"
OFF=0.0%	OFF=18.7%	OFF=47.4%	OFF=57.9%	OFF=64.1%	OFF=64.1%

C=110 sec G= 85.0 sec = 77.3% Y=25.0 sec = 22.7% Ped= 0.0 sec = 0.0%

Lane	Group	Width/ Lanes	g/c	Reqd	Used	Service Rate (@D vph)	Adj @E Volume	v/c	HCM Delay	L Queue
SB Approach										
RT		12/1	10.298	0.347		503	548	0.763	38.2	527 ft
TH		36/3	10.837	0.242		1356	1227	0.921	52.0	625 ft
LT		24/2	10.061	0.142		390	472	0.259	42.0	84 ft

NB Approach		47.8		D	
RT+TH	48/4 0.225 0.242	1528	1595	1405 0.881	46.3 D
LT	24/2 0.139 0.142	390	472	379 0.780	53.5 *D 290 ft
WB Approach					
RT+TH	36/3 0.369 0.375	1893	1898	1082 0.982	50.4 *D 1032 ft
LT	24/2 0.120 0.121	317	395	312 0.752	54.3 *D 241 ft
EB Approach					
RT+TH	36/3 0.134 0.313	1516	1551	547 0.353	29.3 C 218 ft
LT	24/2 0.058 0.059	121	175	117 0.576	54.4 *D 92 ft

SIGNAL2000/TEAPAC[Ver 2.02.16] - HCM Input Worksheet

Intersection # 1 - Area Location Type: NONCBD

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

SIGNAL2000/TEAPAC[Ver 2.02.16] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Degree of Saturation (v/c) 1.00 Vehicle Delay 85.3 Level of Service F

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

SIGNAL2000/TEAPAC[Ver 2.02.16] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Degree of Saturation (v/c) 1.00 Vehicle Delay 85.3 Level of Service F

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

SIGNAL2000/TEAPAC[Ver 2.02.16] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Degree of Saturation (v/c) 1.00 Vehicle Delay 85.3 Level of Service F

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

		Key: VOLUMES -->		WIDTHS		LANES	
		V		V		LANES	
375 24.0 2 /		240 992		12.0 24.0 24.0		1 2 2	
1274 36.0 3 --		86 0.0 0		1036 36.0 3		308 24.0 2	
103 0.0 0 \		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	
		364 1680		24.0 36.0 0.0		2 3 0	

SIGNAL2000/TEAPAC[Ver 2.02.16] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Degree of Saturation (v/c) 1.00 Vehicle Delay 85.3 Level of Service F

		Key: VOLUMES --		WIDTHS		LANES	
				v			
		240	992	198			
		12.0	24.0	24.0			
		1	2	2			
		/	/	/			

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SIGNAL2000/TEAPAC[Ver 2.02.16] - HCM Input Worksheet

Intersection # 1 - Area Location Type: NONCBD

Intersection Averages for Int # 1 -

Intersection	Averages for the 4	Degree of Saturation (v/c)	Vehicle Delay	Level of Service E+
1	1.00	0.90	62.2	

[illegible]

	SB		WB		NB		RT		EB	
	RT	LT	RT	LT	RT	LT	RT	LT	RT	LT
Heavy veh, %HV	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
Pk-hr fact, PHF	.93	.93	.90	.90	.93	.93	.85	.85	.85	.85
Pretimed or Act	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3
Ped vol, vped	0		0		0		0		0	
Bike vol, vbic	0		0		0		0		0	
Parking locatns	NO		NO		NO		NO		NO	
Park mnvrs, Nm	0		0		0		0		0	
Bus stops, NB	0		0		0		0		0	
Grade, %G	.0		.0		.0		.0		.0	

[illegible]

C=130 sec G=105.0 sec = 80.8% Y=25.0 sec = 19.2% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph) @E	Volume	v/c	Delay
							S
							Model
							1

SB Approach

	RT	TH	LT	RT	TH	LT	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	Q ^o	R ^p	S ^q	T ^r	U ^s	V ^t	W ^u	X ^v	Y ^w	Z ^x	A ^y	B ^z	C ^a	D ^b	E ^c	F ^d	G ^e	H ^f	I ^g	J ^h	K ⁱ	L ^j	M ^k	N ^l	O ^m	P ⁿ	
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NB Approach

RT+H	48/4	0.327	0.307	1941	2037	2091	1.027	72.1	*E	1075 ft
LT	24/2	0.164	0.129	255	408	391	0.881	73.8	*E	373 ft

WB Approach

	36/3	0.273	0.317	1500	1590	1247	0.784	43.0	D+	676 ft
RT+TH										
LT	24/2	0.152	0.144	310	460	342	0.695	57.2	E+	292 ft

EB Approach

RT+TH		36/3		0.338		0.317		1500		1590		1620		1.019		71.8		*E		1095 ft
LT		24/2		0.177		0.144		310		460		441		0.896		73.6		*E		420 ft

Walmart Superstore (Northeastern / Wyoming Blvd)
Analysis of Indian School Rd / Wyoming Blvd - [1.06FBI]
2006 PM Peak BUILD Conditions - Add EB Dual LT Lanes

02/07/05
09:33:52

SIGNAL2000/TEAPAC[Ver 2.02.16] - HCM Input Worksheet

Intersection # 1 - Area Location Type: NONCBD

		Key: VOLUMES -- >		WIDTHS		LANES	
		Y		V		LANES	
262	1330	287	1	1	1	1	1
0.0	36.0	12.0	1	1	1	1	1
0	3	1	1	1	1	1	1
		276		0.0		0	
		325		24.0		2	
		108		12.0		1	
443	24.0	2	+			North	
869	24.0	2	--				
79	0.0	0	--				
		98		1906		SEQUENCE 46	
		12.0		36.0		PERMSV Y Y Y Y	
		1		3		OVERLAP Y Y Y Y	
						LEADLAG LD LD	

		RT		TH		LT		RT		TH		LT		RT		TH		LT	
Heavy veh, %HV		1.0		1.0		1.0		1.0		1.0		1.0		1.0		1.0		1.0	
PK-hr fact, PHF		.88		.88		.77		.77		.87		.87		.78		.78		.78	
Pretimed or Act		A		A		A		A		A		A		A		A		A	
Startup lost, l1		2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0	
Ext eff grn, e		2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0		2.0	
Arrival typ, AT		3		3		3		3		3		3		3		3		3	
Ped vol, vped		0		0		0		0		0		0		0		0		0	
Bike vol, vbic		0		0		0		0		0		0		0		0		0	
Parking locatns		NO		NO		NO		NO		NO		NO		NO		NO		NO	
Park mvtrs, Nm		0		0		0		0		0		0		0		0		0	
Bus stops, NB		0		0		0		0		0		0		0		0		0	
Grade, %G		.0		.0		.0		.0		.0		.0		.0		.0		.0	

Sq 46	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
LD/LD						
	*	+				
	*	+				
	*	<+ + +>				
/i\		v				

Walmart Superstore (Northeastern / Wyoming Blvd)
Analysis of Indian School Rd / Wyoming Blvd - [1 06PB2]
2006 PM Pk BUILD Cond - Add EB Dual LT Lanes, NB Thru Lane

Walmart Superstore (Northeastern / Wyoming Blvd)
Analysis of Indian School Rd / Wyoming Blvd - [1_06PB2]
2006 FM Pk BUILD Cond - Add EB Dual LT Lanes, NB Thru Lane

SIGNAL2000/TEAPAC[Ver 2.02.16] - HCM Input Worksheet

Intersection # 1 -

[illegible]

	SB		WB		LT		RT		NB		LT		RT		EB	
	TH	LT	TH	LT	TH	LT	TH	LT	TH	LT	TH	LT	TH	LT	TH	LT
Heavy veh, %HV	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Pk-hr fact, PHE	.88	.88	.88	.77	.77	.77	.87	.87	.87	.87	.78	.78	.78	.78	.78	.78
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost, l	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped	0		0		0				0						0	
Bike vol, vbic	0		0		0				0						0	
Parking locatns	NO		NO		NO				NO						NO	
Park mnvrs, Nm	0		0		0				0						0	
Bus stops, NB	0		0		0				0						0	
Grade, %G	.0		.0		.0				.0						.0	

Sq 86	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
Lb/LD	+ *	+	-	-	-	-
	+ + *	+	-	-	-	-
	<+ + >	<+ +	-	-	-	-
/\	v	v	-	-	-	-
	-	-	-	-	-	-
North	-	-	-	-	-	-
C=130"	G= 20.8 "	G= 28.4 "	G= 7.2 "	G= 8.9 "	G= 5.4 "	G= 29.4 "
	Y+R= 5.0 "	Y+R= 5.0 "	Y+R= 5.0 "	Y+R= 5.0 "	Y+R= 5.0 "	Y+R= 5.0 "

A - 27

10/01/04
17:47:56

Area Location Type: NONCBD

Intersection Averages for Int # 1 -
Degree of Saturation (v/c) 0.85 Vehicle Delay 56.7 Level of Service E+

[illegible]

C=110 sec G= 90.0 sec = 81.8% Y=20.0 sec = 18.2% Ped= 0.0 sec = 0.0%									
Lane	width/	g/c	Service Rate	Adj	HCM	L	Queue		
Group	Lanes	Reqd	Used	@D (vph)	@E Volume	v/c	Delay	S	Model 1
SB Approach									
RT	12/1	0.298	0.407	610	418	0.650	28.6	C	468 ft
TH	24/2	0.306	0.289	964	1019	1.034	1.015	71.0	*E 896 ft
LT	24/2	0.061	0.104	261	335	1.26	0.352	46.4	D 89 ft
NB Approach									
							46.8	D	

WB Approach					70.3 E				
RT+TH	36/3	0.369	0.352	1764	1777	1858	1.046	70.0	*E 1133 fcl
LT	24/2	0.089	0.073	160	222	211	0.844	72.7	*E 183 fcl
EB Approach					30.5 C				
RT+TH	36/3	0.116	0.352	1768	1781	469	0.263	25.5	C+ 173 fcl
LT	24/2	0.058	0.073	160	222	117	0.468	50.3	D 88 fcl

10/07/04
16:32:02

Walmart Superstore (Northeastern / Wyoming Blvd)
Analysis of Menaul Blvd / Wyoming Blvd - [3_06AB M]
2004 AM Peak BUID Conditions - Mitigated Geometry

SIGNAL2000/TEAPAC[Ver 2.02.16] - Capacity Analysis Summary

Intersection Averages for Int #	1
Degree of Saturation (v/c)	0.79
Vehicle Delay	45.6
Level of Service	D

Sq 44	Phase 1	Phase 2	Phase 3	Phase 4
LD/LD	+	+	+	
/\	+	+	+	^
	+>	<+	<+	***
	.	v	^	<****
North	<*	^	++++	y
	*	++>	+	++++>
	*	+	+	++++
	*	+	+	v
G/C=0.125	G/C=0.225	G/C=0.091	G/C=0.377	
G= 13.8"	G= 24.7"	G= 10.1"	G= 41.5"	
Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	
OFF= 0.0%	OFF=17.1%	OFF=44.1%	OFF=57.7%	

C=110 sec G= 90.0 sec = 81.8% I=20.0 sec = 18.2% Ped= 0.0 sec = 0.0%									
Lane	Width/	g/c		Service Rate	Adj	HCM	L	Queue	
Group	Lanes	Reqd	Used	@D (vph)	@E Volume	v/c	Delay	S	Model 1
SB Approach									
RT	12/1	0.298	0.361	529	571	418	0.732	35.3	D+ 511 ft
TH	36/3	0.220	0.225	1061	1140	1034	0.907	52.1	D+ 571 ft
LT	24/2	0.061	0.125	331	410	126	0.294	44.1	D+ 86 ft
NB Approach									
							45.0	D	

WB Approach												49.8				D							
RT+H		36/3		0.369		0.377		1902		1902		1858		0.977		49.3		*D		1024		ft	
LT		24/2		0.089		0.091		218		287		211		0.674		54.0		*D		163		ft	

EB Approach												28.4				C							
RT+H		36/3		0.116		0.377		1906		1906		469		0.246		23.6		C+		167		ft	
LT		24/2		0.058		0.091		218		287		117		0.374		47.8		D		84		ft	

Walmart Superstore (Northeastern / Wyoming Blvd)
Analysis of Menaul Blvd / Wyoming Blvd - [3_062BX]
2004 PM Peak BUID Conditions

SIGNAL2000/TEAPAC[Ver 2.02.16] - Capacity Analysis Summary

Intersection	Averages for Int # 1 -	Degree of Saturation (v/c)	Vehicle Delay	Level of Service E
100th and Broadway	0.97	0.97	77.7	F

Sq 64	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Lb/LD					
*	+	+	+	+	^
*	+	+	+	+	++++
*	>	<	<	<	<++++
		v	^	++++	
<+	<	>	*	v	>
+	+	+	*	*	++++
+	+	+	*	*	++++
					v
G/C=0.038	G/C=0.011	G/C=0.338	G/C=0.120	G/C=0.282	
G= 7.5"	G= 1.4"	G= 43.9"	G= 15.6"	G= 36.7"	
Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	
OFF= 0.0%	OFF= 9.6%	OFF=14.5%	OFF=52.1%	OFF=67.9%	

C=130 sec G=105.0 sec = 80.8% Y=25.0 sec = 19.2% Ped= 0.0 sec = 0.0%

NB Approach		87.4	
RT+TH	36/3 0.417 0.387 1883	1924	2056 1.069 81.5 *F 1435 ft
LT	24/2 0.162 0.107 152	326	384 1.049 118.6 *F 439 ft
NB Approach		54.1	
RT+TH	36/3 0.273 0.282 1299	1415	1247 0.881 51.4 D 742 ft
LT	24/2 0.146 0.120 216	372	318 0.776 64.6 E+ 288 ft
NB Approach		100.3	
RT+TH	36/3 0.321 0.282 1311	1427	1535 1.076 93.7 *F 1119 ft
LT	24/2 0.177 0.120 216	372	441 1.076 123.4 *F 510 ft

Walmart Superstore - Wyoming Mall
 Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2006) - 100% Development
 (Adjusted for Passby Trips)

INTERSECTION: Summary

Indian School Rd. / Wyoming Blvd.				0.78			0.77			0.87			0.88			PHF
(1)	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)						
1.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
Existing (2004)	83	135	38	142	543	102	59	990	59	81	1,296	137				
2006 (NO BUILD - A.M.)	84	137	39	144	549	103	59	1,000	59	84	1,341	142				
2006 (BUILD - A.M.)	110	137	39	144	549	142	59	1,011	59	119	1,351	165				
% Contribution by Movement	23.6%	0.0%	0.0%	0.0%	0.0%	27.5%	0.0%	1.1%	0.0%	29.4%	0.7%	13.9%				
% Contribution by Approach	9.1%			4.7%			1.0%			4.2%						
% Contribution - Intersection	3.7%															

	0.96			0.93			0.89			0.96			PHF
	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2004)	352	861	78	107	322	142	97	1,850	159	143	1,247	165	
2006 (NO BUILD - P.M.)	356	869	79	108	325	144	98	1,869	160	148	1,291	170	
2006 (BUILD - P.M.)	417	869	79	108	325	236	98	1,895	160	245	1,318	234	
% Contribution by Movement	14.6%	0.0%	0.0%	0.0%	0.0%	39.0%	0.0%	1.4%	0.0%	39.6%	2.0%	27.4%	
% Contribution by Approach	4.5%			13.8%			1.2%			10.5%			
% Contribution - Intersection	6.1%												

Northeastern Blvd. / Wyoming Blvd.													0.25	0.81				0.84			0.78			PHF
(2)	Eastbound (Northeastern Blvd.)			Westbound (Northeastern Blvd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)														
2.2% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right												
Existing (2004)	0	0	1	32	3	65	2	810	54	17	1,535	9												
2006 (NO BUILD - A.M.)	0	0	1	32	3	66	2	839	56	18	1,590	9												
2006 (BUILD - A.M.)	0	0	1	44	3	66	2	902	69	18	1,646	9												
% Contribution by Movement	N/A	N/A	0.0%	27.3%	0.0%	0.0%	0.0%	7.0%	18.8%	0.0%	3.4%	0.0%												
% Contribution by Approach	0.0%			10.6%			7.8%			3.3%														
% Contribution - Intersection	5.2%																							

	0.85			0.88			0.91			0.86			PHF
	Eastbound (Northeastern Blvd.)			Westbound (Northeastern Blvd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2004)	0	0	0	73	0	79	0	1,385	80	80	1,536	0	
2006 (NO BUILD - P.M.)	0	0	0	74	0	80	0	1,435	83	83	1,591	0	
2006 (BUILD - P.M.)	0	0	0	107	0	80	0	1,583	114	83	1,746	0	
% Contribution by Movement	N/A	N/A	N/A	30.8%	N/A	0.0%	N/A	9.3%	27.2%	0.0%	8.9%	N/A	
% Contribution by Approach	N/A			17.6%			10.5%			8.5%			
% Contribution - Intersection	9.9%												

Menaul Blvd. / Wyoming Blvd.												
0.86			0.85			0.89			0.94			PHF
(3)	Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)		
2.2% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2004)	100	388	11	123	1,498	65	254	849	50	117	905	389
2006 (NO BUILD - A.M.)	101	392	11	124	1,513	66	263	880	52	118	914	393
2006 (BUILD - A.M.)	101	392	29	162	1,513	66	279	916	86	118	954	393
% Contribution by Movement	0.0%	0.0%	62.1%	23.5%	0.0%	0.0%	5.7%	3.9%	39.5%	0.0%	4.2%	0.0%
% Contribution by Approach	3.4%			2.2%			6.7%			2.7%		
% Contribution - Intersection	3.6%											

	0.85			0.90			0.93			0.93			PHF
	Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (Wyoming Blvd.)			Southbound (Wyoming Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2004)	371	1,261	31	155	1,026	85	282	1,467	109	196	826	238	
2006 (NO BUILD - P.M.)	375	1,274	31	157	1,036	86	292	1,520	113	198	834	240	
2006 (BUILD - P.M.)	375	1,274	74	248	1,036	86	338	1,620	208	198	929	240	
% Contribution by Movement	0.0%	0.0%	58.1%	36.7%	0.0%	0.0%	13.6%	6.2%	45.7%	0.0%	10.2%	0.0%	
% Contribution by Approach	2.5%			6.6%			11.1%			6.9%			
% Contribution - Intersection	7.1%												

