

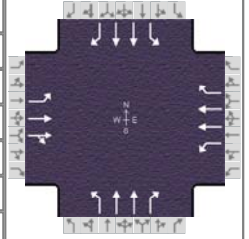
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ Central
Project Description	AM 2030 No Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00

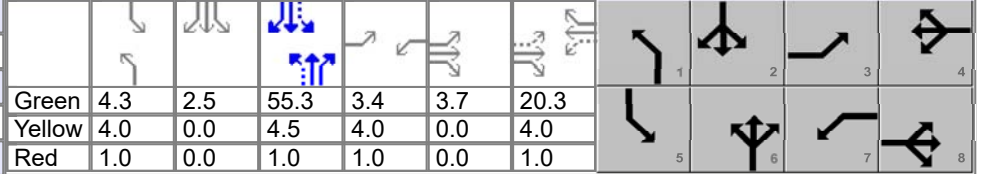


Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	84	23	10	34	44	237	23	292	132	146	190	87

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	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	12.1	29.0	8.4	25.3	9.3	60.8	11.8	63.3
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	7.5	2.9	3.8	19.2	2.7		6.6	
Green Extension Time (g_e), s	0.0	0.7	0.0	0.6	0.0	0.0	0.2	0.0
Phase Call Probability	0.94	1.00	0.68	1.00	0.53		0.99	
Max Out Probability	1.00	0.00	0.02	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	91	18	18	37	48	258	25	317	143	159	207	95
Adjusted Saturation Flow Rate (s), veh/h/ln	1457	1900	1712	1810	1513		1810	1766	1610	1810	1625	1610
Queue Service Time (g_s), s	5.5	0.8	0.9	1.8	1.4		0.7	5.4	5.3	4.6	3.5	3.3
Cycle Queue Clearance Time (g_c), s	5.5	0.8	0.9	1.8	1.4		0.7	5.4	5.3	4.6	3.5	3.3
Green Ratio (g/C)	0.25	0.21	0.21	0.21	0.18		0.54	0.50	0.50	0.56	0.53	0.53
Capacity (c), veh/h	344	406	366	372	545		703	1777	810	667	1709	847
Volume-to-Capacity Ratio (X)	0.265	0.044	0.049	0.099	0.088		0.036	0.179	0.177	0.238	0.121	0.112
Back of Queue (Q), ft/ln (95 th percentile)	102.4	16.9	16.7	35	27.5		11.9	95.7	87	76.5	61.4	52.1
Back of Queue (Q), veh/ln (95 th percentile)	3.4	0.7	0.7	1.4	0.9		0.5	3.7	3.5	3.1	2.2	2.1
Queue Storage Ratio (RQ) (95 th percentile)	0.41	0.02	0.02	0.14	0.03		0.05	0.10	0.67	0.26	0.12	0.24
Uniform Delay (d_1), s/veh	33.0	34.3	34.4	35.0	37.6		11.7	14.9	14.9	11.6	13.2	13.1
Incremental Delay (d_2), s/veh	0.2	0.0	0.0	0.0	0.0		0.0	0.2	0.5	0.1	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
Control Delay (d), s/veh	33.1	34.4	34.4	35.0	37.6	0.0	11.8	15.1	15.4	11.6	13.3	13.4
Level of Service (LOS)	C	C	C	D	D	A	B	B	B	B	B	B
Approach Delay, s/veh / LOS	33.5		C	9.0		A	15.0		B	12.8		B
Intersection Delay, s/veh / LOS	14.5						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.45		B	2.45		B	2.41		B	2.26		B
Bicycle LOS Score / LOS	0.59		A	0.77		A	0.89		A	0.87		A

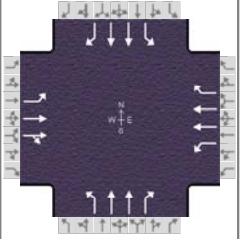
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ Central
Project Description	PM 2030 No Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 16:00
File Name	Atrisco Vista_Central_2030NB_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	73	35	19	107	25	321	9	180	102	331	221	49

Signal Information

Cycle, s	110.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	2.1	7.9	42.3	5.7	1.5	24.5			
				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	10.7	30.0	12.2	31.5	7.1	47.8	20.0	60.7
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	6.2	3.5	7.4	25.2	2.4		14.6	
Green Extension Time (g _e), s	0.0	0.9	0.0	0.8	0.0	0.0	0.4	0.0
Phase Call Probability	0.91	1.00	0.97	1.00	0.26		1.00	
Max Out Probability	1.00	0.00	1.00	0.00	0.00		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	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	79	30	29	116	27	349	10	196	111	360	240	53
Adjusted Saturation Flow Rate (s), veh/h/ln	1584	1900	1685	1810	1583		1810	1766	1610	1810	1597	1610
Queue Service Time (g _s), s	4.2	1.4	1.5	5.4	0.7		0.4	4.0	5.0	12.6	4.5	1.9
Cycle Queue Clearance Time (g _c), s	4.2	1.4	1.5	5.4	0.7		0.4	4.0	5.0	12.6	4.5	1.9
Green Ratio (g/C)	0.27	0.22	0.22	0.29	0.24		0.40	0.38	0.38	0.54	0.50	0.50
Capacity (c), veh/h	408	423	375	469	749		545	1359	619	733	1604	809
Volume-to-Capacity Ratio (X)	0.195	0.070	0.078	0.248	0.036		0.018	0.144	0.179	0.491	0.150	0.066
Back of Queue (Q), ft/ln (95 th percentile)	79.3	27.4	27.1	102.1	13.8		6.5	74.7	86.5	208	78.6	30.4
Back of Queue (Q), veh/ln (95 th percentile)	2.8	1.1	1.1	4.1	0.5		0.3	2.9	3.5	8.3	2.8	1.2
Queue Storage Ratio (RQ) (95 th percentile)	0.32	0.03	0.03	0.41	0.01		0.03	0.07	0.67	0.69	0.16	0.14
Uniform Delay (d ₁), s/veh	30.5	33.8	33.8	29.8	32.3		19.7	22.1	22.4	14.8	14.7	14.1
Incremental Delay (d ₂), s/veh	0.1	0.0	0.0	0.1	0.0		0.0	0.2	0.6	0.2	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	30.6	33.8	33.8	29.9	32.3	0.0	19.7	22.3	23.0	15.0	14.9	14.3
Level of Service (LOS)	C	C	C	C	C	A	B	C	C	B	B	B
Approach Delay, s/veh / LOS	32.0		C	8.8		A	22.5		C	14.9		B
Intersection Delay, s/veh / LOS	16.0						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.45		B	2.45		B	2.43		B	2.26		B
Bicycle LOS Score / LOS	0.60		A	0.89		A	0.75		A	1.03		A

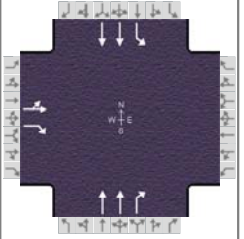
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ EB I-40
Project Description	AM 2030 No Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	Atrisco Vista_EB I40_2030NB_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	64					255	365	71	352	

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		13.0				87.6	9.4	97.0
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		6.6					2.9	
Green Extension Time (g _e), s		0.0				0.0	0.1	0.0
Phase Call Probability		0.93					0.91	
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	70				277	397	77	383		
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1610				1597	1610	1810	1668		
Queue Service Time (g _s), s		1.1	4.6				2.7	9.1	0.9	2.4		
Cycle Queue Clearance Time (g _c), s		1.1	4.6				2.7	9.1	0.9	2.4		
Green Ratio (g/C)		0.07	0.07				0.75	0.75	0.81	0.83		
Capacity (c), veh/h		123	109				2384	1202	963	2776		
Volume-to-Capacity Ratio (X)		0.151	0.637				0.116	0.330	0.080	0.138		
Back of Queue (Q), ft/ln (95 th percentile)		21.3	84.6				33.5	109.7	7.7	18.5		
Back of Queue (Q), veh/ln (95 th percentile)		0.9	3.4				1.2	4.4	0.3	0.7		
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.28				0.06	0.21	0.03	0.04		
Uniform Delay (d ₁), s/veh		48.3	50.0				3.9	4.7	2.1	1.7		
Incremental Delay (d ₂), s/veh		0.2	2.3				0.1	0.7	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		48.5	52.3				4.0	5.4	2.1	1.9		
Level of Service (LOS)		D	D				A	A	A	A		
Approach Delay, s/veh / LOS	51.5	D		0.0			4.8	A		1.9	A	
Intersection Delay, s/veh / LOS	7.1						A					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32	B		2.32	B		1.33	A		1.59	B	
Bicycle LOS Score / LOS	0.63	A					1.04	A		0.87	A	

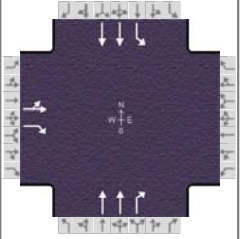
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ EB I-40
Project Description	PM 2030 No Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 16:00



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	0	158					342	212	195	429	

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		19.5				80.6	10.0	90.5
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		13.5					5.6	
Green Extension Time (g _e), s		0.5				0.0	0.4	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.00					0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18				6	16		5	2	
Adjusted Flow Rate (v), veh/h		85	172				372	230		212	466	
Adjusted Saturation Flow Rate (s), veh/h/ln		1810	1610				1611	1610		1810	1682	
Queue Service Time (g _s), s		4.7	11.5				4.6	5.8		3.6	4.0	
Cycle Queue Clearance Time (g _c), s		4.7	11.5				4.6	5.8		3.6	4.0	
Green Ratio (g/C)		0.13	0.13				0.68	0.68		0.75	0.77	
Capacity (c), veh/h		230	204				2199	1099		822	2601	
Volume-to-Capacity Ratio (X)		0.369	0.841				0.169	0.210		0.258	0.179	
Back of Queue (Q), ft/ln (95 th percentile)		93.6	204.6				66.9	80.6		42.8	46.4	
Back of Queue (Q), veh/ln (95 th percentile)		3.7	8.2				2.4	3.2		1.7	1.7	
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.68				0.13	0.15		0.14	0.09	
Uniform Delay (d ₁), s/veh		44.0	46.9				6.3	6.5		4.0	3.3	
Incremental Delay (d ₂), s/veh		0.4	3.6				0.2	0.4		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		44.4	50.5				6.4	6.9		4.0	3.4	
Level of Service (LOS)		D	D				A	A		A	A	
Approach Delay, s/veh / LOS	48.5		D	0.0			6.6		A	3.6		A
Intersection Delay, s/veh / LOS	12.3						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32		B	2.32		B	1.35		A	1.61		B
Bicycle LOS Score / LOS	0.91		A				0.98		A	1.05		A

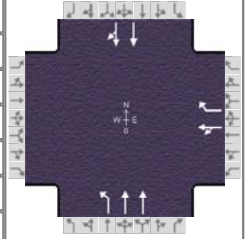
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ WB I-40
Project Description	AM 2030 No Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				244	1	148	102	175			213	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

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	9.8	76.0		66.2
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				15.8	4.7			
Green Extension Time (g _e), s				0.8	0.1	0.0		0.0
Phase Call Probability				1.00	0.97			
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				266	161	111	190			142	138	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1309	1810	1611			1737	1635	
Queue Service Time (g _s), s				13.8	11.2	2.7	2.5			5.1	4.5	
Cycle Queue Clearance Time (g _c), s				13.8	11.2	2.7	2.5			5.1	4.5	
Green Ratio (g/C)				0.27	0.27	0.62	0.64			0.55	0.55	
Capacity (c), veh/h				494	357	726	2065			959	902	
Volume-to-Capacity Ratio (X)				0.540	0.451	0.153	0.092			0.148	0.152	
Back of Queue (Q), ft/ln (95 th percentile)				246	185.4	42.5	38.7			80.8	72.5	
Back of Queue (Q), veh/ln (95 th percentile)				9.8	6.2	1.7	1.4			3.0	2.9	
Queue Storage Ratio (RQ) (95 th percentile)				0.75	0.56	0.18	0.10			0.15	0.15	
Uniform Delay (d ₁), s/veh				34.1	33.2	8.6	7.5			12.0	12.1	
Incremental Delay (d ₂), s/veh				0.3	0.3	0.0	0.1			0.3	0.4	
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0			0.0	0.0	
Control Delay (d), s/veh				34.5	33.5	8.6	7.6			12.4	12.4	
Level of Service (LOS)					C	C	A	A			B	B
Approach Delay, s/veh / LOS	0.0			34.1		C	8.0		A	12.4		B
Intersection Delay, s/veh / LOS	20.3						C					

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				1.19		A	0.74		A	0.72		A

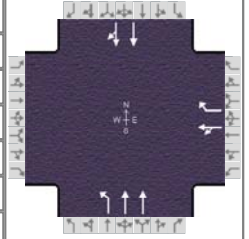
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Atrisco Vista @ WB I-40
Project Description	PM 2030 No Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 16:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				192	1	81	143	195			294	23

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				4	1	6		2
Case Number				11.0	1.0	4.0		8.3
Phase Duration, s				34.0	10.0	76.0		66.0
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				12.5	5.9			
Green Extension Time (g _e), s				0.5	0.1	0.0		0.0
Phase Call Probability				1.00	0.99			
Max Out Probability				0.00	0.01			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	1	6		2	12	
Adjusted Flow Rate (v), veh/h				210	88	155	212			174	171	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1485	1810	1710			1796	1750	
Queue Service Time (g _s), s				10.5	5.0	3.9	2.6			6.1	5.4	
Cycle Queue Clearance Time (g _c), s				10.5	5.0	3.9	2.6			6.1	5.4	
Green Ratio (g/C)				0.27	0.27	0.62	0.64			0.55	0.55	
Capacity (c), veh/h				494	405	685	2192			988	963	
Volume-to-Capacity Ratio (X)				0.425	0.217	0.227	0.097			0.176	0.178	
Back of Queue (Q), ft/ln (95 th percentile)				198.2	85.4	61.1	40.9			98.1	91.6	
Back of Queue (Q), veh/ln (95 th percentile)				7.9	3.2	2.4	1.5			3.7	3.7	
Queue Storage Ratio (RQ) (95 th percentile)				0.60	0.26	0.25	0.10			0.19	0.18	
Uniform Delay (d ₁), s/veh				32.9	30.9	8.9	7.6			12.3	12.3	
Incremental Delay (d ₂), s/veh				0.2	0.1	0.1	0.1			0.4	0.4	
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0			0.0	0.0	
Control Delay (d), s/veh				33.1	31.0	9.0	7.6			12.7	12.7	
Level of Service (LOS)					C	C	A	A		B	B	
Approach Delay, s/veh / LOS	0.0			32.5		C	8.2		A	12.7		B
Intersection Delay, s/veh / LOS				16.9					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				0.98		A	0.79		A	0.77		A

HCM 6th TWSC
4: ATRISCO VISTA & FRONTAGE

Upper Petroglyphs TIA
2030 No Build Existing AM Intersections

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	5	0	50	0	0	0	120	208	0	0	204	34
Future Vol, veh/h	5	0	50	0	0	0	120	208	0	0	204	34
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	6	0	56	0	0	0	133	231	0	0	227	38
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	628	743	133	-	-	116	265	0	-	231	0	0
Stage 1	246	246	-	-	-	-	-	-	-	-	-	-
Stage 2	382	497	-	-	-	-	-	-	-	-	-	-
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	361	336	882	0	0	914	1247	-	0	1284	-	-
Stage 1	727	694	-	0	0	-	-	-	0	-	-	-
Stage 2	604	536	-	0	0	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	331	300	882	-	-	914	1247	-	-	1284	-	-
Mov Cap-2 Maneuver	331	300	-	-	-	-	-	-	-	-	-	-
Stage 1	649	694	-	-	-	-	-	-	-	-	-	-
Stage 2	540	479	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.1		0		3		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL		NBT EBLn1WBLn1		SBL		SBT		SBR			
Capacity (veh/h)	1247		- 766		- 1284		-		-			
HCM Lane V/C Ratio	0.107		- 0.08		-		-		-			
HCM Control Delay (s)	8.2		- 10.1		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
2030 No Build Existing PM Intersections

Intersection													
Int Delay, s/veh	4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	21	0	168	0	0	0	110	260	0	0	247	8	
Future Vol, veh/h	21	0	168	0	0	0	110	260	0	0	247	8	
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	24	0	195	0	0	0	128	302	0	0	287	9	
Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	699	850	148	-	-	151	296	0	-	302	0	0	
Stage 1	292	292	-	-	-	-	-	-	-	-	-	-	
Stage 2	407	558	-	-	-	-	-	-	-	-	-	-	
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	306	277	838	0	0	868	1241	-	0	1256	-	-	
Stage 1	662	643	-	0	0	-	-	-	0	-	-	-	
Stage 2	563	483	-	0	0	-	-	-	0	-	-	-	
Platoon blocked, %								-			-	-	
Mov Cap-1 Maneuver	282	248	838	-	-	868	1241	-	-	1256	-	-	
Mov Cap-2 Maneuver	282	248	-	-	-	-	-	-	-	-	-	-	
Stage 1	594	643	-	-	-	-	-	-	-	-	-	-	
Stage 2	505	433	-	-	-	-	-	-	-	-	-	-	
Approach	EB		WB		NB		SB						
HCM Control Delay, s	12.7		0		2.4		0						
HCM LOS	B		A										
Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBL	SBT	SBR							
Capacity (veh/h)	1241	-	687	-	1256	-	-						
HCM Lane V/C Ratio	0.103	-	0.32	-	-	-	-						
HCM Control Delay (s)	8.2	-	12.7	0	0	-	-						
HCM Lane LOS	A	-	B	A	A	-	-						
HCM 95th %tile Q(veh)	0.3	-	1.4	-	0	-	-						

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	27	81	129	232	17
Future Vol, veh/h	1	27	81	129	232	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	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	1	31	93	148	267	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	611	277	287	0	-	0
Stage 1	277	-	-	-	-	-
Stage 2	334	-	-	-	-	-
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	388	660	1225	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	359	660	1225	-	-	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.9	3.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1225	-	359	660	-	-
HCM Lane V/C Ratio	0.076	-	0.003	0.047	-	-
HCM Control Delay (s)	8.2	-	15.1	10.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.1	-	-

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	155	56	231	111	14
Future Vol, veh/h	30	155	56	231	111	14
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	38	194	70	289	139	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	577	148	157	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	429	-	-	-	-	-
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	478	899	1423	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	455	899	1423	-	-	-
Mov Cap-2 Maneuver	455	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.7	1.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1423	-	455	899	-	-
HCM Lane V/C Ratio	0.049	-	0.082	0.216	-	-
HCM Control Delay (s)	7.7	-	13.6	10.1	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.8	-	-

HCM 6th TWSC
6: ARROYO VISTA & EB RAMPS

Upper Petroglyphs TIA
2030 No Build Existing AM Intersections

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	43	0	38	0	0	0	2	743	1772	0	938	486
Future Vol, veh/h	43	0	38	0	0	0	2	743	1772	0	938	486
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	46	0	41	0	0	0	2	799	1905	0	1009	523

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1413	-	-		1009	0	-	-	0
Stage 1	1009	-	-		-	-	-	-	-
Stage 2	404	-	-		-	-	-	-	-
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	110	0	0		671	-	0	0	0
Stage 1	277	0	0		-	-	0	0	0
Stage 2	596	0	0		-	-	0	0	0
Platoon blocked, %						-			-
Mov Cap-1 Maneuver	109	0	-		671	-	-	-	-
Mov Cap-2 Maneuver	109	0	-		-	-	-	-	-
Stage 1	276	0	-		-	-	-	-	-
Stage 2	596	0	-		-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	60.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	671	-	109	-	-
HCM Lane V/C Ratio	0.003	-	0.424	-	-
HCM Control Delay (s)	10.4	-	60.4	0	-
HCM Lane LOS	B	-	F	A	-
HCM 95th %tile Q(veh)	0	-	1.8	-	-

HCM 6th TWSC
6: ARROYO VISTA & EB RAMPS

Upper Petroglyphs TIA
2030 No Build Existing PM Intersections

Intersection												
Int Delay, s/veh	37.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Vol, veh/h	45	0	91	0	0	0	0	535	800	0	2177	124
Future Vol, veh/h	45	0	91	0	0	0	0	535	800	0	2177	124
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	50	0	101	0	0	0	0	594	889	0	2419	138
Major/Minor	Minor2						Major1		Major2			
Conflicting Flow All	2716	-	-				-	0	-	-	-	0
Stage 1	2419	-	-				-	-	-	-	-	-
Stage 2	297	-	-				-	-	-	-	-	-
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	~ 11	0	0				0	-	0	0	-	0
Stage 1	~ 35	0	0				0	-	0	0	-	0
Stage 2	648	0	0				0	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	~ 11	0	-				-	-	-	-	-	-
Mov Cap-2 Maneuver	~ 11	0	-				-	-	-	-	-	-
Stage 1	~ 35	0	-				-	-	-	-	-	-
Stage 2	648	0	-				-	-	-	-	-	-
Approach	EB						NB		SB			
HCM Control Delay, \$	2272.7						0		0			
HCM LOS	F											
Minor Lane/Major Mvmt	NBT EBLn1 EBLn2		SBT									
Capacity (veh/h)	- 11		- -									
HCM Lane V/C Ratio	- 4.545		- -									
HCM Control Delay (s)	\$ 2272.7		0 -									
HCM Lane LOS	- F		A -									
HCM 95th %tile Q(veh)	- 7.4		- -									
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

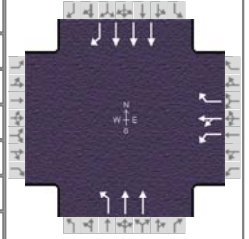
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	98th & I -40 WB
Project Description	AM 2030 No Build

Intersection Information

Duration, h	1.000
Area Type	Other
PHF	1.00
Analysis Period	1> 7:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				572	2	70	97	833			780	46

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

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				30.4	10.9	99.6		88.7
Change Period, (Y+R c), s				6.0	6.5	5.5		5.5
Max Allow Headway (MAH), s				4.1	4.1	0.0		0.0
Queue Clearance Time (g s), s				22.0	4.3			
Green Extension Time (g e), s				2.4	0.3	0.0		0.0
Phase Call Probability				1.00	0.97			
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				286	288	70	97	833		780	46	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1810		1810	1809		1725		
Queue Service Time (g s), s				19.8	20.0		2.3	10.7		8.3		
Cycle Queue Clearance Time (g c), s				19.8	20.0		2.3	10.7		8.3		
Green Ratio (g/C)				0.19	0.19		0.69	0.72		0.64		
Capacity (c), veh/h				339	339		522	2620		3313		
Volume-to-Capacity Ratio (X)				0.844	0.849		0.186	0.318		0.235		
Back of Queue (Q), ft/ln (95 th percentile)				363.4	366.3		38.2	171.8		138.5		
Back of Queue (Q), veh/ln (95 th percentile)				14.5	14.7		1.5	6.9		5.5		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00		0.38	0.00		0.00		
Uniform Delay (d 1), s/veh				51.0	51.0		7.1	6.4		9.9		
Incremental Delay (d 2), s/veh				6.1	6.3		0.2	0.3		0.2		
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0		0.0		
Control Delay (d), s/veh				57.0	57.4	0.0	7.3	6.7		10.1	0.0	
Level of Service (LOS)				E	E	A	A	A		B	A	
Approach Delay, s/veh / LOS	0.0			51.0		D	6.8		A	9.5		A
Intersection Delay, s/veh / LOS				19.6					B			

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.48		B	2.48		B	1.86		B	1.37		A
Bicycle LOS Score / LOS				1.55		B	1.25		A	0.94		A

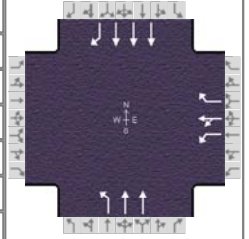
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	98th & I -40 WB
Project Description	PM 2030 No 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				1897	1	305	92	503			560	68

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				4	1	6		2
Case Number				9.0	1.0	4.0		7.3
Phase Duration, s				69.5	12.5	40.5		28.0
Change Period, (Y+R _c), s				6.0	6.5	5.5		5.5
Max Allow Headway (MAH), s				4.1	4.1	0.0		0.0
Queue Clearance Time (g _s), s				53.4	6.3			
Green Extension Time (g _e), s				10.1	0.1	0.0		0.0
Phase Call Probability				1.00	0.94			
Max Out Probability				0.61	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				949	950	305	92	503		560	68	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1810		1810	1809		1725		
Queue Service Time (g _s), s				51.2	51.4		4.3	12.1		10.6		
Cycle Queue Clearance Time (g _c), s				51.2	51.4		4.3	12.1		10.6		
Green Ratio (g/C)				0.58	0.58		0.28	0.32		0.20		
Capacity (c), veh/h				1044	1044		258	1152		1060		
Volume-to-Capacity Ratio (X)				0.908	0.909		0.357	0.437		0.528		
Back of Queue (Q), ft/ln (95 th percentile)				769.7	772.2		85.2	229.3		203.6		
Back of Queue (Q), veh/ln (95 th percentile)				30.8	30.9		3.4	9.2		8.1		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00		0.85	0.00		0.00		
Uniform Delay (d ₁), s/veh				20.7	20.7		31.1	29.7		39.0		
Incremental Delay (d ₂), s/veh				11.6	11.7		0.8	1.2		1.9		
Initial Queue Delay (d ₃), s/veh				0.0	0.0		0.0	0.0		0.0		
Control Delay (d), s/veh				32.3	32.4	0.0	31.9	30.9		40.9	0.0	
Level of Service (LOS)				C	C	A	C	C		D	A	
Approach Delay, s/veh / LOS	0.0			27.9		C	31.0		C	36.5		D
Intersection Delay, s/veh / LOS				30.0					C			

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.47		B	2.48		B	1.93		B	1.42		A
Bicycle LOS Score / LOS				4.12		D	0.98		A	0.83		A

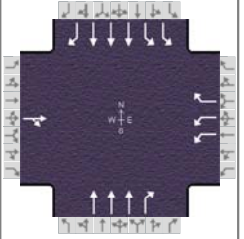
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Arroyo Vista & Ladera
Project Description	AM 2030 No Build

Intersection Information

Duration, h	0.250
Area Type	CBD
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	474		18		278	428	27	424	0

Signal Information

Cycle, s	55.2	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	13.3	2.9	21.0	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	19.3	19.3		27.0	8.9	35.9
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		5.2	5.1	5.2
Queue Clearance Time (g_s), s			10.1	2.6		18.2	2.5	4.8
Green Extension Time (g_e), s		0.0	3.1	0.1		2.7	0.1	8.3
Phase Call Probability			1.00	1.00		1.00	0.36	1.00
Max Out Probability			0.03	0.00		0.82	0.00	0.24

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		515		20		302	465		29	461
Adjusted Saturation Flow Rate (s), veh/h/ln		0		1581				1553			1581	1553
Queue Service Time (g_s), s		0.0		8.1				2.4			0.5	2.8
Cycle Queue Clearance Time (g_c), s		0.0		8.1				2.4			0.5	2.8
Green Ratio (g/C)				0.24				0.38			0.05	0.54
Capacity (c), veh/h				1023				1771			167	2524
Volume-to-Capacity Ratio (X)		0.000		0.504				0.171			0.175	0.183
Back of Queue (Q), ft/ln (95 th percentile)		0		121				31.6			8.3	30.7
Back of Queue (Q), veh/ln (95 th percentile)		0.0		4.8				1.3			0.3	1.2
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00				0.00			0.03	0.00
Uniform Delay (d_1), s/veh				18.9				11.3			25.0	6.4
Incremental Delay (d_2), s/veh		0.0		0.5				0.1			0.7	0.0
Initial Queue Delay (d_3), s/veh		0.0		0.0				0.0			0.0	0.0
Control Delay (d), s/veh				19.5		0.0		11.4	0.0		25.7	6.5
Level of Service (LOS)				B		A		B	A		C	A
Approach Delay, s/veh / LOS	0.0			18.8		B	4.5		A	7.6		A
Intersection Delay, s/veh / LOS			9.6						A			

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.59		C	2.82		C	2.25		B	1.64		B
Bicycle LOS Score / LOS	0.49		A			F	0.91		A	0.76		A

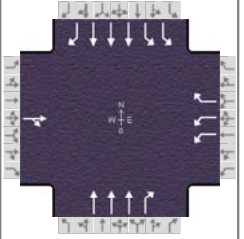
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Arroyo Vista & Ladera
Project Description	PM 2030 No Build

Intersection Information

Duration, h	1.000
Area Type	Other
PHF	1.00
Analysis Period	1> 15:30
File Name	Arroyo Vista_Ladera_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		0	0	393		110		565	454	96	362	0

Signal Information

Cycle, s	53.3	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		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	15.4	15.4		25.7	12.1	37.8
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			7.0	5.2		15.2	3.3	3.6
Green Extension Time (g _e), s		0.0	2.4	0.7		4.6	0.4	9.7
Phase Call Probability			1.00	1.00		1.00	0.76	1.00
Max Out Probability			0.00	0.00		0.68	0.00	0.28

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	18
Adjusted Flow Rate (v), veh/h		0		393		110		565	454		96	362
Adjusted Saturation Flow Rate (s), veh/h/ln		0		1757				1725			1757	1725
Queue Service Time (g _s), s		0.0		5.0				4.1			1.3	1.6
Cycle Queue Clearance Time (g _c), s		0.0		5.0				4.1			1.3	1.6
Green Ratio (g/C)				0.18				0.37			0.11	0.60
Capacity (c), veh/h				893				1919			401	3093
Volume-to-Capacity Ratio (X)		0.000		0.440				0.294			0.239	0.117
Back of Queue (Q), ft/ln (95 th percentile)		0		74.1				60.1			23.3	16.9
Back of Queue (Q), veh/ln (95 th percentile)		0.0		3.0				2.4			0.9	0.7
Queue Storage Ratio (RQ) (95 th percentile)		0.00		0.00				0.00			0.07	0.00
Uniform Delay (d ₁), s/veh				16.3				11.8			21.5	4.6
Incremental Delay (d ₂), s/veh		0.0		0.5				0.1			0.4	0.0
Initial Queue Delay (d ₃), s/veh		0.0		0.0				0.0			0.0	0.0
Control Delay (d), s/veh				16.8		0.0		12.0	0.0		21.9	4.7
Level of Service (LOS)				B		A		B	A		C	A
Approach Delay, s/veh / LOS	0.0			13.1		B	6.6		A	8.3		A
Intersection Delay, s/veh / LOS	8.7						A					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.82	C	2.25	B	1.63	B
Bicycle LOS Score / LOS	0.49	A		F	1.05	A	0.74	A

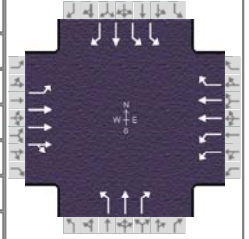
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Arroyo Vista & Tierra Pi...
Project Description	AM 2030 No 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	17	188	0	2	69	246	0	2	0	290	4	14

Signal Information

Cycle, s	52.9	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	4.7	16.3	4.1	15.7	0.0	22.0	10.5	32.5
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	4.2	2.6	4.2	0.0	5.3	2.6	5.3
Queue Clearance Time (g_s), s	2.4	3.4	2.0	9.7		2.0	6.2	2.2
Green Extension Time (g_e), s	0.0	1.4	0.0	0.5	0.0	0.0	0.4	0.0
Phase Call Probability	0.22	1.00	0.03	1.00		1.00	0.99	1.00
Max Out Probability	0.00	0.18	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	17	188	0	2	69	246	0	2	0	290	4	14
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	0.4	1.4	0.0	0.0	0.8	7.7	0.0	0.0	0.0	4.2	0.1	0.2
Cycle Queue Clearance Time (g_c), s	0.4	1.4	0.0	0.0	0.8	7.7	0.0	0.0	0.0	4.2	0.1	0.2
Green Ratio (g/C)	0.21	0.20		0.00	0.19	0.19		0.30	0.30	0.12	0.50	0.50
Capacity (c), veh/h	400	1165		7	700	311	3	574	486	433	952	806
Volume-to-Capacity Ratio (X)	0.043	0.161	0.000	0.301	0.099	0.790	0.000	0.003	0.000	0.670	0.004	0.017
Back of Queue (Q), ft/ln (50 th percentile)	3.8	14.1	0	0.5	7.8	22.3	0	0.4	0	39.6	0.4	1.6
Back of Queue (Q), veh/ln (50 th percentile)	0.2	0.6	0.0	0.0	0.3	0.9	0.0	0.0	0.0	1.6	0.0	0.1
Queue Storage Ratio (RQ) (50 th percentile)	0.01	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	16.8	17.3		26.4	17.5	20.3	0.0	12.9	0.0	22.2	6.6	6.6
Incremental Delay (d_2), s/veh	0.1	0.1	0.0	9.3	0.1	10.3	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	16.9	17.4		35.6	17.6	30.6	0.0	12.9	0.0	22.8	6.6	6.7
Level of Service (LOS)	B	B		D	B	C		B		C	A	A
Approach Delay, s/veh / LOS	17.3		B	27.8		C	12.9		B	21.9		C
Intersection Delay, s/veh / LOS	23.0						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	0.60		A	0.75		A	0.49		A	1.00		A

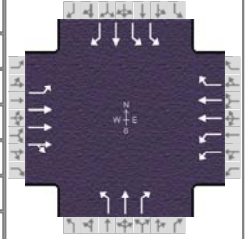
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Arroyo Vista & Tierra Pi...
Project Description	PM 2030 No 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	25	129	57	69	318	248	1	21	16	336	89	96

Signal Information

Cycle, s	53.5	Reference Phase	2																
Offset, s	0	Reference Point	End																
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.0	3.3	15.1	0.9	1.1	9.5									
				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									

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	4.9	15.0	6.0	16.1	4.0	21.1	11.3	28.4
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	4.2	2.6	4.2	2.6	5.2	2.6	5.2
Queue Clearance Time (g _s), s	2.6	3.7	3.0	9.8	2.0	2.4	6.9	4.0
Green Extension Time (g _e), s	0.1	2.1	0.1	0.8	0.0	0.2	0.5	1.0
Phase Call Probability	0.31	1.00	0.64	1.00	0.01	1.00	0.99	1.00
Max Out Probability	0.00	0.31	0.00	1.00	0.00	0.00	0.00	0.01

Movement Group Results

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	25	126	60	69	318	248	1	21	16	336	89	96
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1624	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	0.6	1.5	1.7	1.0	4.1	7.8	0.0	0.4	0.4	4.9	1.5	2.0
Cycle Queue Clearance Time (g_c), s	0.6	1.5	1.7	1.0	4.1	7.8	0.0	0.4	0.4	4.9	1.5	2.0
Green Ratio (g/C)	0.20	0.18	0.18	0.04	0.20	0.20	0.00	0.28	0.28	0.14	0.42	0.42
Capacity (c), veh/h	256	677	290	131	717	319	3	537	455	482	796	675
Volume-to-Capacity Ratio (X)	0.098	0.185	0.209	0.527	0.444	0.778	0.296	0.039	0.035	0.696	0.112	0.142
Back of Queue (Q), ft/ln (50 th percentile)	6	15.1	15	10.4	39.5	86.1	0.7	4.2	3.2	46.3	13.3	14.6
Back of Queue (Q), veh/ln (50 th percentile)	0.2	0.6	0.6	0.4	1.6	3.4	0.0	0.2	0.1	1.9	0.5	0.6
Queue Storage Ratio (RQ) (50 th percentile)	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.14	0.00	0.00
Uniform Delay (d_1), s/veh	17.8	18.7	18.8	25.3	18.9	20.3	26.7	13.9	13.9	22.0	9.5	9.6
Incremental Delay (d_2), s/veh	0.2	0.1	0.4	1.2	0.4	9.8	17.6	0.0	0.0	0.7	0.1	0.1
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	0.0
Control Delay (d), s/veh	18.0	18.8	19.1	26.5	19.3	30.1	44.3	14.0	13.9	22.7	9.6	9.7
Level of Service (LOS)	B	B	B	C	B	C	D	B	B	C	A	A
Approach Delay, s/veh / LOS	18.8	B		24.3	C		14.8	B		18.1	B	
Intersection Delay, s/veh / LOS	20.9						C					

Multimodal Results

Pedestrian LOS Score / LOS	2.27	B	2.27	B	2.69	C	2.40	B
Bicycle LOS Score / LOS	0.60	A	1.01	A	0.55	A	1.35	A

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	20	57	0
Future Vol, veh/h	0	0	0	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	0	0	24	67	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	24	0	-	0	12	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	0	-
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	1591	-	-	-	1008	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	1008	1069
Mov Cap-2 Maneuver	-	-	-	-	1008	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1591	-	-	-	1008	
HCM Lane V/C Ratio	-	-	-	-	0.067	
HCM Control Delay (s)	0	-	-	-	8.8	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	65	37	0
Future Vol, veh/h	0	0	0	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	0	0	76	44	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	76	0	-	0	38	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	0	-
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	1523	-	-	-	974	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	974	1034
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1523	-	-	-	974	
HCM Lane V/C Ratio	-	-	-	-	0.045	
HCM Control Delay (s)	0	-	-	-	8.9	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	57	20	47	134	0
Future Vol, veh/h	0	57	20	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	38	38	85	85	51	51
Heavy Vehicles, %	2	2	2	2	71	71
Mvmt Flow	0	150	24	55	263	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	79	0	-	0	202	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	4.12	-	-	-	7.11	6.91
Critical Hdwy Stg 1	-	-	-	-	6.11	-
Critical Hdwy Stg 2	-	-	-	-	6.11	-
Follow-up Hdwy	2.218	-	-	-	4.139	3.939
Pot Cap-1 Maneuver	1519	-	-	-	654	851
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1519	-	-	-	654	851
Mov Cap-2 Maneuver	-	-	-	-	654	-
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	734	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1519	-	-	-	654	
HCM Lane V/C Ratio	-	-	-	-	0.402	
HCM Control Delay (s)	0	-	-	-	14.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	1.9	

HCM 6th TWSC
11: ARROYO VISTA & INSPIRATION EAST

Upper Petroglyphs TIA
2030 No Build Existing PM Intersections

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	37	65	153	85	0
Future Vol, veh/h	0	37	65	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	25	25	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	148	76	180	100	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	256	0	-	0	314	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	148	-
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	1309	-	-	-	679	878
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1309	-	-	-	679	878
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	880	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		11.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1309	-	-	-	679	
HCM Lane V/C Ratio	-	-	-	-	0.147	
HCM Control Delay (s)	0	-	-	-	11.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

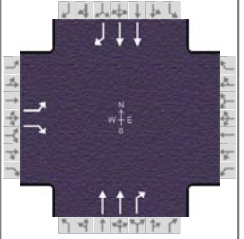
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Unser @ EB I-40
Project Description	AM 2030 No Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.92
Analysis Period	1> 7:00
File Name	Unser_EB I40_2030NB_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	140		102					954	1007		1457	1117

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	89.0	30.0	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		35.5				94.5		94.5
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		11.8						
Green Extension Time (g _e), s		0.5				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	152		111				1037	1095		1584	1214	
Adjusted Saturation Flow Rate (s), veh/h/ln	1711						1766			1781		
Queue Service Time (g _s), s	9.8						17.0			32.8		
Cycle Queue Clearance Time (g _c), s	9.8						17.0			32.8		
Green Ratio (g/C)	0.23						0.68			0.68		
Capacity (c), veh/h	395						2419			2438		
Volume-to-Capacity Ratio (X)	0.385						0.429			0.650		
Back of Queue (Q), ft/ln (95 th percentile)	193.6						253.7			436.2		
Back of Queue (Q), veh/ln (95 th percentile)	7.3						9.9			17.2		
Queue Storage Ratio (RQ) (95 th percentile)	1.73						0.13			0.28		
Uniform Delay (d ₁), s/veh	42.2						9.2			11.6		
Incremental Delay (d ₂), s/veh	0.2						0.6			1.4		
Initial Queue Delay (d ₃), s/veh	0.0						0.0			0.0		
Control Delay (d), s/veh	42.4		0.0				9.7	0.0		13.0	0.0	
Level of Service (LOS)	D		A				A	A		B	A	
Approach Delay, s/veh / LOS	24.6		C		0.0		4.7	A		7.4	A	
Intersection Delay, s/veh / LOS			7.1					A				

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.33		B	2.33		B	1.36		A	1.87		B
Bicycle LOS Score / LOS			F				2.25		B	2.80		C

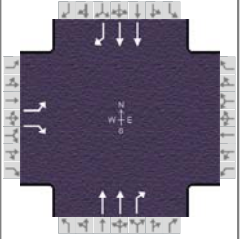
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	Unser @ EB I-40
Project Description	PM 2030 No Build

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	1> 16:00
File Name	Unser_EB I40_2030NB_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	105		56					1141	732		1566	464

Signal Information

Cycle, s	110.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	69.2	29.8	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		35.3				74.7		74.7
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		7.1						
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	105		56				1141	732		1566	464	
Adjusted Saturation Flow Rate (s), veh/h/ln	1753						1781			1766		
Queue Service Time (g _s), s	5.1						19.2			32.5		
Cycle Queue Clearance Time (g _c), s	5.1						19.2			32.5		
Green Ratio (g/C)	0.27						0.63			0.63		
Capacity (c), veh/h	475						2241			2223		
Volume-to-Capacity Ratio (X)	0.221						0.509			0.704		
Back of Queue (Q), ft/ln (95 th percentile)	97.8						280.4			437		
Back of Queue (Q), veh/ln (95 th percentile)	3.8						11.0			17.1		
Queue Storage Ratio (RQ) (95 th percentile)	0.87						0.14			0.28		
Uniform Delay (d ₁), s/veh	31.1						11.1			13.6		
Incremental Delay (d ₂), s/veh	0.1						0.8			1.9		
Initial Queue Delay (d ₃), s/veh	0.0						0.0			0.0		
Control Delay (d), s/veh	31.2		0.0				12.0	0.0		15.5	0.0	
Level of Service (LOS)	C		A				B	A		B	A	
Approach Delay, s/veh / LOS	20.3		C	0.0			7.3	A		11.9		B
Intersection Delay, s/veh / LOS	10.1						B					

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				2.03		B	2.16		B

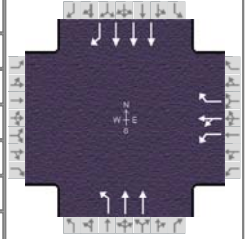
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	UNSER @ WB I-40
Project Description	AM 2030 No 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				399	1	274	31	1023			2654	200

Signal Information

Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	2.0	88.4	24.6	0.0	0.0	0.0				
				Yellow	3.0	4.5	4.5	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	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				30.6	5.5	99.4		93.9
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				23.6	2.7			
Green Extension Time (g _e), s				1.0	0.0	0.0		0.0
Phase Call Probability				1.00	0.67			
Max Out Probability				0.08	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				200	201	274	31	1023		2471		186
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1810		1810	1809		1725		
Queue Service Time (g _s), s				13.1	13.1		0.7	14.2		37.7		
Cycle Queue Clearance Time (g _c), s				13.1	13.1		0.7	14.2		37.7		
Green Ratio (g/C)				0.19	0.19		0.71	0.72		0.68		
Capacity (c), veh/h				342	342		137	2614		3519		
Volume-to-Capacity Ratio (X)				0.583	0.586		0.226	0.391		0.702		
Back of Queue (Q), ft/ln (95 th percentile)				244.6	245.6		14.9	208.1		408.7		
Back of Queue (Q), veh/ln (95 th percentile)				9.8	9.8		0.6	8.3		16.3		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00		0.04	0.00		0.00		
Uniform Delay (d ₁), s/veh				48.0	48.1		13.4	7.0		12.5		
Incremental Delay (d ₂), s/veh				0.6	0.6		0.8	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				48.6	48.7	0.0	14.2	7.4		13.0		0.0
Level of Service (LOS)				D	D	A	B	A		B		A
Approach Delay, s/veh / LOS	0.0			28.9		C	7.6		A	12.1		B
Intersection Delay, s/veh / LOS				13.6					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				1.60		B	1.36		A	2.06		B

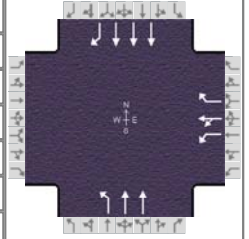
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	UNSER @ WB I-40
Project Description	PM 2030 No 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				851	6	1726	57	159			1313	247

Signal Information

Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	4.0	46.8	64.2	0.0	0.0	0.0	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.5	4.5	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	1.5	0.0	0.0	0.0	5	6	7	8

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	7.5	59.8		52.3
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	4.5			
Green Extension Time (g e), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	0.87			
Max Out Probability				1.00	0.06			

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				426	432	1726	57	159		1173	221	
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1811		1810	1809		1725		
Queue Service Time (g s), s				20.2	20.6		2.5	3.5		22.5		
Cycle Queue Clearance Time (g c), s				20.2	20.6		2.5	3.5		22.5		
Green Ratio (g/C)				0.49	0.49		0.41	0.42		0.36		
Capacity (c), veh/h				894	894		202	1511		1864		
Volume-to-Capacity Ratio (X)				0.476	0.483		0.283	0.105		0.629		
Back of Queue (Q), ft/ln (95 th percentile)				322.9	327.8		49.2	66.7		318.9		
Back of Queue (Q), veh/ln (95 th percentile)				12.9	13.1		2.0	2.7		12.8		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00		0.14	0.00		0.00		
Uniform Delay (d 1), s/veh				21.8	21.9		26.3	23.1		28.9		
Incremental Delay (d 2), s/veh				0.1	0.2		0.8	0.1		1.3		
Initial Queue Delay (d 3), s/veh				0.0	0.0		0.0	0.0		0.0		
Control Delay (d), s/veh				21.9	22.0	0.0	27.1	23.2		30.1	0.0	
Level of Service (LOS)				C	C	A	C	C		C	A	
Approach Delay, s/veh / LOS	0.0			7.3		A	24.2		C	25.4		C
Intersection Delay, s/veh / LOS				14.2						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				4.75		E	0.67		A	1.35		A

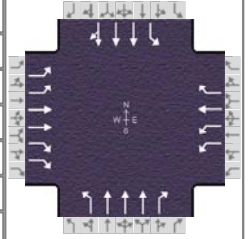
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	UNSER @ LADERA
Project Description	AM 2030 No 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	339	329	299	559	127	200	104	866	299	160	1732	78

Signal Information

Cycle, s	130.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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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	19.0	26.0	27.3	34.3	16.1	55.8	20.9	60.6
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	14.3	14.9	22.5	16.4	9.2		13.9	
Green Extension Time (g _e), s	0.2	5.1	0.0	5.5	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.98		1.00	
Max Out Probability	1.00	0.05	1.00	0.02	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	339	329	299	559	127	200	106	885	306	166	1263	618
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	12.3	11.0	12.9	20.5	7.3	14.4	7.2	18.7		11.9	34.2	33.7
Cycle Queue Clearance Time (g _c), s	12.3	11.0	12.9	20.5	7.3	14.4	7.2	18.7		11.9	34.2	33.7
Green Ratio (g/C)	0.11	0.15	0.15	0.17	0.22	0.22	0.07	0.36		0.11	0.40	0.40
Capacity (c), veh/h	392	557	439	589	414	351	127	1863		195	1507	736
Volume-to-Capacity Ratio (X)	0.864	0.590	0.681	0.949	0.307	0.571	0.837	0.475		0.853	0.838	0.840
Back of Queue (Q), ft/ln (95 th percentile)	260.1	219.2	207.9	440.6	155.4	245.2	131.5	322.3		222.9	412.4	403.4
Back of Queue (Q), veh/ln (95 th percentile)	10.4	8.8	8.3	17.6	6.2	9.8	5.3	12.9		8.9	16.5	16.1
Queue Storage Ratio (RQ) (95 th percentile)	0.93	0.00	1.04	1.52	0.00	0.00	0.29	0.00		0.46	0.00	0.00
Uniform Delay (d ₁), s/veh	56.8	51.2	52.0	53.5	42.6	45.4	47.9	37.4		62.4	21.4	20.2
Incremental Delay (d ₂), s/veh	15.7	1.4	2.7	36.6	0.3	1.1	5.3	0.8		2.3	3.2	6.6
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	72.5	52.6	54.7	90.1	42.9	46.5	53.2	38.3	0.0	64.7	24.6	26.8
Level of Service (LOS)	E	D	D	F	D	D	D	D	A	E	C	C
Approach Delay, s/veh / LOS	60.2	E		73.5	E		30.5	C		28.5	C	
Intersection Delay, s/veh / LOS	42.6						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	1.29	A		1.95	B		1.19	A		1.57	B	

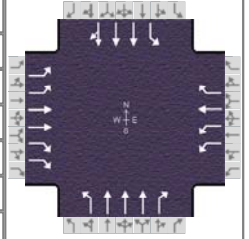
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	UNSER @ LADERA
Project Description	PM 2030 No 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	191	253	165	382	374	269	343	1549	319	247	934	202

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

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	13.5	30.7	19.5	36.7	19.4	54.6	25.2	60.3
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	9.0	9.9	16.0	26.3	12.3		18.1	
Green Extension Time (g _e), s	0.1	4.8	0.0	4.3	0.2	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	0.01	1.00	0.09	0.00		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	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	191	253	165	382	374	269	148	668	138	225	709	324
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	7.0	7.9	6.5	14.0	24.3	19.9	10.3	14.9		16.1	13.6	11.5
Cycle Queue Clearance Time (g _c), s	7.0	7.9	6.5	14.0	24.3	19.9	10.3	14.9		16.1	13.6	11.5
Green Ratio (g/C)	0.07	0.19	0.19	0.11	0.24	0.24	0.10	0.35		0.14	0.39	0.39
Capacity (c), veh/h	244	688	542	378	449	380	173	1816		254	1501	681
Volume-to-Capacity Ratio (X)	0.782	0.368	0.304	1.009	0.834	0.708	0.855	0.368		0.884	0.473	0.476
Back of Queue (Q), ft/ln (95 th percentile)	151.7	161.9	104.4	429	446	318.9	136	202.1		349.6	216.8	172.2
Back of Queue (Q), veh/ln (95 th percentile)	6.1	6.5	4.2	17.2	17.8	12.8	5.4	8.1		14.0	8.7	6.9
Queue Storage Ratio (RQ) (95 th percentile)	0.54	0.00	0.52	1.48	0.00	0.00	0.30	0.00		0.72	0.00	0.00
Uniform Delay (d ₁), s/veh	59.5	45.8	45.2	58.0	47.2	45.5	53.6	41.4		63.9	18.5	14.3
Incremental Delay (d ₂), s/veh	8.6	0.5	0.4	101.8	5.8	1.8	0.4	0.1		17.9	0.9	2.0
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
Control Delay (d), s/veh	68.1	46.3	45.7	159.8	53.0	47.4	54.0	41.4	0.0	81.7	19.5	16.3
Level of Service (LOS)	E	D	D	F	D	D	D	D	A	F	B	B
Approach Delay, s/veh / LOS	53.0		D	91.3		F	37.4		D	29.8		C
Intersection Delay, s/veh / LOS	51.7						D					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.73		C	2.60		C	2.44		B	2.58		C
Bicycle LOS Score / LOS	0.99		A	2.18		B	1.70		B	1.25		A

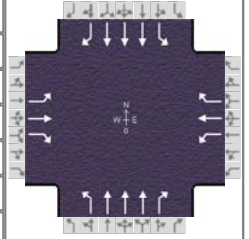
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	UNSER @ TIERRA PIN...
Project Description	AM 2030 No 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	256	14	412	60	14	22	135	1121	33	78	1575	124

Signal Information

Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	7.2	1.4	54.4	5.6	1.0	30.4				
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	15.6	42.3	10.1	36.9	17.6	65.8	11.7	59.9
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	35.1	6.3	3.4	13.1		7.6	
Green Extension Time (g_e), s	0.0	0.8	0.0	1.1	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.89	1.00	1.00		0.94	
Max Out Probability	1.00	0.07	0.02	0.00	0.14		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	256	14	412	60	14	22	149	1238	36	78	1575	124
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		4.3	0.8		11.1	21.1		5.6	33.8	
Cycle Queue Clearance Time (g_c), s	11.1	0.7		4.3	0.8		11.1	21.1		5.6	33.8	
Green Ratio (g/C)	0.09	0.28		0.04	0.23		0.10	0.46		0.06	0.42	
Capacity (c), veh/h	152	516		77	437		175	2308		99	2133	
Volume-to-Capacity Ratio (X)	1.683	0.027		0.779	0.032		0.851	0.537		0.790	0.738	
Back of Queue (Q), ft/ln (95 th percentile)	2124	14.9		95.6	15.9		247.9	307.9		122.4	513.3	
Back of Queue (Q), veh/ln (95 th percentile)	83.6	0.6		3.8	0.6		9.5	11.8		4.8	20.2	
Queue Storage Ratio (RQ) (95 th percentile)	11.80	0.00		0.37	0.06		0.52	0.00		0.28	0.00	
Uniform Delay (d_1), s/veh	59.5	34.4		61.6	38.5		62.2	21.1		60.6	31.8	
Incremental Delay (d_2), s/veh	1258.2	0.0		6.5	0.0		15.6	0.7		5.4	2.4	
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	1317.6	34.4	0.0	68.0	38.5	0.0	77.8	21.8	0.0	66.0	34.2	0.0
Level of Service (LOS)	F	C	A	E	D	A	E	C	A	E	C	A
Approach Delay, s/veh / LOS	495.3		F	48.1		D	27.1		C	33.2		C
Intersection Delay, s/veh / LOS	110.6						F					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.72		C	2.73		C	2.11		B	2.11		B
Bicycle LOS Score / LOS	1.61		B	0.65		A	1.20		A	1.46		A

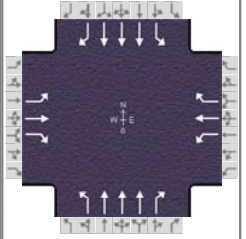
HCS7 Signalized Intersection Results Summary

General Information

Agency	Bohannon Huston
Analyst	CDV
Jurisdiction	
Urban Street	
Intersection	UNSER @ TIERRA PIN...
Project Description	PM 2030 No 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	161	35	133	175	71	122	335	1519	134	74	973	188

Signal Information

Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	End	Green	6.9	4.8	68.3	11.1	13.4	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	4.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	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	19.9	15.6	19.9	20.7	83.1	11.4	73.8
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	12.7	13.1	11.7	16.0		7.3	
Green Extension Time (g_e), s	0.0	0.7	0.0	0.7	0.2	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		0.93	
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	161	35	133	175	71	122	190	862	76	74	973	188
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870		1781	1870		1739	1658		1781	1698	
Queue Service Time (g_s), s	11.1	2.2		11.1	4.6		14.0	9.8		5.3	14.6	
Cycle Queue Clearance Time (g_c), s	11.1	2.2		11.1	4.6		14.0	9.8		5.3	14.6	
Green Ratio (g/C)	0.09	0.10		0.09	0.10		0.12	0.60		0.05	0.53	
Capacity (c), veh/h	152	193		152	193		217	2969		94	2676	
Volume-to-Capacity Ratio (X)	1.059	0.182		1.151	0.368		0.877	0.290		0.783	0.364	
Back of Queue (Q), ft/ln (95 th percentile)	520.8	48.2		716.2	99.9		266.6	162.6		116.3	245.1	
Back of Queue (Q), veh/ln (95 th percentile)	20.5	1.9		28.2	3.9		10.3	6.3		4.6	9.7	
Queue Storage Ratio (RQ) (95 th percentile)	2.89	0.00		2.81	0.39		0.56	0.00		0.27	0.00	
Uniform Delay (d_1), s/veh	59.5	53.3		59.5	54.4		57.0	11.0		60.8	18.1	
Incremental Delay (d_2), s/veh	211.8	0.2		342.6	0.4		3.9	0.2		5.4	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	271.3	53.5	0.0	402.1	54.8	0.0	60.9	11.3	0.0	66.2	18.5	0.0
Level of Service (LOS)	F	D	A	F	D	A	E	B	A	E	B	A
Approach Delay, s/veh / LOS	138.4	F		201.8	F		18.9	B		18.5	B	
Intersection Delay, s/veh / LOS	53.6						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	1.03	A		1.09	A		1.58	B		1.17	A	