

Intersection	
Intersection Delay, s/veh	45.6
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	32	17	99	23	385	8	181	94	376	217	46
Future Vol, veh/h	67	32	17	99	23	385	8	181	94	376	217	46
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	16	16	16	16	16	16	3	3	3	15	15	15
Mvmt Flow	74	36	19	110	26	428	9	201	104	418	241	51
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	15.1	54.2	17.2	57
HCM LOS	C	F	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	39%	0%	100%	39%	0%	100%	2%	0%	100%
Vol Right, %	0%	0%	61%	0%	0%	61%	0%	0%	98%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	121	154	67	21	28	99	15	393	376	145
LT Vol	8	0	0	67	0	0	99	0	0	376	0
Through Vol	0	121	60	0	21	11	0	15	8	0	145
RT Vol	0	0	94	0	0	17	0	0	385	0	0
Lane Flow Rate	9	134	171	74	24	31	110	17	436	418	161
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.024	0.343	0.419	0.218	0.066	0.082	0.281	0.041	0.976	1.04	0.378
Departure Headway (Hd)	9.701	9.21	8.792	10.535	10.054	9.639	9.348	8.848	8.162	8.963	8.463
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	368	390	408	339	356	371	387	407	449	409	428
Service Time	7.488	6.988	6.562	8.335	7.835	7.405	7.048	6.548	5.862	6.667	6.167
HCM Lane V/C Ratio	0.024	0.344	0.419	0.218	0.067	0.084	0.284	0.042	0.971	1.022	0.376
HCM Control Delay	12.7	16.8	17.8	16.3	13.5	13.3	15.7	11.9	65.6	86.1	16.2
HCM Lane LOS	B	C	C	C	B	B	C	B	F	F	C
HCM 95th-tile Q	0.1	1.5	2	0.8	0.2	0.3	1.1	0.1	12.1	13.6	1.7

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	21	9	31	41	267	21	279	122	212	188	80
Future Vol, veh/h	78	21	9	31	41	267	21	279	122	212	188	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	25	25	25	21	21	21	3	3	3	13	13	13
Mvmt Flow	82	22	9	33	43	281	22	294	128	223	198	84
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

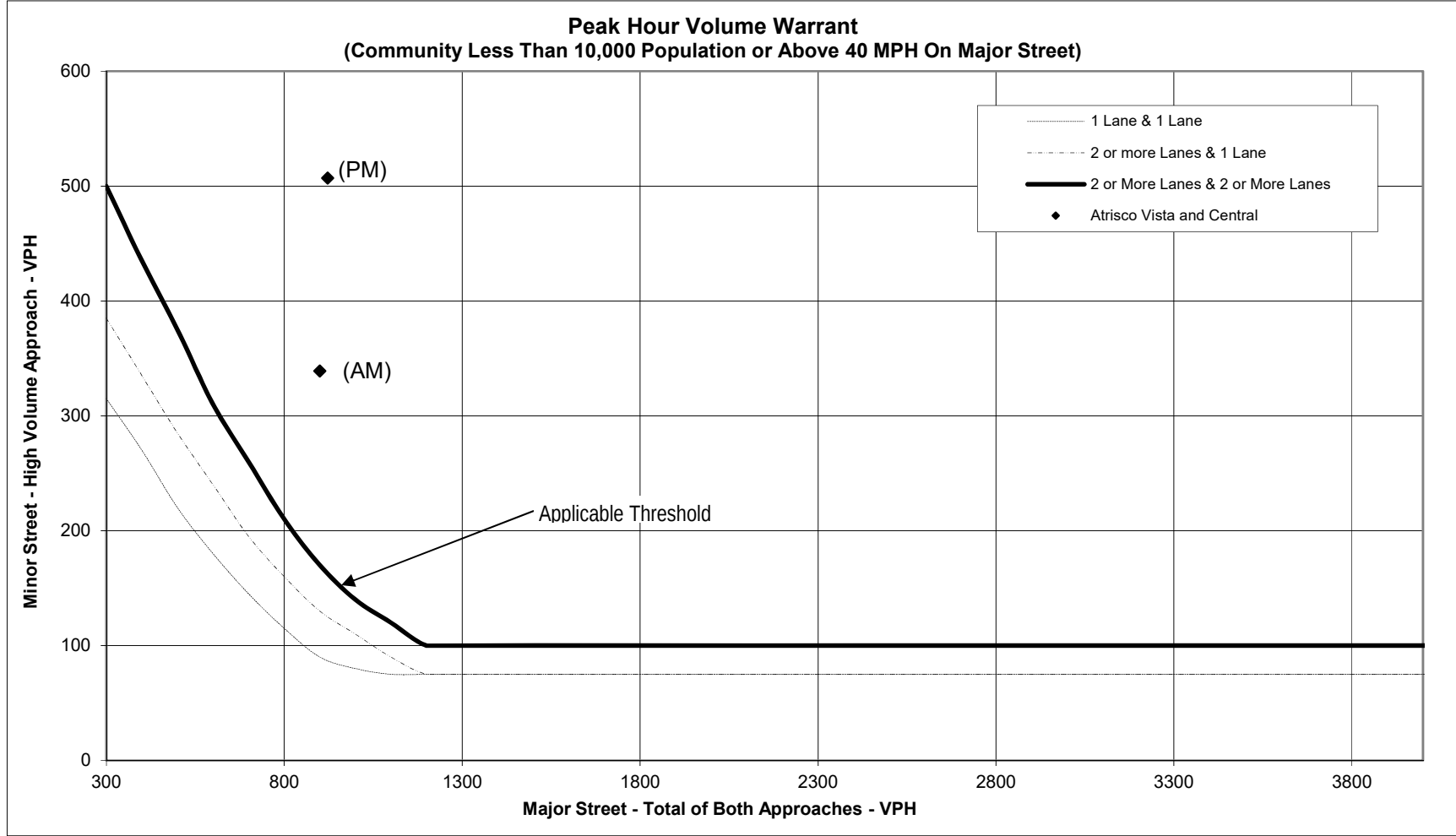
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	14.1	20.4	15.8	16
HCM LOS	B	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	43%	0%	100%	44%	0%	100%	5%	0%	100%
Vol Right, %	0%	0%	57%	0%	0%	56%	0%	0%	95%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	186	215	78	14	16	31	27	281	212	125
LT Vol	21	0	0	78	0	0	31	0	0	212	0
Through Vol	0	186	93	0	14	7	0	27	14	0	125
RT Vol	0	0	122	0	0	9	0	0	267	0	0
Lane Flow Rate	22	196	226	82	15	17	33	29	295	223	132
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.05	0.419	0.46	0.216	0.037	0.04	0.079	0.066	0.622	0.509	0.283
Departure Headway (Hd)	8.207	7.707	7.31	9.476	8.976	8.582	8.745	8.245	7.579	8.212	7.712
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	436	466	491	379	398	416	410	434	476	440	466
Service Time	5.962	5.462	5.065	7.245	6.745	6.352	6.501	6.001	5.335	5.967	5.467
HCM Lane V/C Ratio	0.05	0.421	0.46	0.216	0.038	0.041	0.08	0.067	0.62	0.507	0.283
HCM Control Delay	11.4	15.9	16.2	14.9	12.1	11.7	12.3	11.6	22.1	19.2	13.5
HCM Lane LOS	B	C	C	B	B	B	B	B	C	C	B
HCM 95th-tile Q	0.2	2	2.4	0.8	0.1	0.1	0.3	0.2	4.2	2.8	1.2

PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario: 2025 Build
Intersection: Atrisco Vista and Central
Type: 2 or more/2 or more
Major Street (Orientation): Central (E/W)
Minor Street (Orientation): Atrisco Vista (N/S)

Satisfies Warrant 3A					YES		
Peak Hour Delay				Meet Criteria?	Intersection Voume > 800, Minor Approach > 100		
1.51 Hours in AM Criteria - 5 Hours				NO	YES		YES
8.03 Hours in PM				YES	YES		YES
	Minor Street Approach Volume			Major Street Approach Volume			Satisfies
Time	NB	SB	High Vol Approach	EB	WB	NB + SB	Warrant 3B?
AM Peak	108	339	339	420	480	900	YES
PM Peak	117	507	507	283	639	922	YES



Note: 100 VPH applies as the lower threshold for minor street approach with 2 or more lanes & 75 VPH as the threshold for a minor street approach with one lane

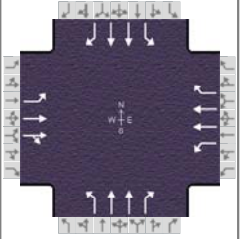
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ Central
Project Description	AM 2025 Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	Atrisco Vista_Central_2025B_AM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	78	21	9	31	41	267	21	279	122	212	188	80

Signal Information

Cycle, s	110.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.0	0.3	51.2	3.2	3.3	22.5			
				Yellow	4.0	4.0	4.5	4.0	0.0	4.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	0.0	1.0			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.5	30.8	8.2	27.5	9.0	56.7	14.3	61.9
Change Period, ($Y+R_c$), s	5.0	5.5	5.0	5.5	5.0	5.5	5.0	5.5
Max Allow Headway (MAH), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	7.0	2.8	3.6	21.3	2.7		8.9	
Green Extension Time (g_e), s	0.0	0.8	0.0	0.7	0.0	0.0	0.3	0.0
Phase Call Probability	0.93	1.00	0.64	1.00	0.50		1.00	
Max Out Probability	1.00	0.00	0.01	0.00	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	85	16	16	34	45	290	23	303	133	230	204	87
Adjusted Saturation Flow Rate (s), veh/h/ln	1457	1900	1714	1810	1513		1810	1766	1610	1810	1625	1610
Queue Service Time (g_s), s	5.0	0.7	0.8	1.6	1.3		0.7	5.5	5.3	6.9	3.6	3.1
Cycle Queue Clearance Time (g_c), s	5.0	0.7	0.8	1.6	1.3		0.7	5.5	5.3	6.9	3.6	3.1
Green Ratio (g/C)	0.26	0.23	0.23	0.23	0.20		0.50	0.47	0.47	0.57	0.51	0.51
Capacity (c), veh/h	361	437	395	398	606		685	1644	749	672	1668	826
Volume-to-Capacity Ratio (X)	0.235	0.037	0.041	0.085	0.074		0.033	0.184	0.177	0.343	0.122	0.105
Back of Queue (Q), ft/ln (95 th percentile)	92.7	14.9	14.8	31	24.9		12.2	100.4	87.9	115.3	63.1	49.4
Back of Queue (Q), veh/ln (95 th percentile)	3.1	0.6	0.6	1.2	0.9		0.5	3.9	3.5	4.6	2.3	2.0
Queue Storage Ratio (RQ) (95 th percentile)	0.37	0.01	0.01	0.12	0.02		0.05	0.10	0.68	0.38	0.13	0.22
Uniform Delay (d_1), s/veh	31.8	32.9	32.9	33.3	35.7		13.8	17.2	17.1	12.1	13.9	13.8
Incremental Delay (d_2), s/veh	0.1	0.0	0.0	0.0	0.0		0.0	0.2	0.5	0.1	0.2	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	31.9	32.9	32.9	33.3	35.7	0.0	13.8	17.4	17.6	12.2	14.1	14.0
Level of Service (LOS)	C	C	C	C	D	A	B	B	B	B	B	B
Approach Delay, s/veh / LOS	32.2	C		7.4	A		17.3	B		13.2	B	
Intersection Delay, s/veh / LOS	14.6						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.45	B		2.45	B		2.42	B		2.26	B	
Bicycle LOS Score / LOS	0.58	A		0.79	A		0.87	A		0.92	A	

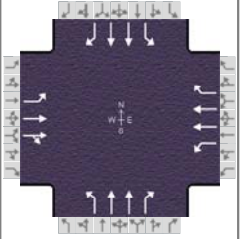
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ Central
Project Description	PM 2025 Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	Atrisco Vista_Central_2025B_PM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	67	32	17	99	23	385	8	181	94	376	217	46

Signal Information

Cycle, s	110.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	1.9	10.6	35.5	5.3	1.1	29.5			
				Yellow	4.0	4.0	4.5	4.0	0.0	4.5			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	0.0	1.0			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.3	35.0	11.5	36.2	6.9	41.0	22.5	56.7
Change Period, ($Y+R_c$), s	5.0	5.5	5.0	5.5	5.0	5.5	5.0	5.5
Max Allow Headway (MAH), s	3.0	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	6.0	3.3	6.7	29.9	2.4		18.0	
Green Extension Time (g_e), s	0.0	1.1	0.0	0.8	0.0	0.0	0.0	0.0
Phase Call Probability	0.89	1.00	0.96	1.00	0.23		1.00	
Max Out Probability	0.96	0.00	1.00	0.05	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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	73	27	26	108	25	418	9	197	102	409	236	50
Adjusted Saturation Flow Rate (s), veh/h/ln	1457	1900	1688	1810	1513		1810	1766	1610	1810	1625	1610
Queue Service Time (g_s), s	4.0	1.2	1.3	4.7	0.7		0.4	4.4	5.0	16.0	4.6	1.9
Cycle Queue Clearance Time (g_c), s	4.0	1.2	1.3	4.7	0.7		0.4	4.4	5.0	16.0	4.6	1.9
Green Ratio (g/C)	0.32	0.27	0.27	0.33	0.28		0.34	0.32	0.32	0.50	0.47	0.47
Capacity (c), veh/h	424	510	453	524	843		471	1140	520	695	1512	749
Volume-to-Capacity Ratio (X)	0.172	0.053	0.058	0.205	0.030		0.018	0.173	0.197	0.588	0.156	0.067
Back of Queue (Q), ft/ln (95 th percentile)	71.9	23.1	22.8	87.8	12.3		6.5	84.5	89.4	261.3	83	31.2
Back of Queue (Q), veh/ln (95 th percentile)	2.4	0.9	0.9	3.5	0.4		0.3	3.3	3.6	10.5	3.0	1.2
Queue Storage Ratio (RQ) (95 th percentile)	0.29	0.02	0.02	0.35	0.01		0.03	0.08	0.69	0.87	0.17	0.14
Uniform Delay (d_1), s/veh	27.0	29.9	29.9	26.5	28.9		24.1	26.7	26.9	18.0	17.0	16.2
Incremental Delay (d_2), s/veh	0.1	0.0	0.0	0.1	0.0		0.0	0.3	0.8	0.9	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	27.1	29.9	29.9	26.6	28.9	0.0	24.1	27.0	27.8	18.9	17.2	16.4
Level of Service (LOS)	C	C	C	C	C	A	C	C	C	B	B	B
Approach Delay, s/veh / LOS	28.3		C	6.5		A	27.2		C	18.2		B
Intersection Delay, s/veh / LOS	16.7						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.45		B	2.44		B	2.44		B	2.27		B
Bicycle LOS Score / LOS	0.59		A	0.94		A	0.74		A	1.06		A

HCM 6th TWSC

2: ATRISCO VISTA & EB RAMPS

Upper Petroglyphs TIA
2025 Build Existing PM Intersections

Intersection												
Int Delay, s/veh	15.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕↕	↗	↖	↕↕	
Traffic Vol, veh/h	76	0	145	0	0	0	0	420	195	305	480	0
Future Vol, veh/h	76	0	145	0	0	0	0	420	195	305	480	0
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	-	-	300	-	-	-	-	-	0	300	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	19	19	19	2	2	2	14	14	14	9	9	9
Mvmt Flow	82	0	156	0	0	0	0	452	210	328	516	0
Major/Minor	Minor2						Major1		Major2			
Conflicting Flow All	1398	1834	258				-	0	0	662	0	0
Stage 1	1172	1172	-				-	-	-	-	-	-
Stage 2	226	662	-				-	-	-	-	-	-
Critical Hdwy	7.18	6.88	7.28				-	-	-	4.28	-	-
Critical Hdwy Stg 1	6.18	5.88	-				-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.88	-				-	-	-	-	-	-
Follow-up Hdwy	3.69	4.19	3.49				-	-	-	2.29	-	-
Pot Cap-1 Maneuver	113	63	692				0	-	-	877	-	0
Stage 1	224	232	-				0	-	-	-	-	0
Stage 2	742	418	-				0	-	-	-	-	0
Platoon blocked, %							-	-	-			
Mov Cap-1 Maneuver	~ 71	0	692				-	-	-	877	-	-
Mov Cap-2 Maneuver	~ 71	0	-				-	-	-	-	-	-
Stage 1	224	0	-				-	-	-	-	-	-
Stage 2	464	0	-				-	-	-	-	-	-
Approach	EB						NB		SB			
HCM Control Delay, s	95.5						0		4.5			
HCM LOS	F											
Minor Lane/Major Mvmt		NBT	NBR	EBLn1	EBLn2	SBL	SBT					
Capacity (veh/h)		-	-	71	692	877	-					
HCM Lane V/C Ratio		-	-	1.151	0.225	0.374	-					
HCM Control Delay (s)		-	-	255.3	11.7	11.5	-					
HCM Lane LOS		-	-	F	B	B	-					
HCM 95th %tile Q(veh)		-	-	6.2	0.9	1.7	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th TWSC

2: ATRISCO VISTA & EB RAMPS

Upper Petroglyphs TIA
2025 Build Existing AM Intersections

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕↕	↗	↖	↕↕	
Traffic Vol, veh/h	17	1	59	0	0	0	0	294	336	184	414	0
Future Vol, veh/h	17	1	59	0	0	0	0	294	336	184	414	0
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	-	-	300	-	-	-	-	-	0	300	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	28	28	28	2	2	2	15	15	15	10	10	10
Mvmt Flow	18	1	62	0	0	0	0	309	354	194	436	0
Major/Minor	Minor2						Major1		Major2			
Conflicting Flow All	979	1487	218				-	0	0	663	0	0
Stage 1	824	824	-				-	-	-	-	-	-
Stage 2	155	663	-				-	-	-	-	-	-
Critical Hdwy	7.36	7.06	7.46				-	-	-	4.3	-	-
Critical Hdwy Stg 1	6.36	6.06	-				-	-	-	-	-	-
Critical Hdwy Stg 2	6.36	6.06	-				-	-	-	-	-	-
Follow-up Hdwy	3.78	4.28	3.58				-	-	-	2.3	-	-
Pot Cap-1 Maneuver	206	97	712				0	-	-	870	-	0
Stage 1	332	330	-				0	-	-	-	-	0
Stage 2	785	398	-				0	-	-	-	-	0
Platoon blocked, %								-	-	-		
Mov Cap-1 Maneuver	160	0	712				-	-	-	870	-	-
Mov Cap-2 Maneuver	160	0	-				-	-	-	-	-	-
Stage 1	332	0	-				-	-	-	-	-	-
Stage 2	610	0	-				-	-	-	-	-	-
Approach	EB						NB		SB			
HCM Control Delay, s	15.2						0		3.2			
HCM LOS	C											
Minor Lane/Major Mvmt		NBT	NBR	EBLn1	EBLn2	SBL	SBT					
Capacity (veh/h)		-	-	160	712	870	-					
HCM Lane V/C Ratio		-	-	0.118	0.087	0.223	-					
HCM Control Delay (s)		-	-	30.5	10.5	10.3	-					
HCM Lane LOS		-	-	D	B	B	-					
HCM 95th %tile Q(veh)		-	-	0.4	0.3	0.9	-					

PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Satisfies Warrant 3A

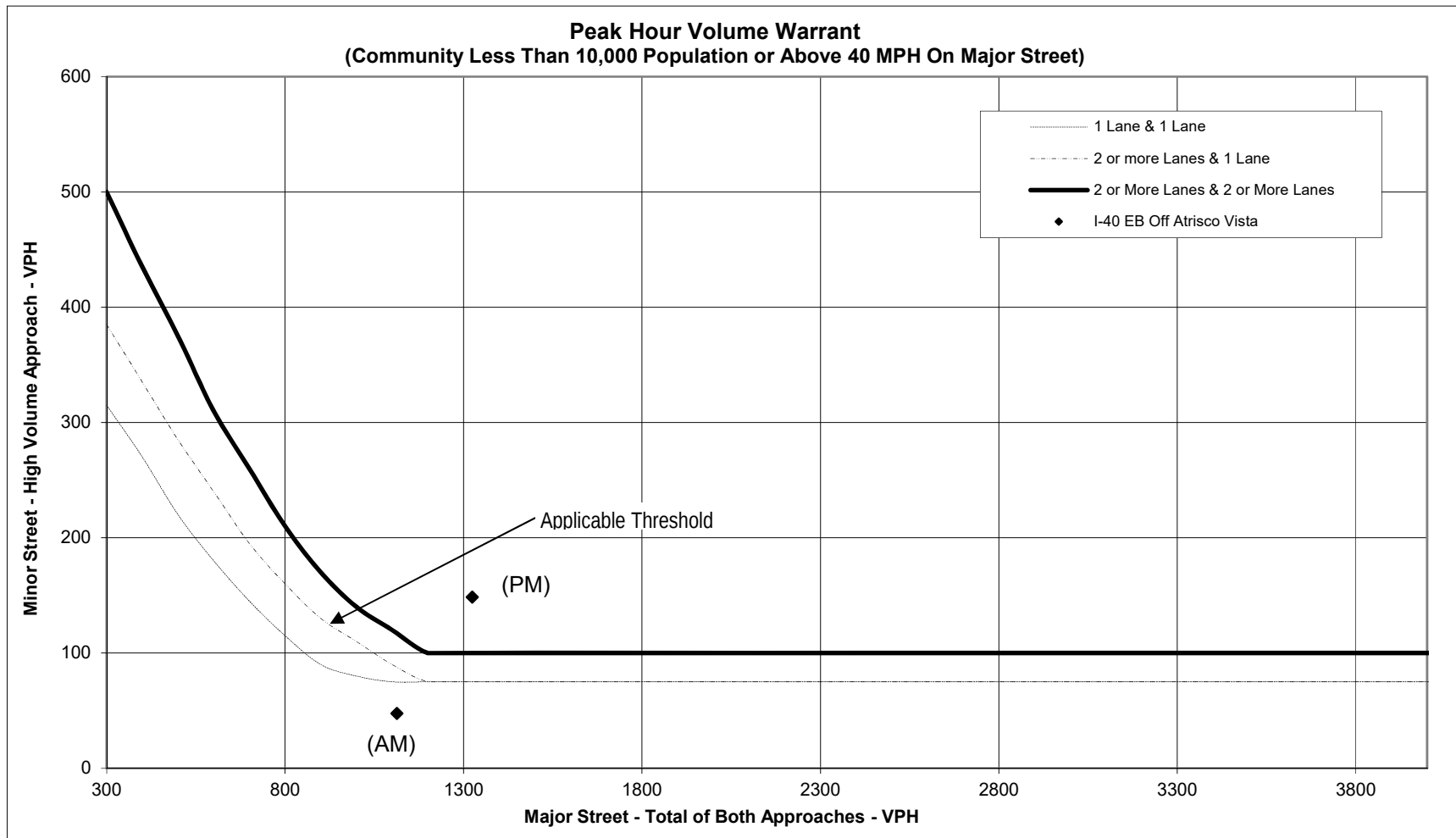
YES

Scenario: 2025 Build
 Intersection: I-40 EB Off Atrisco Vista
 Type: 1 Lane/2 Lane
 Major Street (Orientation): Atrisco Vista (N/S)
 Minor Street (Orientation): EB Off (E/W)

Peak Hour Delay
 0.52 Hours in AM Criteria - 5 Hours
 13.34 Hours in PM

Meet Criteria? Intersection Volume > 800, Minor Approach > 100
 NO YES YES
 YES YES YES

	Minor Street Approach Volume			Major Street Approach Volume			Satisfies
Time	EB	WB	High Vol Approach	NB	SB	NB + SB	Warrant 3B?
AM Peak	48	0	48	462	651	1,113	NO
PM Peak	149	0	149	518	807	1,325	YES



Note: 100 VPH applies as the lower threshold for minor street approach with 2 or more lanes & 75 VPH as the threshold for a minor street approach with one lane

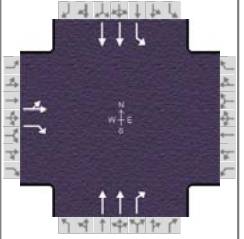
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ EB I-40
Project Description	AM 2025 Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	Atrisco Vista_EB I40_2025B_AM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	17	0	59					294	336	184	414	

Signal Information

Cycle, s	110.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	6.0	83.2	5.8	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.5	4.5	0.0	0.0	0.0		
				Red	0.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				6	5	2
Case Number		11.0				7.3	1.0	4.0
Phase Duration, s		11.3				88.7	10.0	98.7
Change Period, (Y+R _c), s		5.5				5.5	4.0	5.5
Max Allow Headway (MAH), s		3.2				0.0	3.0	0.0
Queue Clearance Time (g _s), s		6.3					4.3	
Green Extension Time (g _e), s		0.0				0.0	0.3	0.0
Phase Call Probability		0.92					1.00	
Max Out Probability		1.00					0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18				6	16	5	2		
Adjusted Flow Rate (v), veh/h		18	64				320	365	200	450		
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1610				1597	1610	1810	1668		
Queue Service Time (g _s), s		1.1	4.3				3.0	7.9	2.3	2.6		
Cycle Queue Clearance Time (g _c), s		1.1	4.3				3.0	7.9	2.3	2.6		
Green Ratio (g/C)		0.05	0.05				0.76	0.76	0.83	0.85		
Capacity (c), veh/h		96	86				2415	1217	949	2825		
Volume-to-Capacity Ratio (X)		0.192	0.750				0.132	0.300	0.211	0.159		
Back of Queue (Q), ft/ln (95 th percentile)		21.7	81.4				36.8	92.3	17.2	16.3		
Back of Queue (Q), veh/ln (95 th percentile)		0.9	3.3				1.3	3.7	0.7	0.6		
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.27				0.07	0.18	0.06	0.03		
Uniform Delay (d ₁), s/veh		49.8	51.4				3.6	4.2	2.0	1.5		
Incremental Delay (d ₂), s/veh		0.4	4.9				0.1	0.6	0.0	0.1		
Initial Queue Delay (d ₃), s/veh		0.0	0.0				0.0	0.0	0.0	0.0		
Control Delay (d), s/veh		50.2	56.2				3.7	4.9	2.0	1.6		
Level of Service (LOS)		D	E				A	A	A	A		
Approach Delay, s/veh / LOS	54.9		D	0.0			4.3		A	1.7		A
Intersection Delay, s/veh / LOS	6.1						A					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32		B	2.32		B	1.33		A	1.58		B
Bicycle LOS Score / LOS	0.62		A				1.05		A	1.02		A

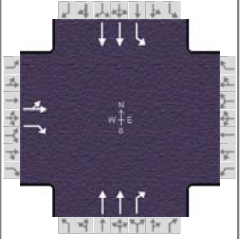
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ EB I-40
Project Description	PM 2025 Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 16:00
File Name	Atrisco Vista_EB I40_2025B_PM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	76	0	145					420	195	305	480	

Signal Information

Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				6	5	2
Case Number		11.0				7.3	1.0	4.0
Phase Duration, s		18.2				67.8	24.0	91.8
Change Period, ($Y+R_c$), s		5.5				5.5	4.0	5.5
Max Allow Headway (MAH), s		3.2				0.0	3.0	0.0
Queue Clearance Time (g_s), s		12.6					7.8	
Green Extension Time (g_e), s		0.1				0.0	0.6	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18				6	16		5	2	
Adjusted Flow Rate (v), veh/h		83	158				457	212		332	522	
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1610				1611	1610		1810	1682	
Queue Service Time (g_s), s		4.7	10.6				7.9	7.2		5.8	4.3	
Cycle Queue Clearance Time (g_c), s		4.7	10.6				7.9	7.2		5.8	4.3	
Green Ratio (g/C)		0.12	0.12				0.57	0.57		0.77	0.78	
Capacity (c), veh/h		208	185				1827	913		865	2640	
Volume-to-Capacity Ratio (X)		0.397	0.851				0.250	0.232		0.383	0.198	
Back of Queue (Q), ft/ln (95 th percentile)		92.7	224.7				132.7	112.8		65.4	47.7	
Back of Queue (Q), veh/ln (95 th percentile)		3.7	9.0				4.8	4.5		2.6	1.8	
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.75				0.26	0.22		0.22	0.10	
Uniform Delay (d_1), s/veh		45.1	47.8				12.0	11.9		4.3	3.0	
Incremental Delay (d_2), s/veh		0.5	22.0				0.3	0.6		0.1	0.2	
Initial Queue Delay (d_3), s/veh		0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh		45.6	69.8				12.4	12.5		4.4	3.2	
Level of Service (LOS)		D	E				B	B		A	A	
Approach Delay, s/veh / LOS	61.4	E		0.0			12.4	B		3.7	A	
Intersection Delay, s/veh / LOS	14.9						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32	B		2.32	B		1.37	A		1.61	B	
Bicycle LOS Score / LOS	0.88	A					1.04	A		1.19	A	

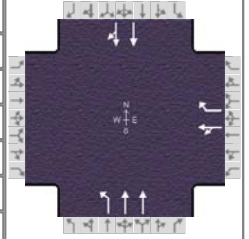
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ WB I-40
Project Description	AM 2025 Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	Atrisco Vista_WB I40_2025B_AM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				225	1	201	94	222			405	44

Signal Information

Cycle, s	110.0	Reference Phase	2				
Offset, s	0	Reference Point	End				
Uncoordinated	No	Simult. Gap E/W	On				
Force Mode	Fixed	Simult. Gap N/S	On				
Green	5.7	60.8	30.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.5	4.0	0.0	0.0	0.0	0.0
Red	0.0	1.0	0.0	0.0	0.0	0.0	0.0

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	1	6		2
Case Number				11.0	1.0	4.0		8.3
Phase Duration, s				34.0	9.7	76.0		66.3
Change Period, (Y+R c), s				4.0	4.0	5.5		5.5
Max Allow Headway (MAH), s				3.1	3.0	0.0		0.0
Queue Clearance Time (g s), s				18.0	4.5			
Green Extension Time (g e), s				0.8	0.1	0.0		0.0
Phase Call Probability				1.00	0.96			
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	14	1	6		2	12	
Adjusted Flow Rate (v), veh/h				246	218	102	241			247	241	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1309	1810	1611			1737	1677	
Queue Service Time (g s), s				12.6	16.0	2.5	3.2			9.4	8.3	
Cycle Queue Clearance Time (g c), s				12.6	16.0	2.5	3.2			9.4	8.3	
Green Ratio (g/C)				0.27	0.27	0.62	0.64			0.55	0.55	
Capacity (c), veh/h				494	357	591	2065			960	926	
Volume-to-Capacity Ratio (X)				0.498	0.612	0.173	0.117			0.258	0.260	
Back of Queue (Q), ft/ln (95 th percentile)				228.3	256.2	39.1	50			151.4	136.1	
Back of Queue (Q), veh/ln (95 th percentile)				9.1	8.6	1.6	1.8			5.6	5.4	
Queue Storage Ratio (RQ) (95 th percentile)				0.69	0.78	0.16	0.12			0.29	0.28	
Uniform Delay (d 1), s/veh				33.7	34.9	9.0	7.7			12.8	12.9	
Incremental Delay (d 2), s/veh				0.3	0.6	0.1	0.1			0.6	0.7	
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0			0.0	0.0	
Control Delay (d), s/veh				33.9	35.6	9.0	7.8			13.5	13.5	
Level of Service (LOS)					C	D	A	A			B	B
Approach Delay, s/veh / LOS	0.0			34.7		C	8.1		A	13.5		B
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32		B	2.15		B	1.65		B	1.38		A
Bicycle LOS Score / LOS				1.25		A	0.77		A	0.89		A

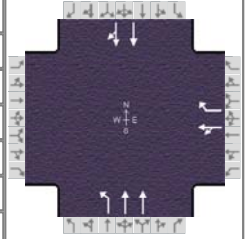
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ WB I-40
Project Description	PM 2025 Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 16:00
File Name	Atrisco Vista_WB I40_2025B_PM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				223	1	257	166	344			569	29

Signal Information

Cycle, s	110.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	1	6		2
Case Number				11.0	1.0	4.0		8.3
Phase Duration, s				34.0	10.7	76.0		65.3
Change Period, (Y+R _c), s				4.0	4.0	5.5		5.5
Max Allow Headway (MAH), s				3.2	3.0	0.0		0.0
Queue Clearance Time (g _s), s				20.5	6.6			
Green Extension Time (g _e), s				1.0	0.2	0.0		0.0
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				7	4	14	1	6		2	12	
Adjusted Flow Rate (v), veh/h				243	279	180	374			328	322	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1485	1810	1710			1796	1765	
Queue Service Time (g _s), s				12.4	18.5	4.6	4.8			12.6	11.2	
Cycle Queue Clearance Time (g _c), s				12.4	18.5	4.6	4.8			12.6	11.2	
Green Ratio (g/C)				0.27	0.27	0.62	0.64			0.54	0.54	
Capacity (c), veh/h				494	405	517	2192			976	959	
Volume-to-Capacity Ratio (X)				0.493	0.690	0.349	0.171			0.336	0.336	
Back of Queue (Q), ft/ln (95 th percentile)				226.5	292.9	72.5	76.5			207.3	194.4	
Back of Queue (Q), veh/ln (95 th percentile)				9.1	10.8	2.9	2.9			7.9	7.8	
Queue Storage Ratio (RQ) (95 th percentile)				0.69	0.89	0.30	0.19			0.39	0.39	
Uniform Delay (d ₁), s/veh				33.6	35.8	10.0	8.0			14.0	14.0	
Incremental Delay (d ₂), s/veh				0.3	1.9	0.2	0.2			0.9	0.9	
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0			0.0	0.0	
Control Delay (d), s/veh				33.9	37.7	10.1	8.1			15.0	15.0	
Level of Service (LOS)					C	D	B	A		B	B	
Approach Delay, s/veh / LOS	0.0			35.9	D		8.8	A		15.0	B	
Intersection Delay, s/veh / LOS				19.3				B				

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32		B	2.15		B	1.65		B	1.38		A
Bicycle LOS Score / LOS				1.35		A	0.94		A	1.02		A

HCM 6th TWSC
4: ATRISCO VISTA & FRONTAGE

Upper Petroglyphs TIA
2025 Build Existing AM Intersections

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	4	0	46	0	0	0	110	318	0	0	400	31
Future Vol, veh/h	4	0	46	0	0	0	110	318	0	0	400	31
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	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	0	250	-	250	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	2	2	2	9	9	9	9	9	9
Mvmt Flow	4	0	51	0	0	0	122	353	0	0	444	34
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	882	1058	239	-	-	177	478	0	-	353	0	0
Stage 1	461	461	-	-	-	-	-	-	-	-	-	-
Stage 2	421	597	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	-	-	6.94	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.6	5.6	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	-	-	3.32	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	236	219	753	0	0	835	1033	-	0	1154	-	-
Stage 1	542	556	-	0	0	-	-	-	0	-	-	-
Stage 2	573	482	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	215	193	753	-	-	835	1033	-	-	1154	-	-
Mov Cap-2 Maneuver	215	193	-	-	-	-	-	-	-	-	-	-
Stage 1	478	556	-	-	-	-	-	-	-	-	-	-
Stage 2	505	425	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.3		0		2.3		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL		NBT EBLn1WBLn1		SBL		SBT		SBR			
Capacity (veh/h)	1033		- 627		- 1154		-		-			
HCM Lane V/C Ratio	0.118		- 0.089		-		-		-			
HCM Control Delay (s)	9		- 11.3		0		0		-		-	
HCM Lane LOS	A		- B		A		A		-		-	
HCM 95th %tile Q(veh)	0.4		- 0.3		-		0		-		-	

HCM 6th TWSC
4: ATRISCO VISTA & FRONTAGE

Upper Petroglyphs TIA
2025 Build Existing PM Intersections

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	20	0	154	0	0	0	101	503	0	0	441	7
Future Vol, veh/h	20	0	154	0	0	0	101	503	0	0	441	7
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	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	0	250	-	250	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	13	13	13	2	2	2	5	5	5	2	2	2
Mvmt Flow	23	0	179	0	0	0	117	585	0	0	513	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1044	1336	261	-	-	293	521	0	-	585	0	0
Stage 1	517	517	-	-	-	-	-	-	-	-	-	-
Stage 2	527	819	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.76	6.76	7.16	-	-	6.94	4.2	-	-	4.14	-	-
Critical Hdwy Stg 1	6.76	5.76	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.76	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.63	4.13	3.43	-	-	3.32	2.25	-	-	2.22	-	-
Pot Cap-1 Maneuver	169	139	705	0	0	703	1021	-	0	986	-	-
Stage 1	482	505	-	0	0	-	-	-	0	-	-	-
Stage 2	475	363	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	154	123	705	-	-	703	1021	-	-	986	-	-
Mov Cap-2 Maneuver	154	123	-	-	-	-	-	-	-	-	-	-
Stage 1	427	505	-	-	-	-	-	-	-	-	-	-
Stage 2	421	321	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	17		0		1.5		0					
HCM LOS	C		A									
Minor Lane/Major Mvmt	NBL		NBT EBLn1WBLn1		SBL		SBT		SBR			
Capacity (veh/h)	1021		- 500		- 986		-		-			
HCM Lane V/C Ratio	0.115		- 0.405		-		-		-			
HCM Control Delay (s)	9		- 17		0		0		-		-	
HCM Lane LOS	A		- C		A		A		-		-	
HCM 95th %tile Q(veh)	0.4		- 1.9		-		0		-		-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	35	140	179	415	39
Future Vol, veh/h	5	35	140	179	415	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	50	50	11	11	3	3
Mvmt Flow	6	40	161	206	477	45
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1028	500	522	0	-	0
Stage 1	500	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Critical Hdwy	6.9	6.7	4.21	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.75	2.299	-	-	-
Pot Cap-1 Maneuver	212	486	1000	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	178	486	1000	-	-	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.7	4.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1000	-	178	486	-	-
HCM Lane V/C Ratio	0.161	-	0.032	0.083	-	-
HCM Control Delay (s)	9.3	-	25.9	13.1	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.1	0.3	-	-

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	209	70	458	249	19
Future Vol, veh/h	52	209	70	458	249	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	6	6
Mvmt Flow	65	261	88	573	311	24
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1072	323	335	0	-	0
Stage 1	323	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	244	718	1224	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	226	718	1224	-	-	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.7	1.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1224	-	226	718	-	-
HCM Lane V/C Ratio	0.071	-	0.288	0.364	-	-
HCM Control Delay (s)	8.2	-	27.2	12.9	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	1.7	-	-

HCM 6th TWSC
6: ARROYO VISTA & EB RAMPS

Upper Petroglyphs TIA
2025 Build Existing AM Intersections

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	0	35	0	0	0	2	713	1629	0	939	795
Future Vol, veh/h	39	0	35	0	0	0	2	713	1629	0	939	795
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	-	-	Free	-	-	None	-	-	Free	-	-	Free
Storage Length	0	-	300	-	-	-	-	-	300	-	-	0
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	19	19	19	2	2	2	4	4	4	3	3	3
Mvmt Flow	42	0	38	0	0	0	2	767	1752	0	1010	855

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1398	-	-		1010	0	-	-	0
Stage 1	1010	-	-		-	-	-	-	-
Stage 2	388	-	-		-	-	-	-	-
Critical Hdwy	7.18	-	-		4.18	-	-	-	-
Critical Hdwy Stg 1	6.18	-	-		-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-		-	-	-	-	-
Follow-up Hdwy	3.69	-	-		2.24	-	-	-	-
Pot Cap-1 Maneuver	113	0	0		670	-	0	0	0
Stage 1	277	0	0		-	-	0	0	0
Stage 2	607	0	0		-	-	0	0	0
Platoon blocked, %						-			-
Mov Cap-1 Maneuver	112	0	-		670	-	-	-	-
Mov Cap-2 Maneuver	112	0	-		-	-	-	-	-
Stage 1	276	0	-		-	-	-	-	-
Stage 2	607	0	-		-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	55.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	670	-	112	-	-
HCM Lane V/C Ratio	0.003	-	0.374	-	-
HCM Control Delay (s)	10.4	-	55.2	0	-
HCM Lane LOS	B	-	F	A	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-

HCM 6th TWSC
6: ARROYO VISTA & EB RAMPS

Upper Petroglyphs TIA
2025 Build Existing PM Intersections

Intersection												
Int Delay, s/veh	27.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	0	83	0	0	0	0	579	735	0	2053	330
Future Vol, veh/h	42	0	83	0	0	0	0	579	735	0	2053	330
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	-	-	Free	-	-	None	-	-	Free	-	-	Free
Storage Length	0	-	300	-	-	-	-	-	300	-	-	0
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	31	31	31	2	2	2	6	6	6	2	2	2
Mvmt Flow	47	0	92	0	0	0	0	643	817	0	2281	367

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2603	-	-	-	0	-	-	-	0
Stage 1	2281	-	-	-	-	-	-	-	-
Stage 2	322	-	-	-	-	-	-	-	-
Critical Hdwy	7.42	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	6.42	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.42	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	~ 13	0	0	0	-	0	0	-	0
Stage 1	~ 43	0	0	0	-	0	0	-	0
Stage 2	628	0	0	0	-	0	0	-	0
Platoon blocked, %					-				-
Mov Cap-1 Maneuver	~ 13	0	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	~ 13	0	-	-	-	-	-	-	-
Stage 1	~ 43	0	-	-	-	-	-	-	-
Stage 2	628	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$ 1751.7		0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	13	-	-
HCM Lane V/C Ratio	-	3.59	-	-
HCM Control Delay (s)	\$ 1751.7	0	-	-
HCM Lane LOS	-	F	A	-
HCM 95th %tile Q(veh)	-	6.8	-	-

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
6: ARROYO VISTA & EB RAMPS

Upper Petroglyphs TIA
2025 Build Existing AM Intersections (Two Stage)

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Vol, veh/h	39	0	35	0	0	0	2	713	1629	0	939	742
Future Vol, veh/h	39	0	35	0	0	0	2	713	1629	0	939	742
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	-	-	Free	-	-	None	-	-	Free	-	-	Free
Storage Length	0	-	300	-	-	-	-	-	300	-	-	0
Veh in Median Storage, #	-	1	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	19	19	19	2	2	2	4	4	4	3	3	3
Mvmt Flow	42	0	38	0	0	0	2	767	1752	0	1010	798
Major/Minor	Minor2						Major1		Major2			
Conflicting Flow All	1398	-	-				1010	0	-	-	-	0
Stage 1	1010	-	-				-	-	-	-	-	-
Stage 2	388	-	-				-	-	-	-	-	-
Critical Hdwy	7.18	-	-				4.18	-	-	-	-	-
Critical Hdwy Stg 1	6.18	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-				-	-	-	-	-	-
Follow-up Hdwy	3.69	-	-				2.24	-	-	-	-	-
Pot Cap-1 Maneuver	113	0	0				670	-	0	0	-	0
Stage 1	277	0	0				-	-	0	0	-	0
Stage 2	607	0	0				-	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	112	0	-				670	-	-	-	-	-
Mov Cap-2 Maneuver	215	0	-				-	-	-	-	-	-
Stage 1	276	0	-				-	-	-	-	-	-
Stage 2	607	0	-				-	-	-	-	-	-
Approach	EB						NB		SB			
HCM Control Delay, s	25.8						0		0			
HCM LOS	D											
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT							
Capacity (veh/h)	670	-	215	-	-							
HCM Lane V/C Ratio	0.003	-	0.195	-	-							
HCM Control Delay (s)	10.4	-	25.8	0	-							
HCM Lane LOS	B	-	D	A	-							
HCM 95th %tile Q(veh)	0	-	0.7	-	-							

HCM 6th TWSC
6: ARROYO VISTA & EB RAMPS

Upper Petroglyphs TIA
2025 Build Existing PM Intersections (Two Stage)

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Vol, veh/h	42	0	83	0	0	0	0	579	735	0	2053	308
Future Vol, veh/h	42	0	83	0	0	0	0	579	735	0	2053	308
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	-	-	Free	-	-	None	-	-	Free	-	-	Free
Storage Length	0	-	300	-	-	-	-	-	300	-	-	0
Veh in Median Storage, #	-	1	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	31	31	31	2	2	2	6	6	6	2	2	2
Mvmt Flow	47	0	92	0	0	0	0	643	817	0	2281	342
Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	2603	-	-				-	0	-	-	-	0
Stage 1	2281	-	-				-	-	-	-	-	-
Stage 2	322	-	-				-	-	-	-	-	-
Critical Hdwy	7.42	-	-				-	-	-	-	-	-
Critical Hdwy Stg 1	6.42	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	6.42	-	-				-	-	-	-	-	-
Follow-up Hdwy	3.81	-	-				-	-	-	-	-	-
Pot Cap-1 Maneuver	~ 13	0	0				0	-	0	0	-	0
Stage 1	~ 43	0	0				0	-	0	0	-	0
Stage 2	628	0	0				0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	~ 13	0	-				-	-	-	-	-	-
Mov Cap-2 Maneuver	~ 38	0	-				-	-	-	-	-	-
Stage 1	~ 43	0	-				-	-	-	-	-	-
Stage 2	628	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s\$	385.5						0			0		
HCM LOS	F											
Minor Lane/Major Mvmt	NBT		EBLn1	EBLn2	SBT							
Capacity (veh/h)	-		38	-	-							
HCM Lane V/C Ratio	-		1.228	-	-							
HCM Control Delay (s)	-\$		385.5	0	-							
HCM Lane LOS	-		F	A	-							
HCM 95th %tile Q(veh)	-		4.8	-	-							
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

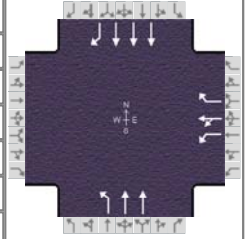
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	98th & I -40 WB
Project Description	AM 2025 Build

Intersection Information

Duration, h	1.000
Area Type	Other
PHF	1.00
Analysis Period	1> 7:00
File Name	98th_I-40WB_AM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				526	2	207	89	796			1142	43

Signal Information

Cycle, s	130.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
Green	4.1	84.7	23.1	0.0	0.0	0.0				
Yellow	4.5	4.5	4.5	0.0	0.0	0.0				
Red	2.0	1.0	1.5	0.0	0.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	1	6		2
Case Number				9.0	1.0	4.0		7.3
Phase Duration, s				29.1	10.6	100.9		90.2
Change Period, ($Y+R_c$), s				6.0	6.5	5.5		5.5
Max Allow Headway (MAH), s				4.2	4.1	0.0		0.0
Queue Clearance Time (g_s), s				20.3	4.0			
Green Extension Time (g_e), s				2.8	0.3	0.0		0.0
Phase Call Probability				1.00	0.96			
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	14	1	6		2	12	
Adjusted Flow Rate (v), veh/h				263	265	207	89	796		1142	43	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1810		1810	1809		1725		
Queue Service Time (g_s), s				18.2	18.3		2.0	9.8		12.8		
Cycle Queue Clearance Time (g_c), s				18.2	18.3		2.0	9.8		12.8		
Green Ratio (g/C)				0.18	0.18		0.70	0.73		0.65		
Capacity (c), veh/h				322	322		389	2654		3374		
Volume-to-Capacity Ratio (X)				0.816	0.822		0.229	0.300		0.338		
Back of Queue (Q), ft/ln (95 th percentile)				336.8	339.8		33.9	154.6		206.6		
Back of Queue (Q), veh/ln (95 th percentile)				13.5	13.6		1.4	6.2		8.3		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00		0.34	0.00		0.00		
Uniform Delay (d_1), s/veh				51.4	51.4		7.2	5.9		10.1		
Incremental Delay (d_2), s/veh				5.3	5.5		0.3	0.3		0.3		
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0		0.0		
Control Delay (d), s/veh				56.7	56.9	0.0	7.5	6.2		10.4	0.0	
Level of Service (LOS)				E	E	A	A	A		B	A	
Approach Delay, s/veh / LOS	0.0			40.8		D	6.3	A		10.0		B
Intersection Delay, s/veh / LOS				16.9				B				

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.48		B	2.48		B	1.86		B	1.36		A
Bicycle LOS Score / LOS				1.70		B	1.22		A	1.14		A

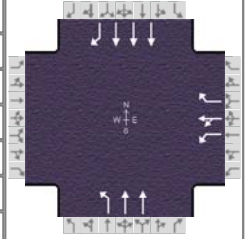
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	98th & I -40 WB
Project Description	PM 2025 Build

Intersection Information

Duration, h	1.000
Area Type	Other
PHF	1.00
Analysis Period	1> 16:00
File Name	98th_I-40WB_PM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				1744	1	662	84	550			783	63

Signal Information

Cycle, s	110.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	5.4	25.7	60.9	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	4.5	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	1.0	1.5	0.0	0.0	0.0			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	1	6		2
Case Number				9.0	1.0	4.0		7.3
Phase Duration, s				66.9	11.9	43.1		31.2
Change Period, (Y+R c), s				6.0	6.5	5.5		5.5
Max Allow Headway (MAH), s				4.2	4.1	0.0		0.0
Queue Clearance Time (g s), s				47.8	5.7			
Green Extension Time (g e), s				13.1	0.1	0.0		0.0
Phase Call Probability				1.00	0.92			
Max Out Probability				0.56	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	14	1	6		2	12	
Adjusted Flow Rate (v), veh/h				872	873	662	84	550		783	63	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1810		1810	1809		1725		
Queue Service Time (g s), s				45.7	45.8		3.7	13.0		15.0		
Cycle Queue Clearance Time (g c), s				45.7	45.8		3.7	13.0		15.0		
Green Ratio (g/C)				0.55	0.55		0.30	0.34		0.23		
Capacity (c), veh/h				1001	1001		223	1237		1209		
Volume-to-Capacity Ratio (X)				0.871	0.872		0.377	0.444		0.648		
Back of Queue (Q), ft/ln (95 th percentile)				677	678.9		75.1	240.6		268.8		
Back of Queue (Q), veh/ln (95 th percentile)				27.1	27.2		3.0	9.6		10.8		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00		0.75	0.00		0.00		
Uniform Delay (d 1), s/veh				21.2	21.2		29.7	28.1		38.1		
Incremental Delay (d 2), s/veh				7.3	7.4		1.1	1.2		2.7		
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0		0.0		
Control Delay (d), s/veh				28.5	28.6	0.0	30.7	29.2		40.8	0.0	
Level of Service (LOS)				C	C	A	C	C		D	A	
Approach Delay, s/veh / LOS	0.0			20.7		C	29.4		C	37.8		D
Intersection Delay, s/veh / LOS				25.8						C		

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47		B	2.48		B	1.92		B	1.42		A
Bicycle LOS Score / LOS				4.46		D	1.01		A	0.95		A

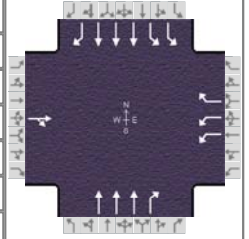
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Arroyo Vista & Ladera
Project Description	AM 2025 Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	Arroyo Vista_Ladera_AM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		0	0	435		53		428	393	100	816	0

Signal Information

Cycle, s	55.0	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	11.6	6.5	18.8	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4	3	8
Case Number		8.3	1.0	3.0		7.3	2.0	3.0
Phase Duration, s		0.0	17.6	17.6		24.8	12.5	37.3
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0	6.0	6.0
Max Allow Headway (MAH), s		0.0	5.1	5.4		5.1	5.1	5.1
Queue Clearance Time (g_s), s			8.7	3.6		15.1	3.5	6.9
Green Extension Time (g_e), s		0.0	2.9	0.3		3.8	0.5	11.3
Phase Call Probability			1.00	1.00		1.00	0.81	1.00
Max Out Probability			0.01	0.00		0.78	0.00	0.53

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	16		4	14		3	18
Adjusted Flow Rate (v), veh/h		0		473		58		465	427		109	887
Adjusted Saturation Flow Rate (s), veh/h/ln		0		1757				1725			1757	1725
Queue Service Time (g_s), s		0.0		6.7				3.6			1.5	4.9
Cycle Queue Clearance Time (g_c), s		0.0		6.7				3.6			1.5	4.9
Green Ratio (g/C)				0.21				0.34			0.12	0.57
Capacity (c), veh/h				1007				1775			415	2950
Volume-to-Capacity Ratio (X)		0.000		0.470				0.262			0.262	0.301
Back of Queue (Q), ft/ln (95 th percentile)		0		112.1				53.9			27.4	56.4
Back of Queue (Q), veh/ln (95 th percentile)		0.0		4.5				2.2			1.1	2.3
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00				0.00			0.08	0.00
Uniform Delay (d_1), s/veh				19.7				13.1			22.1	6.1
Incremental Delay (d_2), s/veh		0.0		0.5				0.1			0.5	0.1
Initial Queue Delay (d_3), s/veh		0.0		0.0				0.0			0.0	0.0
Control Delay (d), s/veh				20.1		0.0		13.2	0.0		22.6	6.2
Level of Service (LOS)				C		A		B	A		C	A
Approach Delay, s/veh / LOS	0.0			18.0		B	6.9		A	8.0		A
Intersection Delay, s/veh / LOS	9.8						A					

Multimodal Results

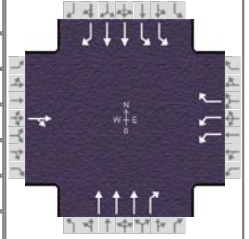
	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.82	C	2.26	B	1.64	B
Bicycle LOS Score / LOS	0.49	A		F	0.98	A	1.04	A

HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston		
Analyst	CDV	Analysis Date	11/27/2019
Jurisdiction		Time Period	PM Peak
Urban Street		Analysis Year	2025
Intersection	Arroyo Vista & Ladera	File Name	Arroyo Vista_Lade
Project Description	PM 2025 Build		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		0	0	361		188		988	417	146	603	0

Signal Information

Cycle, s	57.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	10.2	7.4	21.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	2.0	2.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		4	3	8
Case Number		8.3	1.0	3.0		7.3	2.0	3.0
Phase Duration, s		0.0	16.2	16.2		27.4	13.4	40.8
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0	6.0	6.0
Max Allow Headway (MAH), s		0.0	5.1	5.4		5.1	5.1	5.1
Queue Clearance Time (g_s), s			7.9	8.8		16.0	4.4	6.9
Green Extension Time (g_e), s		0.0	2.4	1.4		5.5	0.8	13.5
Phase Call Probability			1.00	1.00		1.00	0.92	1.00
Max Out Probability			0.01	0.00		0.88	0.00	0.69

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			16		4	14		3	8
Adjusted Flow Rate (v), veh/h		0		392		204		1074	453		159	655
Adjusted Saturation Flow Rate (s), veh/h/ln		0		1757				1725			1757	1809
Queue Service Time (g_s), s		0.0		5.9				9.3			2.4	4.9
Cycle Queue Clearance Time (g_c), s		0.0		5.9				9.3			2.4	4.9
Green Ratio (g/C)				0.18				0.38			0.13	0.61
Capacity (c), veh/h				884				1946			453	2207
Volume-to-Capacity Ratio (X)		0.000		0.444				0.552			0.350	0.297
Back of Queue (Q), ft/ln (95 th percentile)		0		100.6				141.1			41.9	56.8
Back of Queue (Q), veh/ln (95 th percentile)		0.0		4.0				5.6			1.7	2.3
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00				0.00			0.13	0.00
Uniform Delay (d_1), s/veh				21.5				14.0			22.7	5.3
Incremental Delay (d_2), s/veh		0.0		0.5				0.4			0.7	0.1
Initial Queue Delay (d_3), s/veh		0.0		0.0				0.0			0.0	0.0
Control Delay (d), s/veh				22.0		0.0		14.4	0.0		23.3	5.4
Level of Service (LOS)				C		A		B	A		C	A
Approach Delay, s/veh / LOS	0.0			14.5		B	10.1		B	8.9		A
Intersection Delay, s/veh / LOS	10.7						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.45		B	2.70		C	2.25		B	1.63		B
Bicycle LOS Score / LOS	0.49		A			F	1.33		A	1.16		A

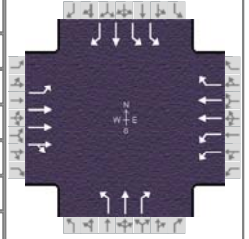
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Arroyo Vista & Tierra Pi...
Project Description	AM 2025 Build

Intersection Information

Duration, h	1.000
Area Type	Other
PHF	1.00
Analysis Period	1> 7:00
File Name	Arroyo Vista_Tierra Pintada_AM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	54	674	0	2	272	226	0	2	0	267	3	33

Signal Information

Cycle, s	53.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.9	17.7	4.1	15.9	0.0	21.9	10.2	32.1
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (MAH), s	5.1	4.1	2.6	4.1	0.0	5.3	2.6	5.3
Queue Clearance Time (g_s), s	3.3	7.6	2.0	9.1		2.0	5.9	2.6
Green Extension Time (g_e), s	0.2	2.2	0.0	1.3	0.0	0.0	0.4	0.1
Phase Call Probability	0.55	1.00	0.03	1.00		1.00	0.98	1.00
Max Out Probability	0.00	0.95	0.00	1.00		0.00	0.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	54	674	0	2	272	226	0	2	0	267	3	33
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.3	5.6	0.0	0.0	3.5	7.1	0.0	0.0	0.0	3.9	0.0	0.6
Cycle Queue Clearance Time (g_c), s	1.3	5.6	0.0	0.0	3.5	7.1	0.0	0.0	0.0	3.9	0.0	0.6
Green Ratio (g/C)	0.23	0.23		0.00	0.19	0.19		0.30	0.30	0.12	0.48	0.48
Capacity (c), veh/h	341	1290		7	696	310	3	561	475	405	920	780
Volume-to-Capacity Ratio (X)	0.159	0.522	0.000	0.307	0.391	0.729	0.000	0.004	0.000	0.660	0.003	0.042
Back of Queue (Q), ft/ln (50 th percentile)	12.4	55	0	0.5	33.9	72.8	0	0.4	0	37.6	0.4	4
Back of Queue (Q), veh/ln (50 th percentile)	0.5	2.2	0.0	0.0	1.4	2.9	0.0	0.0	0.0	1.5	0.0	0.2
Queue Storage Ratio (RQ) (50 th percentile)	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Uniform Delay (d_1), s/veh	16.7	18.3		26.9	19.0	20.4	0.0	13.4	0.0	22.8	7.2	7.3
Incremental Delay (d_2), s/veh	0.3	0.4	0.0	9.7	0.4	6.5	0.0	0.0	0.0	0.7	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.0	18.7		36.6	19.4	26.9	0.0	13.4	0.0	23.5	7.2	7.3
Level of Service (LOS)	B	B		D	B	C		B		C	A	A
Approach Delay, s/veh / LOS	18.5	B		22.9	C		13.4	B		21.6	C	
Intersection Delay, s/veh / LOS	20.6						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.27	B		2.27	B		2.69	C		2.39	B	
Bicycle LOS Score / LOS	0.89	A		0.90	A		0.49	A		0.99	A	

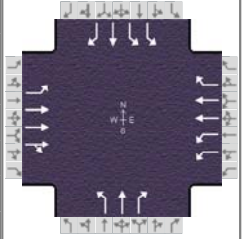
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Arroyo Vista & Tierra Pi...
Project Description	PM 2025 Build

Intersection Information

Duration, h	1.000
Area Type	Other
PHF	1.00
Analysis Period	1> 16:00
File Name	Arroyo Vista_Tierra Pintada_PM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	54	447	52	64	848	228	1	19	15	309	82	132

Signal Information

Cycle, s	67.5	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	0.1	3.9	14.9	2.1	0.1	23.0	1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.0	3.0	4.0	3.0	0.0	4.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	2.0	1.0	0.0	1.5	5	6	7	8

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.1	28.5	6.2	28.6	4.1	20.9	12.0	28.8
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (MAH), s	5.1	4.1	2.6	4.1	2.6	5.2	2.6	5.2
Queue Clearance Time (g_s), s	3.3	6.4	3.2	15.6	2.0	2.5	7.7	6.0
Green Extension Time (g_e), s	0.0	6.3	0.0	7.5	0.0	0.2	0.2	0.9
Phase Call Probability	0.64	1.00	0.70	1.00	0.02	1.00	1.00	1.00
Max Out Probability	1.00	0.27	1.00	0.05	1.00	0.00	0.14	0.12

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	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	54	336	163	64	848	228	1	19	15	309	82	132
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1797	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.3	4.3	4.4	1.2	13.6	7.3	0.0	0.5	0.5	5.7	2.0	4.0
Cycle Queue Clearance Time (g_c), s	1.3	4.3	4.4	1.2	13.6	7.3	0.0	0.5	0.5	5.7	2.0	4.0
Green Ratio (g/C)	0.37	0.34	0.34	0.03	0.34	0.34	0.00	0.22	0.22	0.12	0.34	0.34
Capacity (c), veh/h	237	1293	611	117	1239	551	3	418	354	414	640	542
Volume-to-Capacity Ratio (X)	0.228	0.260	0.266	0.547	0.685	0.414	0.373	0.045	0.042	0.746	0.128	0.243
Back of Queue (Q), ft/ln (50 th percentile)	13.2	43.2	42.5	12.9	130.7	63	1	5.7	4.5	58.3	20.6	34.8
Back of Queue (Q), veh/ln (50 th percentile)	0.5	1.7	1.7	0.5	5.2	2.5	0.0	0.2	0.2	2.3	0.8	1.4
Queue Storage Ratio (RQ) (50 th percentile)	0.04	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.03	0.18	0.00	0.00
Uniform Delay (d_1), s/veh	15.7	16.1	16.2	32.2	19.1	17.0	33.7	20.8	20.7	28.8	15.5	16.2
Incremental Delay (d_2), s/veh	0.7	0.1	0.2	1.5	0.7	0.5	31.2	0.1	0.1	1.0	0.1	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.4	16.2	16.4	33.6	19.8	17.5	64.9	20.8	20.8	29.8	15.6	16.5
Level of Service (LOS)	B	B	B	C	B	B	E	C	C	C	B	B
Approach Delay, s/veh / LOS	16.3	B		20.1	C		22.1	C		24.3	C	
Intersection Delay, s/veh / LOS	20.2						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.26	B		2.26	B		2.70	C		2.42	B	
Bicycle LOS Score / LOS	0.79	A		1.43	A		0.55	A		1.35	A	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	470	194	20	57	0
Future Vol, veh/h	0	470	194	20	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	553	228	24	67	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	252	0	-	0	793	240
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	553	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1313	-	-	-	358	799
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	576	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1313	-	-	-	358	799
Mov Cap-2 Maneuver	-	-	-	-	358	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	576	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		17.4		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1313	-	-	-	358	
HCM Lane V/C Ratio	-	-	-	-	0.187	
HCM Control Delay (s)	0	-	-	-	17.4	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.7	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	327	536	65	37	0
Future Vol, veh/h	0	327	536	65	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	385	631	76	44	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	707	0	-	0	1054	669
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	891	-	-	-	250	458
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	891	-	-	-	250	458
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	688	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		22.4		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	891	-	-	-	250	
HCM Lane V/C Ratio	-	-	-	-	0.174	
HCM Control Delay (s)	0	-	-	-	22.4	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.6	

HCM 6th TWSC
10: ARROYO VISTA & INSPIRATION WEST

Upper Petroglyphs TIA
2025 Build Existing AM Intersections

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	523	224	20	57	0
Future Vol, veh/h	0	523	224	20	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	615	264	24	67	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	288	0	-	0	584	144
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	308	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1271	-	-	-	443	877
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1271	-	-	-	443	877
Mov Cap-2 Maneuver	-	-	-	-	443	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	719	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14.6		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1271	-	-	-	443	
HCM Lane V/C Ratio	-	-	-	-	0.151	
HCM Control Delay (s)	0	-	-	-	14.6	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

HCM 6th TWSC
10: ARROYO VISTA & INSPIRATION WEST

Upper Petroglyphs TIA
2025 Build Existing PM Intersections

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	349	581	65	37	0
Future Vol, veh/h	0	349	581	65	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	411	684	76	44	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	760	0	-	0	928	380
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	206	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	848	-	-	-	267	618
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	848	-	-	-	267	618
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	808	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		21.1		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	848	-	-	-	267	
HCM Lane V/C Ratio	-	-	-	-	0.163	
HCM Control Delay (s)	0	-	-	-	21.1	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.6	

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	527	214	47	134	0
Future Vol, veh/h	0	527	214	47	134	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	620	252	55	158	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	307	0	-	0	900	280
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	620	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1254	-	-	-	309	759
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1254	-	-	-	309	759
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	536	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		28.2		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1254	-	-	-	309	
HCM Lane V/C Ratio	-	-	-	-	0.51	
HCM Control Delay (s)	0	-	-	-	28.2	
HCM Lane LOS	A	-	-	-	D	
HCM 95th %tile Q(veh)	0	-	-	-	2.7	

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	364	601	153	85	0
Future Vol, veh/h	0	364	601	153	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	428	707	180	100	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	887	0	0 1225 797
Stage 1	-	-	- 797 -
Stage 2	-	-	- 428 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	763	-	- 198 387
Stage 1	-	-	- 444 -
Stage 2	-	-	- 657 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	763	-	- 198 387
Mov Cap-2 Maneuver	-	-	- 198 -
Stage 1	-	-	- 444 -
Stage 2	-	-	- 657 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	40.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	763	-	-	-	198
HCM Lane V/C Ratio	-	-	-	-	0.505
HCM Control Delay (s)	0	-	-	-	40.4
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	2.5

HCM 6th TWSC
11: ARROYO VISTA & INSPIRATION EAST

Upper Petroglyphs TIA
2025 Build Existing PM Intersections (Two Stage)

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	386	647	153	85	0
Future Vol, veh/h	0	386	647	153	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	454	761	180	100	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	941	0	-	0	1305	851
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	454	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	729	-	-	-	177	360
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	729	-	-	-	177	360
Mov Cap-2 Maneuver	-	-	-	-	307	-
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	640	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		22.3		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	729	-	-	-	307	
HCM Lane V/C Ratio	-	-	-	-	0.326	
HCM Control Delay (s)	0	-	-	-	22.3	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.4	

HCM 6th TWSC
11: ARROYO VISTA & INSPIRATION EAST

Upper Petroglyphs TIA
2025 Build Existing AM Intersections

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	580	244	47	134	0
Future Vol, veh/h	0	580	244	47	134	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	71	71
Mvmt Flow	0	682	287	55	158	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	342	0	-	0	656	171
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	4.14	-	-	-	8.22	8.32
Critical Hdwy Stg 1	-	-	-	-	7.22	-
Critical Hdwy Stg 2	-	-	-	-	7.22	-
Follow-up Hdwy	2.22	-	-	-	4.21	4.01
Pot Cap-1 Maneuver	1214	-	-	-	274	664
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1214	-	-	-	274	664
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	523	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		34.5		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1214	-	-	-	274	
HCM Lane V/C Ratio	-	-	-	-	0.575	
HCM Control Delay (s)	0	-	-	-	34.5	
HCM Lane LOS	A	-	-	-	D	
HCM 95th %tile Q(veh)	0	-	-	-	3.3	

HCM 6th TWSC
11: ARROYO VISTA & INSPIRATION EAST

Upper Petroglyphs TIA
2025 Build Existing PM Intersections

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	386	647	153	85	0
Future Vol, veh/h	0	386	647	153	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	454	761	180	100	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	941	0	-	0	1078	471
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	724	-	-	-	213	539
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	724	-	-	-	213	539
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	789	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		36		
HCM LOS				E		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	724	-	-	-	213	
HCM Lane V/C Ratio	-	-	-	-	0.469	
HCM Control Delay (s)	0	-	-	-	36	
HCM Lane LOS	A	-	-	-	E	
HCM 95th %tile Q(veh)	0	-	-	-	2.3	

HCM 6th TWSC
11: ARROYO VISTA & INSPIRATION EAST

Upper Petroglyphs TIA
2025 Build Existing PM Intersections (Two Stage)

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	386	647	153	85	0
Future Vol, veh/h	0	386	647	153	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	454	761	180	100	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	941	0	-	0	1078	471
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	724	-	-	-	213	539
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	724	-	-	-	213	539
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	789	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		21.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	724	-	-	-	312	
HCM Lane V/C Ratio	-	-	-	-	0.321	
HCM Control Delay (s)	0	-	-	-	21.9	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.3	

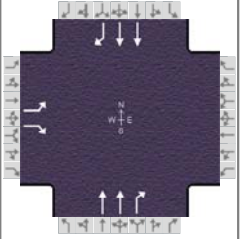
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Unser @ EB I-40
Project Description	AM 2025 Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	Unser_EB I40_2025B_AM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	129		93					877	926		1340	1027

Signal Information

Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				6		2
Case Number		9.0				7.0		7.0
Phase Duration, s		35.5				74.5		74.5
Change Period, (Y+R _c), s		5.5				5.5		5.5
Max Allow Headway (MAH), s		3.1				0.0		0.0
Queue Clearance Time (g _s), s		9.1						
Green Extension Time (g _e), s		0.4				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		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	3		18				6	16		2		12
Adjusted Flow Rate (v), veh/h	140		101				953	1007		1457		1116
Adjusted Saturation Flow Rate (s), veh/h/ln	1711						1766			1781		
Queue Service Time (g _s), s	7.1						15.1			28.4		
Cycle Queue Clearance Time (g _c), s	7.1						15.1			28.4		
Green Ratio (g/C)	0.27						0.63			0.63		
Capacity (c), veh/h	466						2217			2234		
Volume-to-Capacity Ratio (X)	0.301						0.430			0.652		
Back of Queue (Q), ft/ln (95 th percentile)	136.3						232.3			389.3		
Back of Queue (Q), veh/ln (95 th percentile)	5.2						9.1			15.3		
Queue Storage Ratio (RQ) (95 th percentile)	1.22						0.12			0.25		
Uniform Delay (d ₁), s/veh	31.7						10.5			12.9		
Incremental Delay (d ₂), s/veh	0.1						0.6			1.5		
Initial Queue Delay (d ₃), s/veh	0.0						0.0			0.0		
Control Delay (d), s/veh	31.8		0.0				11.1	0.0		14.4		0.0
Level of Service (LOS)	C		A				B	A		B		A
Approach Delay, s/veh / LOS	18.5		B		0.0		5.4	A		8.2		A
Intersection Delay, s/veh / LOS	7.5						A					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32		B	2.32		B	1.36		A	1.88		B
Bicycle LOS Score / LOS			F				2.10		B	2.61		C

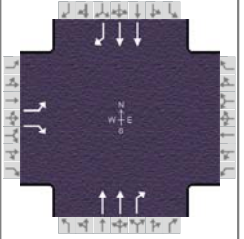
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Unser @ EB I-40
Project Description	PM 2025 Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	1> 16:00
File Name	Unser_EB I40_2025B_PM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	101		51					1049	673		1440	426

Signal Information

Cycle, s	110.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	69.3	29.7	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	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		8				6		2
Case Number		9.0				7.0		7.0
Phase Duration, s		35.2				74.8		74.8
Change Period, (Y+R _c), s		5.5				5.5		5.5
Max Allow Headway (MAH), s		3.1				0.0		0.0
Queue Clearance Time (g _s), s		6.9						
Green Extension Time (g _e), s		0.3				0.0		0.0
Phase Call Probability		0.99						
Max Out Probability		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	3		18				6	16		2	12	
Adjusted Flow Rate (v), veh/h	101		51				1049	673		1440	426	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753						1781			1766		
Queue Service Time (g _s), s	4.9						17.0			28.0		
Cycle Queue Clearance Time (g _c), s	4.9						17.0			28.0		
Green Ratio (g/C)	0.27						0.63			0.63		
Capacity (c), veh/h	474						2243			2225		
Volume-to-Capacity Ratio (X)	0.213						0.468			0.647		
Back of Queue (Q), ft/ln (95 th percentile)	93.8						253.6			384.7		
Back of Queue (Q), veh/ln (95 th percentile)	3.6						10.0			15.0		
Queue Storage Ratio (RQ) (95 th percentile)	0.84						0.13			0.25		
Uniform Delay (d ₁), s/veh	31.1						10.7			12.7		
Incremental Delay (d ₂), s/veh	0.1						0.7			1.5		
Initial Queue Delay (d ₃), s/veh	0.0						0.0			0.0		
Control Delay (d), s/veh	31.2		0.0				11.4	0.0		14.2	0.0	
Level of Service (LOS)	C		A				B	A		B	A	
Approach Delay, s/veh / LOS	20.7		C	0.0			6.9	A		10.9		B
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results

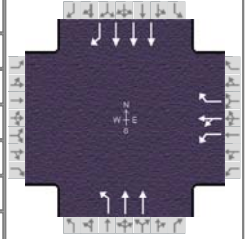
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32		B	2.32		B	1.36		A	1.88		B
Bicycle LOS Score / LOS			F				1.91		B	2.03		B

HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston		
Analyst	CDV	Analysis Date	11/21/2019
Jurisdiction		Time Period	AM Peak
Urban Street		Analysis Year	2025
Intersection	UNSER @ WB I-40	File Name	Unser Intersection
Project Description	AM 2025 Build (Existing Signal Timing)		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				367	1	252	29	941			2440	188

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	13	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.9	90.2	22.8	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.5	4.5	0.0	0.0	0.0		
				Red	0.5	1.0	1.5	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	1.0	4.0		7.3
Phase Duration, s				28.8	5.4	101.2		95.7
Change Period, (Y+R c), s				6.0	3.5	5.5		5.5
Max Allow Headway (MAH), s				3.1	4.0	0.0		0.0
Queue Clearance Time (g s), s				21.9	2.6			
Green Extension Time (g e), s				0.9	0.0	0.0		0.0
Phase Call Probability				1.00	0.65			
Max Out Probability				0.03	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				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				184	185	252	29	941		2272		175
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1810		1810	1809		1725		
Queue Service Time (g s), s				12.1	12.2		0.6	12.1		18.1		
Cycle Queue Clearance Time (g c), s				12.1	12.2		0.6	12.1		18.1		
Green Ratio (g/C)				0.18	0.18		0.72	0.74		0.69		
Capacity (c), veh/h				318	318		175	2662		3592		
Volume-to-Capacity Ratio (X)				0.577	0.580		0.165	0.353		0.632		
Back of Queue (Q), ft/ln (95 th percentile)				230.3	231.5		9.4	176.7		146.1		
Back of Queue (Q), veh/ln (95 th percentile)				9.2	9.3		0.4	7.1		5.8		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00		0.03	0.00		0.00		
Uniform Delay (d 1), s/veh				49.2	49.2		6.9	6.1		4.2		
Incremental Delay (d 2), s/veh				0.6	0.6		0.4	0.4		0.5		
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0		0.0		
Control Delay (d), s/veh				49.8	49.8	0.0	7.3	6.5		4.7	0.0	
Level of Service (LOS)				D	D	A	A	A		A	A	
Approach Delay, s/veh / LOS	0.0			29.6		C	6.5		A	4.4		A
Intersection Delay, s/veh / LOS				8.7						A		

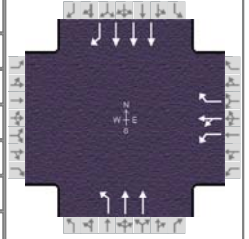
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.48		B	2.48		B	1.86		B	1.35		A
Bicycle LOS Score / LOS				1.51		B	1.29		A	1.93		B

HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston		
Analyst	CDV	Analysis Date	11/21/2019
Jurisdiction		Time Period	PM Peak
Urban Street		Analysis Year	2025
Intersection	UNSER @ WB I-40	File Name	Unser Intersection
Project Description	PM 2025 Build (Existing Signal Timing)		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				782	6	1587	52	1066			1207	228

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	3	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.7	47.1	64.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.5	4.5	0.0	0.0	0.0		
				Red	0.5	1.0	1.5	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	1.0	4.0		7.3
Phase Duration, s				70.2	7.2	59.8		52.6
Change Period, (Y+R c), s				6.0	3.5	5.5		5.5
Max Allow Headway (MAH), s				3.2	4.0	0.0		0.0
Queue Clearance Time (g s), s				66.2	4.3			
Green Extension Time (g e), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	0.85			
Max Out Probability				1.00	0.04			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				391	397	1587	52	1066		1088		206
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1811		1810	1809		1725		
Queue Service Time (g s), s				18.1	18.5		2.3	31.6		22.6		
Cycle Queue Clearance Time (g c), s				18.1	18.5		2.3	31.6		22.6		
Green Ratio (g/C)				0.49	0.49		0.41	0.42		0.36		
Capacity (c), veh/h				894	894		206	1511		1877		
Volume-to-Capacity Ratio (X)				0.438	0.444		0.253	0.705		0.580		
Back of Queue (Q), ft/ln (95 th percentile)				295.7	300.1		44.7	497.8		345.5		
Back of Queue (Q), veh/ln (95 th percentile)				11.8	12.0		1.8	19.9		13.8		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00		0.12	0.00		0.00		
Uniform Delay (d 1), s/veh				21.2	21.3		26.2	31.2		35.1		
Incremental Delay (d 2), s/veh				0.1	0.1		0.6	2.8		1.0		
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0		0.0		
Control Delay (d), s/veh				21.4	21.5	0.0	26.8	34.1		36.1		0.0
Level of Service (LOS)				C	C	A	C	C		D		A
Approach Delay, s/veh / LOS	0.0			7.1		A	33.7		C	30.4		C
Intersection Delay, s/veh / LOS	19.6						B					

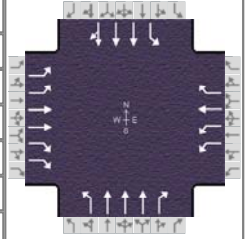
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.48		B	2.48		B	1.92		B	1.41		A
Bicycle LOS Score / LOS				4.41		D	1.41		A	1.28		A

HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston		
Analyst	CDV	Analysis Date	11/21/2019
Jurisdiction		Time Period	AM Peak
Urban Street		Analysis Year	2025
Intersection	UNSER @ LADERA	File Name	Unser Intersection
Project Description	AM 2025 Build (Existing Signal Timing)		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	311	377	275	517	153	184	96	796	275	147	1594	72

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	99	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	8.8	4.1	48.4	13.5	2.9	20.1		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	3.5	4.0	4.0		
				Red	3.5	0.0	4.5	1.0	1.5	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	18.0	26.1	26.5	34.6	15.8	57.4	19.9	61.5
Change Period, (Y+R _c), s	4.5	6.0	5.5	6.0	7.0	9.0	6.9	9.0
Max Allow Headway (MAH), s	3.1	4.7	3.1	4.7	2.6	0.0	2.6	0.0
Queue Clearance Time (g _s), s	13.3	14.8	20.8	15.1	9.0		13.0	
Green Extension Time (g _e), s	0.2	5.4	0.2	5.7	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.97		1.00	
Max Out Probability	1.00	0.05	1.00	0.01	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	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	311	377	275	517	153	184	98	814	281	153	1162	568
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1809	1425	1757	1900	1610	1810	1725		1810	1900	1856
Queue Service Time (g _s), s	11.3	12.8	11.7	18.8	8.9	13.1	7.0	13.2		11.0	25.6	24.7
Cycle Queue Clearance Time (g _c), s	11.3	12.8	11.7	18.8	8.9	13.1	7.0	13.2		11.0	25.6	24.7
Green Ratio (g/C)	0.10	0.15	0.15	0.16	0.22	0.22	0.07	0.37		0.10	0.40	0.40
Capacity (c), veh/h	366	561	442	567	418	354	123	1928		181	1536	750
Volume-to-Capacity Ratio (X)	0.849	0.672	0.623	0.911	0.366	0.520	0.798	0.422		0.841	0.756	0.757
Back of Queue (Q), ft/ln (95 th percentile)	237.3	247.8	192.4	379.1	189.7	226.6	156.7	217.2		219.4	277.8	259.3
Back of Queue (Q), veh/ln (95 th percentile)	9.5	9.9	7.7	15.2	7.6	9.1	6.3	8.7		8.8	11.1	10.4
Queue Storage Ratio (RQ) (95 th percentile)	0.85	0.00	0.96	1.31	0.00	0.00	0.35	0.00		0.45	0.00	0.00
Uniform Delay (d ₁), s/veh	57.2	51.8	51.4	53.6	43.0	44.7	62.7	24.4		63.9	15.8	14.5
Incremental Delay (d ₂), s/veh	12.2	2.0	2.1	22.2	0.4	0.9	4.2	0.6		2.7	2.4	4.8
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	0.0
Control Delay (d), s/veh	69.4	53.8	53.4	75.8	43.4	45.5	66.9	25.0	0.0	66.6	18.1	19.3
Level of Service (LOS)	E	D	D	E	D	D	E	C	A	E	B	B
Approach Delay, s/veh / LOS	58.7		E	63.5		E	22.6		C	22.4		C
Intersection Delay, s/veh / LOS	36.8						D					

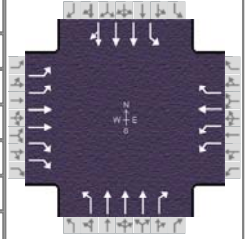
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.60		C	2.44		B	2.58		C
Bicycle LOS Score / LOS	1.28		A	1.90		B	1.13		A	1.48		A

HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston		
Analyst	CDV	Analysis Date	11/21/2019
Jurisdiction		Time Period	PM Peak
Urban Street		Analysis Year	2025
Intersection	UNSER @ LADERA	File Name	Unser Intersection
Project Description	PM 2025 Build (Existing Signal Timing)		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	176	291	152	352	430	247	316	1426	295	227	859	186

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	56	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	17.0	5.5	38.3	8.5	1.0	27.8		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.4	0.0	4.5	3.5	4.0	4.0		
				Red	3.5	0.0	4.5	1.0	1.5	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	13.0	33.8	19.5	40.3	29.4	52.8	23.9	47.3
Change Period, ($Y+R_c$), s	4.5	6.0	5.5	6.0	7.0	9.0	6.9	9.0
Max Allow Headway (MAH), s	3.1	4.2	3.1	4.2	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	8.4	10.9	14.9	30.0	22.2		16.9	
Green Extension Time (g_e), s	0.1	5.1	0.0	4.3	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.02	1.00	0.17	0.00		0.35	

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	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	176	291	152	352	430	247	289	1303	270	209	658	302
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1809	1425	1757	1900	1610	1810	1725		1810	1900	1724
Queue Service Time (g_s), s	6.4	8.9	5.8	12.9	28.0	17.3	20.2	30.1		14.9	16.0	14.8
Cycle Queue Clearance Time (g_c), s	6.4	8.9	5.8	12.9	28.0	17.3	20.2	30.1		14.9	16.0	14.8
Green Ratio (g/C)	0.07	0.21	0.21	0.11	0.26	0.26	0.17	0.34		0.13	0.29	0.29
Capacity (c), veh/h	229	773	609	378	501	425	312	1745		237	1119	508
Volume-to-Capacity Ratio (X)	0.767	0.376	0.250	0.930	0.858	0.582	0.925	0.747		0.882	0.588	0.595
Back of Queue (Q), ft/ln (95 th percentile)	136.6	182.1	92.4	311.8	512.5	282.1	244.2	374.7		331.9	251.8	216.2
Back of Queue (Q), veh/ln (95 th percentile)	5.5	7.3	3.7	12.5	20.5	11.3	9.8	15.0		13.3	10.1	8.6
Queue Storage Ratio (RQ) (95 th percentile)	0.49	0.00	0.46	1.08	0.00	0.00	0.54	0.00		0.68	0.00	0.00
Uniform Delay (d_1), s/veh	59.8	43.7	42.5	57.5	45.5	41.6	46.0	43.3		61.7	27.0	22.8
Incremental Delay (d_2), s/veh	6.1	0.4	0.3	41.5	8.9	0.9	2.2	0.3		22.3	1.9	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	65.9	44.1	42.8	99.0	54.5	42.6	48.2	43.5	0.0	84.0	28.9	27.1
Level of Service (LOS)	E	D	D	F	D	D	D	D	A	F	C	C
Approach Delay, s/veh / LOS	50.0		D	66.8		E	37.9		D	38.3		D
Intersection Delay, s/veh / LOS	46.0						D					

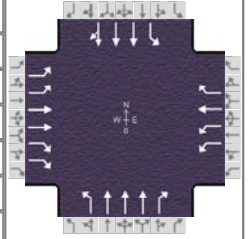
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.73		C	2.59		C	2.44		B	2.59		C
Bicycle LOS Score / LOS	1.00		A	2.19		B	1.61		B	1.19		A

HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston		
Analyst	CDV	Analysis Date	11/21/2019
Jurisdiction		Time Period	AM Peak
Urban Street		Analysis Year	2025
Intersection	UNSER @ LADERA	File Name	Unser Intersection
Project Description	AM 2025 Build		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	311	377	275	517	153	184	96	796	275	147	1594	72

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	99	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	8.8	4.1	48.0	13.9	3.1	20.1		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	3.5	4.0	4.0		
				Red	3.5	0.0	4.5	1.0	1.5	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	18.4	26.1	27.0	34.7	15.8	57.0	19.9	61.1
Change Period, (Y+R _c), s	4.5	6.0	5.5	6.0	7.0	9.0	6.9	9.0
Max Allow Headway (MAH), s	3.1	4.7	3.1	4.7	2.6	0.0	2.6	0.0
Queue Clearance Time (g _s), s	13.3	14.8	20.7	15.1	9.0		13.0	
Green Extension Time (g _e), s	0.7	5.3	0.8	5.7	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.97		1.00	
Max Out Probability	0.00	0.05	0.14	0.01	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	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	311	377	275	517	153	184	98	814	281	153	1162	568
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1809	1425	1757	1900	1610	1810	1725		1810	1900	1856
Queue Service Time (g _s), s	11.3	12.8	11.7	18.7	8.9	13.1	7.0	13.3		11.0	26.1	25.1
Cycle Queue Clearance Time (g _c), s	11.3	12.8	11.7	18.7	8.9	13.1	7.0	13.3		11.0	26.1	25.1
Green Ratio (g/C)	0.11	0.15	0.15	0.17	0.22	0.22	0.07	0.37		0.10	0.40	0.40
Capacity (c), veh/h	377	560	441	581	419	355	123	1909		181	1522	743
Volume-to-Capacity Ratio (X)	0.825	0.673	0.624	0.890	0.365	0.518	0.799	0.426		0.841	0.763	0.764
Back of Queue (Q), ft/ln (95 th percentile)	218.8	247.9	192.4	351.3	189.4	226.4	155.9	217.3		219.5	285	266.1
Back of Queue (Q), veh/ln (95 th percentile)	8.8	9.9	7.7	14.1	7.6	9.1	6.2	8.7		8.8	11.4	10.6
Queue Storage Ratio (RQ) (95 th percentile)	0.78	0.00	0.96	1.21	0.00	0.00	0.35	0.00		0.45	0.00	0.00
Uniform Delay (d ₁), s/veh	56.8	51.8	51.4	53.1	43.0	44.6	62.4	24.5		63.9	16.1	14.8
Incremental Delay (d ₂), s/veh	1.8	2.0	2.1	11.2	0.4	0.9	4.3	0.7		2.7	2.5	5.1
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	58.6	53.9	53.5	64.3	43.3	45.5	66.7	25.2	0.0	66.6	18.6	19.9
Level of Service (LOS)	E	D	D	E	D	D	E	C	A	E	B	B
Approach Delay, s/veh / LOS	55.3		E	56.5		E	22.7		C	22.9		C
Intersection Delay, s/veh / LOS	35.1						D					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.60		C	2.44		B	2.58		C
Bicycle LOS Score / LOS	1.28		A	1.90		B	1.13		A	1.48		A

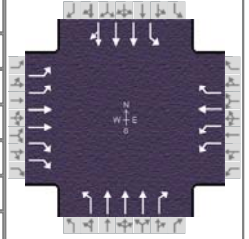
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	UNSER @ LADERA
Project Description	PM 2025 Build

Intersection Information

Duration, h	1.000
Area Type	Other
PHF	1.00
Analysis Period	1> 16:00
File Name	Unser Intersections_PM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	176	291	152	352	430	247	316	1426	295	227	859	186

Signal Information

Cycle, s	130.0	Reference Phase	2
Offset, s	56	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0
Phase Duration, s	13.2	32.2	20.3	39.4	29.7	53.4	24.0	47.7
Change Period, (Y+R _c), s	4.5	6.0	5.5	6.0	7.0	9.0	6.9	9.0
Max Allow Headway (MAH), s	3.1	4.2	3.1	4.2	2.6	0.0	2.6	0.0
Queue Clearance Time (g _s), s	8.4	11.1	14.8	30.3	22.4		17.0	
Green Extension Time (g _e), s	0.3	4.8	0.0	3.1	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.07	1.00	0.53	0.00		0.16	

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	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	176	291	152	352	430	247	289	1303	270	210	664	304
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1809	1425	1757	1900	1610	1810	1725		1810	1900	1724
Queue Service Time (g _s), s	6.4	9.1	5.8	12.8	28.3	17.5	20.4	30.0		15.0	16.0	14.8
Cycle Queue Clearance Time (g _c), s	6.4	9.1	5.8	12.8	28.3	17.5	20.4	30.0		15.0	16.0	14.8
Green Ratio (g/C)	0.07	0.20	0.20	0.11	0.26	0.26	0.17	0.34		0.13	0.30	0.30
Capacity (c), veh/h	234	729	575	401	488	414	316	1769		238	1132	514
Volume-to-Capacity Ratio (X)	0.752	0.399	0.265	0.877	0.881	0.597	0.913	0.736		0.883	0.586	0.592
Back of Queue (Q), ft/ln (95 th percentile)	130.3	185.4	94.1	279.5	543.4	285.5	277.1	374.1		329.8	251	216.7
Back of Queue (Q), veh/ln (95 th percentile)	5.2	7.4	3.8	11.2	21.7	11.4	11.1	15.0		13.2	10.0	8.7
Queue Storage Ratio (RQ) (95 th percentile)	0.47	0.00	0.47	0.96	0.00	0.00	0.62	0.00		0.68	0.00	0.00
Uniform Delay (d ₁), s/veh	59.6	45.1	43.8	56.7	46.4	42.4	54.6	43.0		61.0	26.5	22.5
Incremental Delay (d ₂), s/veh	1.9	0.5	0.3	22.1	15.6	1.3	1.7	0.3		21.1	1.9	4.4
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	61.5	45.6	44.1	78.8	62.0	43.7	56.3	43.2	0.0	82.1	28.5	26.8
Level of Service (LOS)	E	D	D	E	E	D	E	D	A	F	C	C
Approach Delay, s/veh / LOS	49.7		D	63.4		E	39.0		D	37.6		D
Intersection Delay, s/veh / LOS	45.4						D					

Multimodal Results

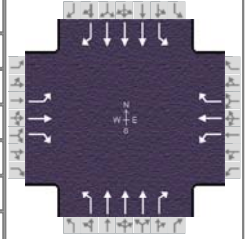
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.73		C	2.59		C	2.44		B	2.59		C
Bicycle LOS Score / LOS	1.00		A	2.19		B	1.61		B	1.19		A

HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston		
Analyst	CDV	Analysis Date	11/21/2019
Jurisdiction		Time Period	AM Peak
Urban Street		Analysis Year	2025
Intersection	UNSER @ TIERRA PIN...	File Name	Unser Intersection
Project Description	AM 2025 Build (Existing Signal Timing)		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	272	13	378	55	13	21	124	1031	31	72	1449	134

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	90	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	6.7	0.9	58.6	5.2	1.4	27.2		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.5	3.5	3.0		
				Red	1.0	1.0	1.0	1.0	1.0	3.5		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.6	39.6	9.7	33.7	16.6	69.5	11.2	64.1
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.5	4.5	5.5
Max Allow Headway (MAH), s	2.6	3.3	2.6	3.3	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	13.1	32.3	6.0	3.4	12.1		7.2	
Green Extension Time (g_e), s	0.0	0.8	0.0	1.0	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.86	1.00	0.99		0.93	
Max Out Probability	1.00	0.01	0.01	0.00	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	272	13	378	55	13	21	137	1138	34	72	1449	134
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870		1781	1870		1739	1658		1781	1698	
Queue Service Time (g_s), s	11.1	0.7		4.0	0.7		10.1	20.4		5.2	28.4	
Cycle Queue Clearance Time (g_c), s	11.1	0.7		4.0	0.7		10.1	20.4		5.2	28.4	
Green Ratio (g/C)	0.09	0.25		0.04	0.21		0.09	0.49		0.05	0.45	
Capacity (c), veh/h	152	477		71	391		162	2448		92	2296	
Volume-to-Capacity Ratio (X)	1.788	0.027		0.776	0.033		0.844	0.465		0.784	0.631	
Back of Queue (Q), ft/ln (95 th percentile)	2415.1	14.3		88.2	15.3		208	322.4		113.3	435.9	
Back of Queue (Q), veh/ln (95 th percentile)	95.1	0.6		3.5	0.6		8.0	12.4		4.5	17.2	
Queue Storage Ratio (RQ) (95 th percentile)	13.42	0.00		0.35	0.06		0.43	0.00		0.26	0.00	
Uniform Delay (d_1), s/veh	59.5	36.3		61.8	40.9		59.9	23.4		60.9	27.4	
Incremental Delay (d_2), s/veh	1445.4	0.0		6.9	0.0		4.3	0.5		5.6	1.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	1504.8	36.3	0.0	68.8	40.9	0.0	64.2	23.9	0.0	66.5	28.8	0.0
Level of Service (LOS)	F	D	A	E	D	A	E	C	A	E	C	A
Approach Delay, s/veh / LOS	618.1		F	48.5		D	27.5		C	28.1		C
Intersection Delay, s/veh / LOS	133.6						F					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.73	C	2.10	B	2.11	B
Bicycle LOS Score / LOS	1.58	B	0.63	A	1.14	A	1.40	A

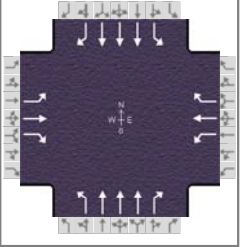
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston		
Analyst	CDV	Analysis Date	11/21/2019
Jurisdiction		Time Period	PM Peak
Urban Street		Analysis Year	2025
Intersection	UNSER @ TIERRA PIN...	File Name	Unser Intersection
Project Description	PM 2025 Build (Existing Signal Timing)		

Intersection Information

Duration, h	1.000
Area Type	Other
PHF	1.00
Analysis Period	1> 16:00
s_PM (Existing Timing).xus	



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	179	32	122	161	65	112	308	1398	123	68	895	217

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	72	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	6.4	13.1	61.4	11.1	12.5	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.5	4.0	0.0		
				Red	1.0	1.0	1.0	1.0	2.5	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.6	19.0	15.6	19.0	28.5	84.6	10.9	66.9
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.5	4.5	5.5
Max Allow Headway (MAH), s	2.6	3.3	2.6	3.3	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	13.1	11.8	13.1	10.9	23.7		6.9	
Green Extension Time (g_e), s	0.0	0.7	0.0	0.7	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.91	
Max Out Probability	1.00	0.00	1.00	0.00	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	179	32	122	161	65	112	291	1319	116	68	895	217
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870		1781	1870		1739	1658		1781	1698	
Queue Service Time (g_s), s	11.1	2.0		11.1	4.2		21.7	14.3		4.9	14.6	
Cycle Queue Clearance Time (g_c), s	11.1	2.0		11.1	4.2		21.7	14.3		4.9	14.6	
Green Ratio (g/C)	0.09	0.10		0.09	0.10		0.18	0.61		0.05	0.47	
Capacity (c), veh/h	152	179		152	179		321	3025		87	2407	
Volume-to-Capacity Ratio (X)	1.177	0.179		1.059	0.363		0.905	0.436		0.779	0.372	
Back of Queue (Q), ft/ln (95 th percentile)	777.9	44.4		520.8	92		383.8	186.9		107.3	249.9	
Back of Queue (Q), veh/ln (95 th percentile)	30.6	1.7		20.5	3.6		14.8	7.2		4.2	9.8	
Queue Storage Ratio (RQ) (95 th percentile)	4.32	0.00		2.04	0.36		0.80	0.00		0.25	0.00	
Uniform Delay (d_1), s/veh	59.5	54.1		59.5	55.1		62.3	9.3		61.1	21.9	
Incremental Delay (d_2), s/veh	383.7	0.2		211.8	0.5		2.6	0.3		5.7	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	
Control Delay (d), s/veh	443.2	54.2	0.0	271.3	55.5	0.0	64.8	9.6	0.0	66.8	22.4	0.0
Level of Service (LOS)	F	D	A	F	E	A	E	A	A	E	C	A
Approach Delay, s/veh / LOS	243.4		F	139.9		F	18.3		B	20.8		C
Intersection Delay, s/veh / LOS	51.6						D					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.74		C	2.08		B	2.10		B
Bicycle LOS Score / LOS	1.04		A	1.05		A	1.49		A	1.14		A

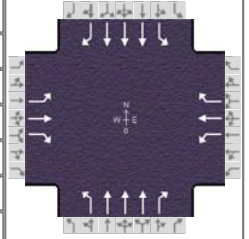
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	UNSER @ TIERRA PIN...
Project Description	AM 2025 Build

Intersection Information

Duration, h	1.000
Area Type	Other
PHF	1.00
Analysis Period	1> 7:00
File Name	Unser Intersections_AM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	272	13	378	55	13	21	124	1031	31	72	1449	134

Signal Information

Cycle, s	130.0	Reference Phase	2								
Offset, s	90	Reference Point	End	Green	6.7	0.9	59.0	5.2	11.9	16.4	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	3.5	3.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	3.5	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	26.0	39.2	9.7	22.9	16.6	69.9	11.2	64.5
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.5	4.5	5.5
Max Allow Headway (MAH), s	2.6	3.3	2.6	3.3	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	21.5	32.5	6.0	3.5	12.1		7.2	
Green Extension Time (g_e), s	0.0	0.3	0.0	0.9	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.86	1.00	0.99		0.93	
Max Out Probability	1.00	1.00	0.00	0.00	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	272	13	378	55	13	21	137	1138	34	72	1449	134
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870		1781	1870		1739	1658		1781	1698	
Queue Service Time (g_s), s	19.5	0.7		4.0	0.8		10.1	20.3		5.2	28.2	
Cycle Queue Clearance Time (g_c), s	19.5	0.7		4.0	0.8		10.1	20.3		5.2	28.2	
Green Ratio (g/C)	0.17	0.25		0.04	0.13		0.09	0.50		0.05	0.45	
Capacity (c), veh/h	295	471		71	236		162	2463		92	2311	
Volume-to-Capacity Ratio (X)	0.921	0.028		0.776	0.055		0.844	0.462		0.784	0.627	
Back of Queue (Q), ft/ln (95 th percentile)	462.8	14.4		88.2	17.1		206.8	320		113.3	433.7	
Back of Queue (Q), veh/ln (95 th percentile)	18.2	0.6		3.5	0.7		8.0	12.3		4.5	17.1	
Queue Storage Ratio (RQ) (95 th percentile)	2.57	0.00		0.35	0.07		0.43	0.00		0.26	0.00	
Uniform Delay (d_1), s/veh	53.4	36.6		61.8	50.0		59.6	23.0		60.9	27.1	
Incremental Delay (d_2), s/veh	45.9	0.0		6.9	0.0		3.9	0.5		5.6	1.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	99.3	36.6	0.0	68.8	50.0	0.0	63.6	23.6	0.0	66.5	28.4	0.0
Level of Service (LOS)	F	D	A	E	D	A	E	C	A	E	C	A
Approach Delay, s/veh / LOS	41.4		D	49.8		D	27.1		C	27.8		C
Intersection Delay, s/veh / LOS	30.5						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.73		C	2.74		C	2.10		B	2.11		B
Bicycle LOS Score / LOS	1.58		B	0.63		A	1.14		A	1.40		A

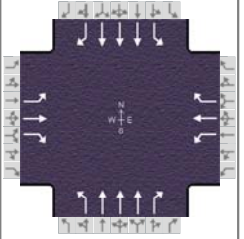
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	UNSER @ TIERRA PIN...
Project Description	PM 2025 Build

Intersection Information

Duration, h	1.000
Area Type	Other
PHF	1.00
Analysis Period	1> 16:00
File Name	Unser Intersections_PM.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	179	32	122	161	65	112	308	1398	123	68	895	217

Signal Information

Cycle, s	130.0	Reference Phase	2												
Offset, s	72	Reference Point	End	Green	6.4	13.2	58.4	13.6	1.3	11.7					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	0.0	3.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	0.0	3.5					

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.4	19.5	18.1	18.2	28.5	81.6	10.9	63.9
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.5	4.5	5.5
Max Allow Headway (MAH), s	2.6	3.3	2.6	3.3	2.6	0.0	2.6	0.0
Queue Clearance Time (g_s), s	14.9	11.8	13.6	11.0	23.7		6.9	
Green Extension Time (g_e), s	0.1	0.7	0.1	0.7	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.91	
Max Out Probability	0.45	0.00	0.08	0.00	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	179	32	122	161	65	112	291	1319	116	68	895	217
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870		1781	1870		1739	1658		1781	1698	
Queue Service Time (g_s), s	12.9	2.0		11.6	4.3		21.7	15.0		4.9	15.3	
Cycle Queue Clearance Time (g_c), s	12.9	2.0		11.6	4.3		21.7	15.0		4.9	15.3	
Green Ratio (g/C)	0.11	0.10		0.10	0.09		0.18	0.59		0.05	0.45	
Capacity (c), veh/h	204	187		186	168		321	2910		87	2289	
Volume-to-Capacity Ratio (X)	0.877	0.172		0.864	0.387		0.905	0.453		0.779	0.391	
Back of Queue (Q), ft/ln (95 th percentile)	297.6	44.1		261.7	92.8		386.1	194.4		107.3	260.3	
Back of Queue (Q), veh/ln (95 th percentile)	11.7	1.7		10.3	3.7		14.9	7.5		4.2	10.2	
Queue Storage Ratio (RQ) (95 th percentile)	1.65	0.00		1.03	0.36		0.80	0.00		0.25	0.00	
Uniform Delay (d_1), s/veh	56.6	53.6		57.3	55.8		62.7	10.2		61.1	23.9	
Incremental Delay (d_2), s/veh	27.2	0.2		20.1	0.5		2.6	0.3		5.7	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	
Control Delay (d), s/veh	83.9	53.8	0.0	77.4	56.3	0.0	65.3	10.5	0.0	66.9	24.4	0.0
Level of Service (LOS)	F	D	A	E	E	A	E	B	A	E	C	A
Approach Delay, s/veh / LOS	50.3		D	47.7		D	19.0		B	22.4		C
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.74		C	2.74		C	2.09		B	2.11		B
Bicycle LOS Score / LOS	1.04		A	1.05		A	1.49		A	1.14		A

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	433	10	49	174	0	18	0	91	0	0	0
Future Vol, veh/h	0	433	10	49	174	0	18	0	91	0	0	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	456	11	52	183	0	19	0	96	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	467	0	0	749	749	462	797	754	183
Stage 1	-	-	-	-	-	-	462	462	-	287	287	-
Stage 2	-	-	-	-	-	-	287	287	-	510	467	-
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	1392	-	-	1094	-	-	328	341	600	305	338	859
Stage 1	-	-	-	-	-	-	580	565	-	720	674	-
Stage 2	-	-	-	-	-	-	720	674	-	546	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1094	-	-	315	323	600	246	320	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	323	-	246	320	-
Stage 1	-	-	-	-	-	-	580	565	-	720	638	-
Stage 2	-	-	-	-	-	-	682	638	-	459	562	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.9			13.8			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	522	1392	-	-	1094	-	-	-				
HCM Lane V/C Ratio	0.22	-	-	-	0.047	-	-	-				
HCM Control Delay (s)	13.8	0	-	-	8.5	0	-	0				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile O(veh)	0.8	0	-	-	0.1	-	-	-				

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	287	20	101	481	0	13	0	62	0	0	0
Future Vol, veh/h	0	287	20	101	481	0	13	0	62	0	0	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	302	21	106	506	0	14	0	65	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	506	0	0	323	0	0	1031	1031	313	1063	1041	506
Stage 1	-	-	-	-	-	-	313	313	-	718	718	-
Stage 2	-	-	-	-	-	-	718	718	-	345	323	-
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	1059	-	-	1237	-	-	211	233	727	201	230	566
Stage 1	-	-	-	-	-	-	698	657	-	420	433	-
Stage 2	-	-	-	-	-	-	420	433	-	671	650	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1059	-	-	1237	-	-	192	205	727	166	203	566
Mov Cap-2 Maneuver	-	-	-	-	-	-	337	345	-	340	336	-
Stage 1	-	-	-	-	-	-	698	657	-	420	381	-
Stage 2	-	-	-	-	-	-	370	381	-	611	650	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.4			11.8			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	606	1059	-	-	1237	-	-	-				
HCM Lane V/C Ratio	0.13	-	-	-	0.086	-	-	-				
HCM Control Delay (s)	11.8	0	-	-	8.2	0	-	0				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.4	0	-	-	0.3	-	-	-				

Intersection						
Int Delay, s/veh	8.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	9	129	64	27	377
Future Vol, veh/h	66	9	129	64	27	377
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	10	140	70	29	410
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	82	0	427	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1515	-	584	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1515	-	528	984
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	645	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.1		11.2	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	606	984	-	-	1515	-
HCM Lane V/C Ratio	0.048	0.416	-	-	0.093	-
HCM Control Delay (s)	11.2	11.2	-	-	7.6	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile O(veh)	0.2	2.1	-	-	0.3	-

Intersection						
Int Delay, s/veh	7.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	31	431	63	18	249
Future Vol, veh/h	59	31	431	63	18	249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	34	468	68	20	271
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	1085	81
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	1004	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1495	-	240	979
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	354	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1495	-	162	979
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	239	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7.4		10.9	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	226	979	-	-	1495	-
HCM Lane V/C Ratio	0.087	0.276	-	-	0.313	-
HCM Control Delay (s)	22.4	10.1	-	-	8.5	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile O(veh)	0.3	1.1	-	-	1.4	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	46	0	45	0	114	15	60	191	0
Future Vol, veh/h	0	0	0	46	0	45	0	114	15	60	191	0
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	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	50	0	49	0	124	16	65	208	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	495	478	208	470	470	132	208	0	0	140	0	0
Stage 1	338	338	-	132	132	-	-	-	-	-	-	-
Stage 2	157	140	-	338	338	-	-	-	-	-	-	-
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	485	486	832	504	492	917	1363	-	-	1443	-	-
Stage 1	676	641	-	871	787	-	-	-	-	-	-	-
Stage 2	845	781	-	676	641	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	441	461	832	484	467	917	1363	-	-	1443	-	-
Mov Cap-2 Maneuver	441	461	-	484	467	-	-	-	-	-	-	-
Stage 1	676	608	-	871	787	-	-	-	-	-	-	-
Stage 2	800	781	-	642	608	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.8	0	1.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1363	-	-	-	631	1443	-
HCM Lane V/C Ratio	-	-	-	-	0.157	0.045	-
HCM Control Delay (s)	0	-	-	0	11.8	7.6	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.1	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	25	0	56	0	180	51	39	94	0
Future Vol, veh/h	0	0	0	25	0	56	0	180	51	39	94	0
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	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	27	0	61	0	196	55	42	102	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	440	437	102	410	410	224	102	0	0	251	0	0
Stage 1	186	186	-	224	224	-	-	-	-	-	-	-
Stage 2	254	251	-	186	186	-	-	-	-	-	-	-
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	527	513	953	552	531	815	1490	-	-	1314	-	-
Stage 1	816	746	-	779	718	-	-	-	-	-	-	-
Stage 2	750	699	-	816	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	475	496	953	538	513	815	1490	-	-	1314	-	-
Mov Cap-2 Maneuver	475	496	-	538	513	-	-	-	-	-	-	-
Stage 1	816	721	-	779	718	-	-	-	-	-	-	-
Stage 2	694	699	-	788	721	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.9	0	2.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1490	-	-	-	703	1314	-
HCM Lane V/C Ratio	-	-	-	-	0.125	0.032	-
HCM Control Delay (s)	0	-	-	0	10.9	7.8	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.1	-

Intersection													
Int Delay, s/veh	6.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	0	0	0	225	0	23	0	106	77	8	230	0	
Future Vol, veh/h	0	0	0	225	0	23	0	106	77	8	230	0	
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	-	-	-	0	-	0	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	0	0	0	245	0	25	0	115	84	9	250	0	
Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	438	467	250	425	-	157	250	0	0	199	0	0	
Stage 1	268	268	-	157	-	-	-	-	-	-	-	-	
Stage 2	170	199	-	268	-	-	-	-	-	-	-	-	
Critical Hdwy	7.12	6.52	6.22	7.12	-	6.22	4.12	-	-	4.12	-	-	
Critical Hdwy Stg 1	6.12	5.52	-	6.12	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.12	5.52	-	6.12	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	4.018	3.318	3.518	-	3.318	2.218	-	-	2.218	-	-	
Pot Cap-1 Maneuver	529	493	789	540	0	889	1316	-	-	1373	-	-	
Stage 1	738	687	-	845	0	-	-	-	-	-	-	-	
Stage 2	832	736	-	738	0	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	511	489	789	537	-	889	1316	-	-	1373	-	-	
Mov Cap-2 Maneuver	511	489	-	537	-	-	-	-	-	-	-	-	
Stage 1	738	682	-	845	-	-	-	-	-	-	-	-	
Stage 2	809	736	-	732	-	-	-	-	-	-	-	-	
Approach	EB		WB		NB		SB						
HCM Control Delay, s	0		16.5		0		0.3						
HCM LOS	A		C										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR						
Capacity (veh/h)	1316	-	-	-	537	889	1373	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.455	0.028	0.006	-	-				
HCM Control Delay (s)	0	-	-	0	17.2	9.2	7.6	0	-				
HCM Lane LOS	A	-	-	A	C	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	2.4	0.1	0	-	-				

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	148	0	15	0	215	257	26	93	0
Future Vol, veh/h	0	0	0	148	0	15	0	215	257	26	93	0
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	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	161	0	16	0	234	279	28	101	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	539	670	101	531	-	374	101	0	0	513	0	0
Stage 1	157	157	-	374	-	-	-	-	-	-	-	-
Stage 2	382	513	-	157	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	-	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	-	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	453	378	954	459	0	672	1491	-	-	1052	-	-
Stage 1	845	768	-	647	0	-	-	-	-	-	-	-
Stage 2	640	536	-	845	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	433	367	954	449	-	672	1491	-	-	1052	-	-
Mov Cap-2 Maneuver	433	367	-	449	-	-	-	-	-	-	-	-
Stage 1	845	746	-	647	-	-	-	-	-	-	-	-
Stage 2	624	536	-	821	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		16.8		0		1.9					
HCM LOS	A		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1491	-	-	-	449	672	1052	-	-			
HCM Lane V/C Ratio	-	-	-	-	0.358	0.024	0.027	-	-			
HCM Control Delay (s)	0	-	-	0	17.4	10.5	8.5	0	-			
HCM Lane LOS	A	-	-	A	C	B	A	A	-			
HCM 95th %tile Q(veh)	0	-	-	-	1.6	0.1	0.1	-	-			

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	0	0	0	0	8	0	72	0	4	39	16
Future Vol, veh/h	29	0	0	0	0	8	0	72	0	4	39	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	28	28	28	2	2	2	15	15	15	10	10	10
Mvmt Flow	31	0	0	0	0	8	0	76	0	4	41	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	138	134	50	134	142	76	58	0	0	76	0	0
Stage 1	58	58	-	76	76	-	-	-	-	-	-	-
Stage 2	80	76	-	58	66	-	-	-	-	-	-	-
Critical Hdwy	7.38	6.78	6.48	7.12	6.52	6.22	4.25	-	-	4.2	-	-
Critical Hdwy Stg 1	6.38	5.78	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.38	5.78	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.752	4.252	3.552	3.518	4.018	3.318	2.335	-	-	2.29	-	-
Pot Cap-1 Maneuver	776	711	949	838	749	985	1467	-	-	1474	-	-
Stage 1	892	798	-	933	832	-	-	-	-	-	-	-
Stage 2	868	784	-	954	840	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	767	709	949	836	747	985	1467	-	-	1474	-	-
Mov Cap-2 Maneuver	767	709	-	836	747	-	-	-	-	-	-	-
Stage 1	892	796	-	933	832	-	-	-	-	-	-	-
Stage 2	861	784	-	951	837	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.9		8.7		0		0.5	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	767 985	1474	-	-
HCM Lane V/C Ratio	-	-	-	0.04 0.009	0.003	-	-
HCM Control Delay (s)	0	-	-	9.9 8.7	7.4	0	-
HCM Lane LOS	A	-	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0	0	-	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	0	0	0	0	5	0	50	0	8	80	33
Future Vol, veh/h	20	0	0	0	0	5	0	50	0	8	80	33
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	19	19	19	2	2	2	14	14	14	9	9	9
Mvmt Flow	22	0	0	0	0	5	0	54	0	9	86	35

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	179	176	104	176	193	54	121	0	0	54	0	0
Stage 1	122	122	-	54	54	-	-	-	-	-	-	-
Stage 2	57	54	-	122	139	-	-	-	-	-	-	-
Critical Hdwy	7.29	6.69	6.39	7.12	6.52	6.22	4.24	-	-	4.19	-	-
Critical Hdwy Stg 1	6.29	5.69	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.29	5.69	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.671	4.171	3.471	3.518	4.018	3.318	2.326	-	-	2.281	-	-
Pot Cap-1 Maneuver	747	688	906	786	702	1013	1395	-	-	1508	-	-
Stage 1	843	763	-	958	850	-	-	-	-	-	-	-
Stage 2	914	818	-	882	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	740	684	906	782	698	1013	1395	-	-	1508	-	-
Mov Cap-2 Maneuver	740	684	-	782	698	-	-	-	-	-	-	-
Stage 1	843	758	-	958	850	-	-	-	-	-	-	-
Stage 2	909	818	-	877	777	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10		8.6		0		0.5	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1395	-	-	740 1013	1508	-	-
HCM Lane V/C Ratio	-	-	-	0.029 0.005	0.006	-	-
HCM Control Delay (s)	0	-	-	10 8.6	7.4	0	-
HCM Lane LOS	A	-	-	B A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0	0	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	0	0	40	22	17
Future Vol, veh/h	32	0	0	40	22	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	14	14	11	11
Mvmt Flow	33	0	0	41	23	18

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	73	32	41	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.24	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.326	-	-	-
Pot Cap-1 Maneuver	931	1042	1494	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	931	1042	1494	-	-	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	981	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1494	-	931	-	-
HCM Lane V/C Ratio	-	-	0.035	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	0	0	27	44	36
Future Vol, veh/h	22	0	0	27	44	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	7	7	7	7
Mvmt Flow	24	0	0	30	49	40
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	99	69	89	0	-	0
Stage 1	69	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.17	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.263	-	-	-
Pot Cap-1 Maneuver	900	994	1475	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	900	994	1475	-	-	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1475	-	900	-	-	
HCM Lane V/C Ratio	-	-	0.027	-	-	
HCM Control Delay (s)	0	-	9.1	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	0	0	0	0	4	0	8	0	4	4	35
Future Vol, veh/h	64	0	0	0	0	4	0	8	0	4	4	35
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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	24	24	24	14	14	14	11	11	11
Mvmt Flow	66	0	0	0	0	4	0	8	0	4	4	36
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	40	38	22	38	56	8	40	0	0	8	0	0
Stage 1	30	30	-	8	8	-	-	-	-	-	-	-
Stage 2	10	8	-	30	48	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.34	6.74	6.44	4.24	-	-	4.21	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.34	5.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.34	5.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.716	4.216	3.516	2.326	-	-	2.299	-	-
Pot Cap-1 Maneuver	964	854	1055	914	794	1013	1496	-	-	1555	-	-
Stage 1	987	870	-	959	847	-	-	-	-	-	-	-
Stage 2	1011	889	-	933	813	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	958	851	1055	912	792	1013	1496	-	-	1555	-	-
Mov Cap-2 Maneuver	958	851	-	912	792	-	-	-	-	-	-	-
Stage 1	987	867	-	959	847	-	-	-	-	-	-	-
Stage 2	1007	889	-	930	811	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9		8.6		0		0.7					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1496	-	-	958	1013	1555	-	-				
HCM Lane V/C Ratio	-	-	-	0.069	0.004	0.003	-	-				
HCM Control Delay (s)	0	-	-	9	8.6	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile O(veh)	0	-	-	0.2	0	0	-	-				

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	22	0	0	0	0	4	0	5	0	4	8	36
Future Vol, veh/h	22	0	0	0	0	4	0	5	0	4	8	36
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	13	13	13	2	2	2	5	5	5	2	2	2
Mvmt Flow	26	0	0	0	0	5	0	6	0	5	9	42
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	49	46	30	46	67	6	51	0	0	6	0	0
Stage 1	40	40	-	6	6	-	-	-	-	-	-	-
Stage 2	9	6	-	40	61	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.12	6.52	6.22	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.518	4.018	3.318	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	924	825	1014	955	824	1077	1536	-	-	1615	-	-
Stage 1	948	840	-	1016	891	-	-	-	-	-	-	-
Stage 2	984	869	-	975	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	918	823	1014	953	822	1077	1536	-	-	1615	-	-
Mov Cap-2 Maneuver	918	823	-	953	822	-	-	-	-	-	-	-
Stage 1	948	837	-	1016	891	-	-	-	-	-	-	-
Stage 2	980	869	-	972	841	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9		8.4			0			0.6			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1536	-	-	918 1077	1615	-	-					
HCM Lane V/C Ratio	-	-	-	0.028 0.004	0.003	-	-					
HCM Control Delay (s)	0	-	-	9 8.4	7.2	0	-					
HCM Lane LOS	A	-	-	A A	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0.1 0	0	-	-					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	0	0	4	0
Future Vol, veh/h	0	8	0	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	9	0	0	4	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	8	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	1013	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	1013	-	-	-	-	-
Mov Cap-2 Maneuver	1013	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	-		
HCM Lane LOS	-	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	0	0	8	0
Future Vol, veh/h	0	5	0	0	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	6	6
Mvmt Flow	0	6	0	0	10	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	20	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	997	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	997	-	-	-	-	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	-		
HCM Lane LOS	-	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th TWSC
2: Estancia & Parcel 13A/Parcel 15N

Upper Petroglyphs TIA
2025 Build Estancia Blvd AM Intersections

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	59	0	7	7	0	39	2	306	2	13	105	20
Future Vol, veh/h	59	0	7	7	0	39	2	306	2	13	105	20
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	0	8	8	0	42	2	333	2	14	114	22
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	324	492	68	423	502	168	136	0	0	335	0	0
Stage 1	153	153	-	338	338	-	-	-	-	-	-	-
Stage 2	171	339	-	85	164	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	605	476	981	515	470	847	1446	-	-	1221	-	-
Stage 1	834	770	-	650	639	-	-	-	-	-	-	-
Stage 2	814	638	-	913	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	569	470	981	506	464	847	1446	-	-	1221	-	-
Mov Cap-2 Maneuver	678	569	-	604	575	-	-	-	-	-	-	-
Stage 1	833	762	-	649	638	-	-	-	-	-	-	-
Stage 2	772	637	-	896	753	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.7		9.8		0		0.8					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1446	-	-	701	798	1221	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.102	0.063	0.012	-	-				
HCM Control Delay (s)	7.5	-	-	10.7	9.8	8	-	-				
HCM Lane LOS	A	-	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-				

HCM 6th TWSC
2: Estancia & Parcel 13A/Parcel 15N

Upper Petroglyphs TIA
2025 Build Estancia Blvd PM Intersections

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	39	0	4	4	0	26	7	202	7	45	350	67
Future Vol, veh/h	39	0	4	4	0	26	7	202	7	45	350	67
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	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	0	4	4	0	28	8	220	8	49	380	73

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	641	759	227	528	791	114	453	0	0	228	0	0
Stage 1	515	515	-	240	240	-	-	-	-	-	-	-
Stage 2	126	244	-	288	551	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	360	334	776	433	320	917	1104	-	-	1337	-	-
Stage 1	511	533	-	742	706	-	-	-	-	-	-	-
Stage 2	865	703	-	695	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	337	319	776	416	306	917	1104	-	-	1337	-	-
Mov Cap-2 Maneuver	466	454	-	568	441	-	-	-	-	-	-	-
Stage 1	507	513	-	737	701	-	-	-	-	-	-	-
Stage 2	832	698	-	666	495	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		9.4		0.3		0.8	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1104	-	-	484 848	1337	-	-
HCM Lane V/C Ratio	0.007	-	-	0.097 0.038	0.037	-	-
HCM Control Delay (s)	8.3	-	-	13.2 9.4	7.8	-	-
HCM Lane LOS	A	-	-	B A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3 0.1	0.1	-	-

Intersection						
Intersection Delay, s/veh	3.9					
Intersection LOS	A					
Approach	EB	WB	NB	SB		
Entry Lanes	1	1	2	2		
Conflicting Circle Lanes	2	2	2	2		
Adj Approach Flow, veh/h	93	50	215	128		
Demand Flow Rate, veh/h	95	51	219	131		
Vehicles Circulating, veh/h	109	304	101	10		
Vehicles Exiting, veh/h	32	16	103	345		
Ped Vol Crossing Leg, #/h	0	0	0	0		
Ped Cap Adj	1.000	1.000	1.000	1.000		
Approach Delay, s/veh	3.4	3.7	4.5	3.2		
Approach LOS	A	A	A	A		
Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.991	0.009	0.771	0.229
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	95	51	217	2	101	30
Cap Entry Lane, veh/h	1294	1097	1230	1303	1337	1408
Entry HV Adj Factor	0.979	0.980	0.981	1.000	0.983	0.967
Flow Entry, veh/h	93	50	213	2	99	29
Cap Entry, veh/h	1267	1075	1206	1303	1315	1361
V/C Ratio	0.073	0.047	0.176	0.002	0.076	0.021
Control Delay, s/veh	3.4	3.7	4.5	2.8	3.3	2.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	0	0	0

Intersection						
Intersection Delay, s/veh	4.1					
Intersection LOS	A					
Approach	EB	WB	NB	SB		
Entry Lanes	1	1	2	2		
Conflicting Circle Lanes	2	2	2	2		
Adj Approach Flow, veh/h	61	32	168	391		
Demand Flow Rate, veh/h	62	33	171	399		
Vehicles Circulating, veh/h	304	221	108	12		
Vehicles Exiting, veh/h	107	58	258	242		
Ped Vol Crossing Leg, #/h	0	0	0	0		
Ped Cap Adj	1.000	1.000	1.000	1.000		
Approach Delay, s/veh	3.8	3.4	4.1	4.3		
Approach LOS	A	A	A	A		
Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.953	0.047	0.752	0.248
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	62	33	163	8	300	99
Cap Entry Lane, veh/h	1097	1177	1222	1296	1335	1406
Entry HV Adj Factor	0.984	0.970	0.981	1.000	0.980	0.980
Flow Entry, veh/h	61	32	160	8	294	97
Cap Entry, veh/h	1079	1141	1199	1296	1309	1377
V/C Ratio	0.057	0.028	0.133	0.006	0.225	0.070
Control Delay, s/veh	3.8	3.4	4.1	2.8	4.7	3.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	1	0

HCM 6th TWSC
4: Estancia & Parcel 13C/Parcel 15 South

Upper Petroglyphs TIA
2025 Build Estancia Blvd AM Intersections

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	66	0	12	7	0	39	4	93	2	13	55	23
Future Vol, veh/h	66	0	12	7	0	39	4	93	2	13	55	23
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	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	0	13	8	0	42	4	101	2	14	60	25
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	160	212	43	168	223	52	85	0	0	103	0	0
Stage 1	101	101	-	110	110	-	-	-	-	-	-	-
Stage 2	59	111	-	58	113	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	790	684	1018	780	675	1005	1509	-	-	1487	-	-
Stage 1	894	811	-	883	803	-	-	-	-	-	-	-
Stage 2	946	803	-	947	801	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	749	675	1018	762	666	1005	1509	-	-	1487	-	-
Mov Cap-2 Maneuver	749	675	-	762	666	-	-	-	-	-	-	-
Stage 1	891	803	-	880	801	-	-	-	-	-	-	-
Stage 2	903	801	-	926	793	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.2		9		0.3		1.1					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1509	-	-	781	958	1487	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.109	0.052	0.01	-	-				
HCM Control Delay (s)	7.4	0	-	10.2	9	7.4	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-				

HCM 6th TWSC
4: Estancia & Parcel 13C/Parcel 15 South

Upper Petroglyphs TIA
2025 Build Estancia Blvd PM Intersections

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	0	8	4	0	26	14	85	7	45	113	75
Future Vol, veh/h	43	0	8	4	0	26	14	85	7	45	113	75
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	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	0	9	4	0	28	15	92	8	49	123	82
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	338	392	103	286	429	50	205	0	0	100	0	0
Stage 1	262	262	-	126	126	-	-	-	-	-	-	-
Stage 2	76	130	-	160	303	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	592	542	932	644	517	1008	1364	-	-	1490	-	-
Stage 1	720	690	-	865	791	-	-	-	-	-	-	-
Stage 2	924	788	-	826	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	554	515	932	614	492	1008	1364	-	-	1490	-	-
Mov Cap-2 Maneuver	554	515	-	614	492	-	-	-	-	-	-	-
Stage 1	711	664	-	855	782	-	-	-	-	-	-	-
Stage 2	887	779	-	788	638	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.7		9		1		1.5					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1364	-	-	592	929	1490	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.094	0.035	0.033	-	-				
HCM Control Delay (s)	7.7	0	-	11.7	9	7.5	0.1	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0.1	-	-				

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	33	11	73	65	9
Future Vol, veh/h	26	33	11	73	65	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	36	12	79	71	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	140	41	81	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	839	1021	1515	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	832	1021	1515	-	-	-
Mov Cap-2 Maneuver	832	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.2	1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1515	-	928	-	-	
HCM Lane V/C Ratio	0.008	-	0.069	-	-	
HCM Control Delay (s)	7.4	0	9.2	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	22	37	90	96	30
Future Vol, veh/h	17	22	37	90	96	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	24	40	98	104	33
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	250	69	137	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	717	980	1445	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	980	1445	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.6	2.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1445	-	832	-	-	
HCM Lane V/C Ratio	0.028	-	0.051	-	-	
HCM Control Delay (s)	7.6	0.1	9.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	33	11	52	86	11
Future Vol, veh/h	33	33	11	52	86	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	36	12	57	93	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	152	53	105	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	825	1003	1484	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	818	1003	1484	-	-	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	1.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1484	-	901	-	-	
HCM Lane V/C Ratio	0.008	-	0.08	-	-	
HCM Control Delay (s)	7.4	-	9.3	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	22	37	105	80	37
Future Vol, veh/h	22	22	37	105	80	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	24	40	114	87	40
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	244	64	127	0	-	0
Stage 1	107	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	723	987	1457	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	987	1457	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.7	2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1457	-	820	-	-	
HCM Lane V/C Ratio	0.028	-	0.058	-	-	
HCM Control Delay (s)	7.5	-	9.7	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Intersection									
Intersection Delay, s/veh	3.5								
Intersection LOS	A								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	92		0		177		130		
Demand Flow Rate, veh/h	94		0		181		132		
Vehicles Circulating, veh/h	10		223		42		153		
Vehicles Exiting, veh/h	275		0		62		70		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	2.9		0.0		3.6		3.7		
Approach LOS	A		-		A		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	L	TR	L	TR	LT	TR	LT	TR	
Assumed Moves	L	TR	L	TR	L	TR	LT	R	
RT Channelized									
Lane Util	0.447	0.553	0.500	0.500	0.845	0.155	0.076	0.924	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	42	52	0	0	153	28	10	122	
Cap Entry Lane, veh/h	1337	1408	1099	1175	1299	1370	1173	1247	
Entry HV Adj Factor	0.976	0.981	1.000	1.000	0.980	0.980	0.980	0.984	
Flow Entry, veh/h	41	51	0	0	150	27	10	120	
Cap Entry, veh/h	1306	1381	1099	1175	1273	1343	1150	1226	
V/C Ratio	0.031	0.037	0.000	0.000	0.118	0.020	0.009	0.098	
Control Delay, s/veh	3.0	2.9	3.3	3.1	3.8	2.8	3.2	3.7	
LOS	A	A	A	A	A	A	A	A	
95th %tile Queue, veh	0	0	0	0	0	0	0	0	

Intersection									
Intersection Delay, s/veh	3.6								
Intersection LOS	A								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	308		0		117		111		
Demand Flow Rate, veh/h	314		0		119		114		
Vehicles Circulating, veh/h	33		259		140		101		
Vehicles Exiting, veh/h	182		0		207		158		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	3.7		0.0		3.7		3.3		
Approach LOS	A		-		A		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	L	TR	L	TR	LT	TR	LT	TR	
Assumed Moves	L	TR	L	TR	L	TR	LT	R	
RT Channelized									
Lane Util	0.446	0.554	0.500	0.500	0.849	0.151	0.289	0.711	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	140	174	0	0	101	18	33	81	
Cap Entry Lane, veh/h	1309	1381	1064	1139	1187	1261	1230	1303	
Entry HV Adj Factor	0.979	0.983	1.000	1.000	0.980	0.980	0.980	0.975	
Flow Entry, veh/h	137	171	0	0	99	18	32	79	
Cap Entry, veh/h	1281	1357	1064	1139	1163	1236	1206	1271	
V/C Ratio	0.107	0.126	0.000	0.000	0.085	0.014	0.027	0.062	
Control Delay, s/veh	3.7	3.7	3.4	3.2	3.8	3.0	3.2	3.3	
LOS	A	A	A	A	A	A	A	A	
95th %tile Queue, veh	0	0	0	0	0	0	0	0	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	0	0	111	38	18
Future Vol, veh/h	52	0	0	111	38	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	0	0	121	41	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	112	31	61	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	873	1036	1540	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	873	1036	1540	-	-	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1540	-	873	-	-	
HCM Lane V/C Ratio	-	-	0.065	-	-	
HCM Control Delay (s)	0	-	9.4	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	0	0	73	127	60
Future Vol, veh/h	34	0	0	73	127	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	0	79	138	65
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	211	102	203	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	758	933	1366	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	758	933	1366	-	-	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1366	-	758	-	-	
HCM Lane V/C Ratio	-	-	0.049	-	-	
HCM Control Delay (s)	0	-	10	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	0	0	0	0	38
Future Vol, veh/h	111	0	0	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	0	0	0	0	41
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	21	21	41	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	993	1051	1567	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1051	1567	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1567	-	993	-	-	
HCM Lane V/C Ratio	-	-	0.122	-	-	
HCM Control Delay (s)	0	-	9.1	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	73	0	0	0	0	127
Future Vol, veh/h	73	0	0	0	0	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	0	0	0	0	138
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	69	69	138	0	-	0
Stage 1	69	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	928	980	1443	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	928	980	1443	-	-	-
Mov Cap-2 Maneuver	928	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.2	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1443	-	928	-	-	
HCM Lane V/C Ratio	-	-	0.086	-	-	
HCM Control Delay (s)	0	-	9.2	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection					
Intersection Delay, s/veh	0.0				
Intersection LOS	-				
Approach	WB		NB		SB
Entry Lanes	2		2		2
Conflicting Circle Lanes	2		2		2
Adj Approach Flow, veh/h	0		0		0
Demand Flow Rate, veh/h	0		0		0
Vehicles Circulating, veh/h	0		0		0
Vehicles Exiting, veh/h	0		0		0
Ped Vol Crossing Leg, #/h	0		0		0
Ped Cap Adj	1.000		1.000		1.000
Approach Delay, s/veh	0.0		0.0		0.0
Approach LOS	-		-		-
Lane	Left	Right	Left	Right	Left
Designated Moves	L	LTR	LT	TR	L
Assumed Moves	L	LTR	LT	TR	L
RT Channelized					
Lane Util	0.500	0.500	0.500	0.500	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667
Critical Headway, s	4.645	4.328	4.645	4.328	4.645
Entry Flow, veh/h	0	0	0	0	0
Cap Entry Lane, veh/h	1350	1420	1350	1420	1350
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0	0
Cap Entry, veh/h	1350	1420	1350	1420	1350
V/C Ratio	0.000	0.000	0.000	0.000	0.000
Control Delay, s/veh	2.7	2.5	2.7	2.5	2.7
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0

Intersection					
Intersection Delay, s/veh	0.0				
Intersection LOS	-				
Approach	WB		NB		SB
Entry Lanes	2		2		2
Conflicting Circle Lanes	2		2		2
Adj Approach Flow, veh/h	0		0		0
Demand Flow Rate, veh/h	0		0		0
Vehicles Circulating, veh/h	0		0		0
Vehicles Exiting, veh/h	0		0		0
Ped Vol Crossing Leg, #/h	0		0		0
Ped Cap Adj	1.000		1.000		1.000
Approach Delay, s/veh	0.0		0.0		0.0
Approach LOS	-		-		-
Lane	Left	Right	Left	Right	Left
Designated Moves	L	LTR	LT	TR	L
Assumed Moves	L	LTR	LT	TR	L
RT Channelized					
Lane Util	0.500	0.500	0.500	0.500	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667
Critical Headway, s	4.645	4.328	4.645	4.328	4.645
Entry Flow, veh/h	0	0	0	0	0
Cap Entry Lane, veh/h	1350	1420	1350	1420	1350
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	0	0	0	0	0
Cap Entry, veh/h	1350	1420	1350	1420	1350
V/C Ratio	0.000	0.000	0.000	0.000	0.000
Control Delay, s/veh	2.7	2.5	2.7	2.5	2.7
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0