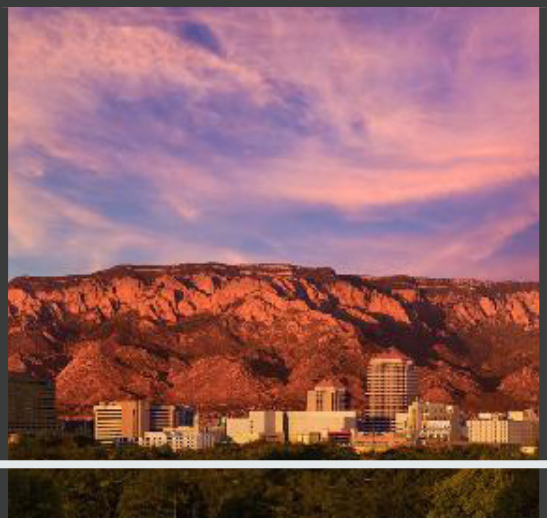
Bohannan Huston

HT#J16D023

UNMH NEW HOSPITAL TOWER

TRAFFIC IMPACT ANALYSIS

MAY 2020



UNIVERSITY OF NEW MEXICO HOSPITAL
NEW HOSPITAL TOWER
TRAFFIC IMPACT ANALYSIS

MAY 2020

CITY SUBMITTAL

Prepared by:

BOHANNAN HUSTON, INC.
7500 JEFFERSON ST NE
COURTYARD TWO
ALBUQUERQUE, NM 87109

Prepared for:

UNM HOSPITAL
1131 UNIVERSITY BLVD NE
SUITE K
ALBUQUERQUE, NM 87102

PREPARED BY:

Eric J Wrage 5/22/2020

ERIC J. WRAGE, P.E., PTOE MAY 22, 2020

UNMH NEW HOSPITAL TOWER
TRAFFIC IMPACT ANALYSIS

TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

I. INTRODUCTION AND SUMMARY

The University of New Mexico Hospital (UNMH) proposes additional medical facilities as part of development of the New Hospital Tower (NHT). The proposed development will include a patient bed tower serving 96 beds with intensive care units (ICU), diagnostic and therapeutic services, and patient care support and a new parking garage.

Some existing buildings will be demolished and relocated elsewhere on campus, including buildings serving Physics and Astronomy, IT, and the Lock Shop. This will result in a reduction of trips to the study area. These previous trips will be reduced in the immediate vicinity of the study area.

The study also evaluates a proposed driveway located on Lomas Blvd between Yale Blvd and the existing ambulance entrance. This driveway will provide access to an area for public drop-off to the new hospital. Access to the new parking garage will continue to be from Yale Blvd.

Further development of the hospital campus northwest of the intersection of Lomas Blvd and Yale Blvd is anticipated long-term, however it is beyond the current available funding and will be studied when planning and funding for this additional expansion is identified.

A. STUDY PURPOSE

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

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site of the NHT development is located northeast of the Lomas Blvd and Yale Blvd intersection, in Albuquerque, New Mexico. A vicinity map is shown in Figure 1, and the proposed site plan of the future development is shown in Figure 2.

The study area was requested to consist of the following 22 intersections. This will include all entrances/driveways to the site, as well as any other roadways that provide access to the site.

1. Lomas Blvd and University Blvd
2. Lomas Blvd and Yale Blvd
3. Yale Blvd and Camino de Salud
4. Lomas Blvd and Emergency/Ambulance Entrance
5. Lomas Blvd and Patient Drop-off exit
6. Lomas Blvd and Patient Drop-off entrance
7. Lomas Blvd and Stanford Dr
8. Lomas Blvd and Girard Blvd
9. Lomas Blvd and Oak St (East [northbound] Frontage Road)
10. Lomas Blvd and Locust St (West [southbound] Frontage Road)
11. Mountain Rd and Oak St
12. Mountain Rd and Locust St
13. Oak and Camino de Salud
14. Camino de Salud and Tucker Ave
15. University Blvd and Las Lomas Rd
16. University Blvd and Tucker Ave
17. University Blvd and Camino de Salud
18. University Blvd and Indian School Rd
19. University Blvd and I-40 Eastbound Ramp
20. University Blvd and I-40 Westbound Ramp
21. North I-40 Frontage Rd and I-25 Southbound Frontage Rd
22. South I-40 Frontage Rd and I-25 Southbound Frontage Rd

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

- Existing traffic (2019)
- 2024 No Build (traffic without the hospital and medical office building)
- 2024 Build (traffic with the hospital and medical office building)

Please note these traffic counts were collected without demand volumes and was scoped with the City and NMDOT prior to recent revisions in TIA data collection requirements.

2. PRINCIPAL FINDINGS

The traffic analysis shows that under existing 2019, 2024 No Build, and 2024 Build, all intersections will operate at an acceptable level of service (LOS), with two exceptions.

1. The signalized intersection of University and Indian School has an overall acceptable LOS in both peak hours; however, it has a volume-to-capacity ratio over 1 in the AM peak hour, which indicates the intersection is over capacity. The multi-period analysis shows that the intersection operates under capacity for each 15-minute period.
2. The two-way stop-controlled intersection at University Blvd and Tucker currently operates at LOS E during the AM peak hour and LOS F during the PM peak hour in the westbound approach. In the build condition the delay for the westbound approach increases from 48.9 to 70.3 in the AM peak hour and from 109.4 to 174.8 in the PM peak hour. These delays will likely result in driver behavior changes, such as turning right, or utilizing a different exit route.

Construction of the development will not result in dramatic increases in traffic delay or degrade in LOS for all other signalized intersections and unsignalized movements. Modifications made to two other intersections in the build year were evaluated, with conclusions described below:

- Yale Blvd and Camino de Salud – The replacement of the roundabout at Yale Blvd and Camino de Salud with a two-way stop-controlled intersection was evaluated. The east leg of the intersection will serve the parking garage. The intersection is expected to operate at an overall acceptable LOS.
- Proposed Entrance – The proposed entrance from Lomas Blvd east of Yale Blvd was evaluated with reassigned trips applied from the Lomas Blvd and Yale Blvd intersection. As a full-access intersection it operates at an overall acceptable level of service, however; the southbound left movement will operate at LOS F in the AM and LOS E in the PM. The high delay and low queuing for this movement indicates that vehicles are not able to cross both directions of traffic to complete this movement in a timely manner. Therefore, the recommendation is for this intersection to be left-in/right-in/right-out only. In the event this entrance results in queue spillover into eastbound Lomas, a left-in high-T signalized intersection may be needed in the future, similar to the Central and Mulberry high-T traffic signal.

3. RECOMMENDATIONS

The proposed driveway located on Lomas Blvd between Yale Blvd and the ambulance entrance is expected to operate at an acceptable LOS with minimal delay for the eastbound left movements. It is recommended that this new entrance operate as a left-in/right-in/right-out only driveway, no left outs. Due to the short distance between the Lomas Blvd and Yale Blvd intersection and this driveway, the eastbound left turn lane should be the maximum length without impacting the westbound left turn onto Yale. It is possible that this entrance will require signalization as a high-T intersection in the future as it is more convenient for patient drop-off than the current configuration.

It is recommended Yale Blvd north of Lomas Blvd provide two lanes of traffic both northbound and southbound. A dedicated northbound left turn lane should be constructed at the Camino del Salud intersection. The outside northbound through lane should be extended north to the service road at the north side of the parking garage. The second southbound lane can begin at the Camino de Salud intersection.

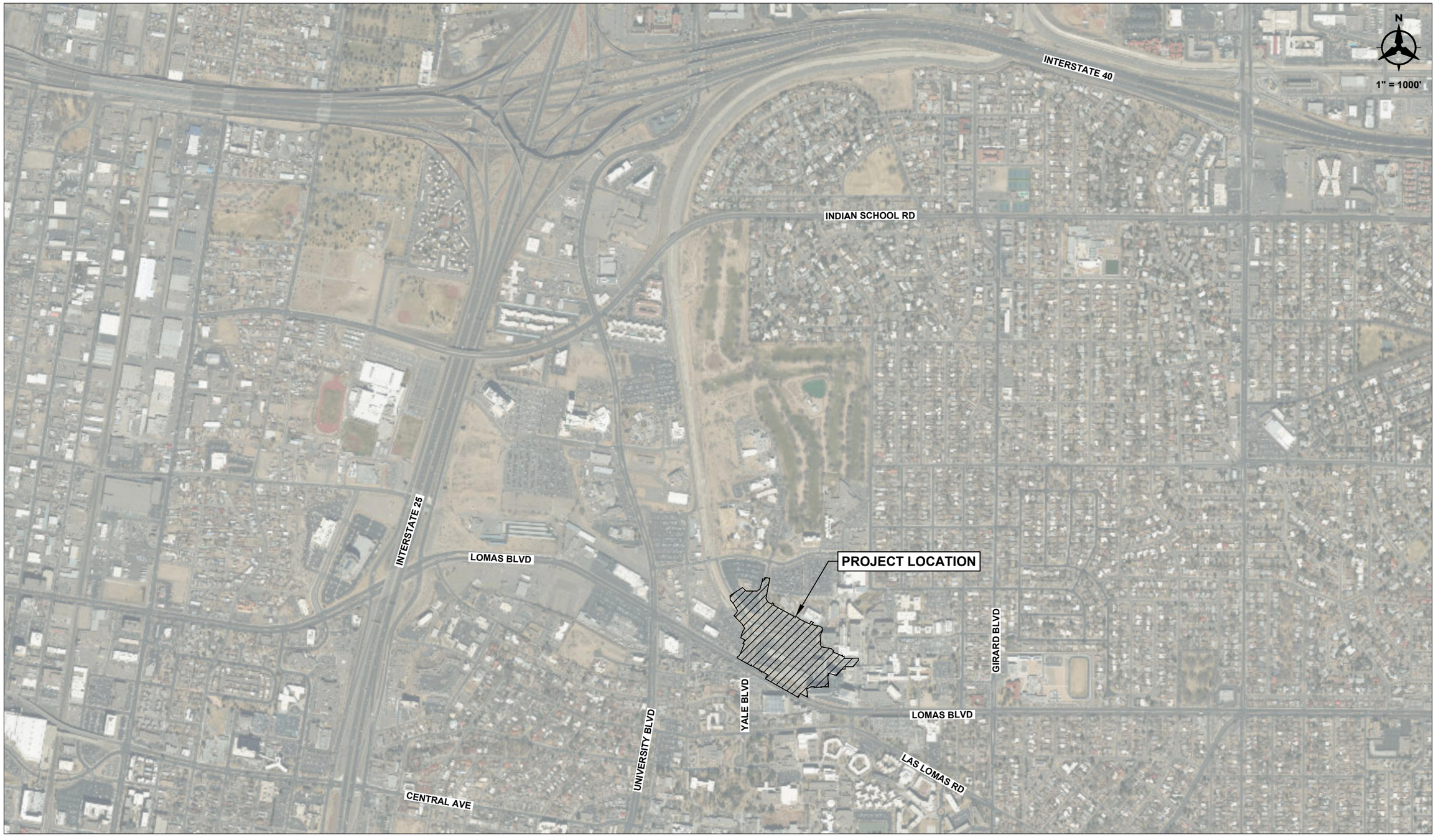
4. FUTURE CONSIDERATIONS

With the understanding that UNMH will continue development of the NHT and additional medical office buildings in the future, it is important to consider the expected number of trips generated by future development and the impact to existing intersections. These trips will likely need to be accommodated by introducing additional access points into the campus.

The Albuquerque/Bernalillo County Comprehensive Plan designates Lomas Blvd as a “Major Transit Corridor” and the UNMH campus area as an “Activity Center.” The draft Albuquerque Development Process Manual (DPM) requires that these designations consider the incorporation of multi-modal opportunities including an efficient transit system, attractive pedestrian environment, and good access for bicyclists. The DPM allows for signalized intersections located on roadways designated as a “Major Transit Corridor” that is located within an “Activity Center” to operate at LOS E. The draft DPM also indicates that a “Major Transit Corridor” may space signalized intersections ¼ to ½ mile apart.

For these reasons it should become an expectation that Lomas Blvd will operate relatively slowly for vehicular traffic while accommodating the safety and comfort of transit users, bicyclists, and pedestrians. The City and UNMH should work cooperatively together to evaluate future needs and coordinate their implementation.

Rio Metro in the past has indicated University Boulevard as a potential bus rapid transit corridor, and that study is again drawing interest. This bus rapid transit corridor could assist in alleviating congestion in the vicinity, particularly in future phases of development of the UNM Health Sciences Center Master Plan.



P:\20190531\TRANS\Study\Report-Production\Report Figures\Vicinity & Site.dwg Apr 24, 2020 - 12:14am

Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP

P:\20190531\TRANS\Study\Report-Production\Report Figures\Vicinity & Site.dwg Apr 24, 2020 - 12:14pm

Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development will include a bed tower serving 96 beds and a parking garage.

The immediately surrounding land uses include university uses immediately north and south for students, faculty, and staff, retail along Lomas Blvd, and residential development to the east.

B. DEVELOPMENT PHASING AND TIMING

With a development of this size, the project is anticipated to be constructed in phases, with Phase 1 development east of Yale Blvd expected to be completed in 2024. This is referred to as the Phase 1 development. This study identifies interim impacts and improvements necessary for development of Phase 1. Funding for future phases is uncertain at this time.

C. FUTURE ROADWAY PROJECTS

According to the NMDOT electronic statewide transportation improvement program (STIP), a project is planned to move the North Diversion Channel bicycle and pedestrian facility under Indian School Rd. Construction was expected to begin in 2019. The bicycle and pedestrian facility is not expected to have any impacts on this project, though it could conceivably encourage additional bicycle commuting.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the following intersections:

1. Lomas Blvd and University Blvd
2. Lomas Blvd and Yale Blvd
3. Yale Blvd and Camino de Salud
4. Lomas Blvd and Emergency/Ambulance Entrance
5. Lomas Blvd and Patient Drop-off exit
6. Lomas Blvd and Patient Drop-off entrance
7. Lomas Blvd and Stanford Dr
8. Lomas Blvd and Girard Blvd
9. Lomas Blvd and Oak St (East [northbound] Frontage Road)
10. Lomas Blvd and Locust St (West [southbound] Frontage Road)
11. Mountain Rd and Oak St
12. Mountain Rd and Locust St
13. Oak and Camino de Salud
14. Camino de Salud and Tucker Ave
15. University Blvd and Las Lomas Rd
16. University Blvd and Tucker Ave
17. University Blvd and Camino de Salud
18. University Blvd and Indian School Rd
19. University Blvd and I-40 Eastbound Ramp
20. University Blvd and I-40 Westbound Ramp
21. North I-40 Frontage Rd and I-25 Southbound Frontage Rd
22. South I-40 Frontage Rd and I-25 Southbound Frontage Rd

B. SITE ACCESSIBILITY

The main vehicular entrances for the NHT is accessible via the intersection of Lomas Blvd and Yale Blvd and the intersection of University Blvd and Tucker Ave. A substantial amount of Staff trips will be via shuttle from remote parking lots.

C. DATA SOURCES

The data used in this report consist of the traffic counts described below, aerial photography, 2040 Socioeconomic Forecasts from MRCOG, and mapping from Google Earth®. The UNMH Master Plan Parking Study completed by HDR in 2018 was referenced to determine the proportion of staff who park nearby.

IV. ANALYSIS OF EXISTING CONDITIONS

A. BACKGROUND

Roadway federal classification is updated approximately every four years. The classification process involves local governments, the Mid Region Council of Governments (MRCOG), New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA). The 2016 MRCOG Roadway Functional Classification Map classifies roadways based on their function. Roadways are subject to design guidance based on their functional classification, design speed, or based on Comprehensive Plan corridor designations.

- Lomas Blvd – principal arterial with three travel lanes in each direction and has a posted speed limit of 35 miles per hour (MPH). Lomas Blvd consists of several access points to enter the UNMH vicinity, include Yale Blvd, an ambulance entrance, emergency room drop-off, and a general patient pick-up and drop-off area. Lomas Blvd has sidewalks on both sides of the corridor; bicycle facilities are not present. Lomas Blvd is served by numerous transit and commuter routes, including Routes 5, 11, 12, 92, and the 790 Rapid Ride Route.
- University Blvd – minor arterial with two travel lanes in each direction north of Lomas Blvd and three travel lanes in each direction south of Lomas Blvd. University Blvd has a posted speed limit of 35 MPH. University Blvd has sidewalks on both sides of the corridor; bicycle facilities are not present. University Blvd is served by numerous transit and commuter routes, including Routes 12, 16, and 92.
- Yale Blvd – minor arterial with one travel lane in each direction and a posted speed limit of 25 MPH. Yale Blvd is currently the primary access into the UNMH area. Yale Blvd has sidewalks on both sides of the corridor and allows for bicycles to share the road with automobiles.
- Camino de Salud west of University Blvd – local road with one travel lane in each direction and a posted speed limit of 15 MPH.
- Camino de Salud east of University Blvd – local road with one travel lane in each direction and a posted speed limit of 20 MPH. Camino de Salud provides access to the UNMH area from Tucker Ave.

- Tucker Ave – local road with one travel lane in each direction and a posted speed limit of 20 MPH. Tucker Ave provides access into the UNMH area from University Blvd and has sidewalks on both sides of the corridor with access to a nearby bicycle route.
- Mountain Rd – major collector with one travel lane in each direction and a posted speed limit of 25 MPH. Mountain Road is served by transit Route 5.
- Indian School Rd – minor arterial with two travel lanes in each direction and a posted speed limit of 35 MPH. Indian School Rd is served by commuter transit Route 6 and Route 16.
- Las Lomas Rd – local road with one travel lane in each direction and a posted speed limit of 25 MPH.
- Girard – major collector with one travel lane in each direction north of Lomas Blvd and two travel lanes in each direction south of Lomas Blvd. Girard Blvd has a posted speed limit of 30 MPH.

1. MULTI-MODAL BACKGROUND

As mentioned the Albuquerque/Bernalillo County Comprehensive Plan identifies the vicinity of Lomas Blvd and University Blvd as “Areas of Change,” identifies Lomas Blvd as a “Major Transit Corridor” and University Blvd north of Lomas Blvd as a “Premium Transit Corridor.” Numerous transit routes and shuttles operate near UNMH and serve the general area.

UNMH staff have the option to park at the Lands West north and south parking lots located on Camino de Salud west of University Blvd. Staff are shuttled into the UNMH area with shuttles running approximately every 15 minutes, Monday through Friday, 4:00 AM to 12:15 AM.

The NHT is in proximity to walking and bicycle facilities including the North Diversion Channel and the facilities are frequented by UNM students.

B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersections analyzed in the study area were collected for a duration of multiple weeks, beginning March 19, 2019, and ending April 11, 2019. All counts were conducted while school was in session. Traffic counts were recorded from 6:00 to 9:00 AM and 4:00 to 7:00 PM. Figure 3A is a summary of the existing peak hour traffic volumes,

existing laneage, turning movements, and intersection level of service. Existing traffic counts are included in Appendix A.

The traffic counts included counts for heavy vehicles, pedestrians, and bicyclists.

The *Sixth Edition of the Highway Capacity Manual* (HCM) defines Level of Service (LOS) for un-signalized intersections is as follows:

Table 1 – LOS Definitions

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

The City of Albuquerque has established LOS D as the generally acceptable level of service in urban areas and when intersections operate below this level, improvements are generally considered, where feasible.

1. SIGNALIZED

Existing traffic volumes for signalized intersections were analyzed using version 7 of the Highway Capacity Software (HCS7), which uses signalized intersection methodology from the Sixth Edition of the HCM. Existing traffic volumes for unsignalized intersections were analyzed using the Synchro version 10 software. Individual intersection output for the existing conditions analysis is included in Appendix C.

The signalized intersections were evaluated using existing City signal timing with coordination for the Lomas corridor.

The results are summarized in Table 2 and Table 3, and shown graphically in Figure 3A and Figure 3B.

The analysis indicates that all existing signalized intersections operate at an overall acceptable level of service. Some movements operate poorly, including northbound and southbound lefts at Lomas and Yale in the AM and PM, southbound right at Lomas and Yale in the PM, and southbound thru and right at Lomas and University in the PM.

Table 2 – 2019 Existing Signalized Intersection Capacity Analysis Results						
	2019 AM Peak			2019 PM Peak		
Signalized Intersections	**Delay (sec)**	**Max V/C**	**LOS**	**Delay (sec)**	**Max V/C**	**LOS**
I-25 SB Frontage & N I40 Frontage	8.0	0.33	A	8.3	0.47	A
I-25 SB Frontage & S I40 Frontage	8.6	0.62	A	7.9	0.29	A
Locust & Mountain	16.9	0.62	B	19.0	0.69	B
Locust & Lomas	25.8	0.91	C	16.1	0.85	B
Oak & Mountain	7.1	0.61	A	6.0	0.57	A
Oak & Lomas	13.9	0.86	B	13.3	0.83	B
University & I40 WB Ramp	18.4	0.86	B	12.7	0.43	B
University & I40 EB Ramp	12.7	0.70	B	4.1	0.47	B
University & Indian School	50.0	1.05	D**	32.2	0.84	C
University & Camino de Salud	13.9	0.80	B	13.7	0.97	B
University & Lomas	28.5	0.87	C	9.2	0.92	D*
University & Las Lomas	4.9	0.35	A	5.9	0.42	A
Yale & Lomas	15.3	0.87	B*	30.1	0.94	C*
Stanford/ER Entrance & Lomas	6.1	0.53	A	14.2	0.70	B
Girard & Lomas	21.0	0.90	C	26.8	0.94	C*
*-movement LOS E						

The intersection of University and Indian School has an overall acceptable LOS in both peak hours; however, with a 60-minute analysis it has a volume-to-capacity ratio of 1.05 in the AM peak hour, which indicates the intersection is over capacity. A multi-period analysis was conducted, and the results are summarized below. Each 15-minute period operates at an acceptable level of service and does not exceed v/c over 1, with the highest v/c of 0.91 occurring at 7:45-8:00 AM.

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	51	60	66	58	91	14	38	94	12	7	228	35
7:30	33	55	62	50	64	23	15	115	24	12	251	21
7:45	25	47	58	70	50	30	20	132	14	8	263	13
8:00	17	32	42	43	65	13	28	97	19	15	225	17

Delay (s)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	27.6	37.3	40.4	28.9	33.0	33.0	25.2	22.8	22.9	22.4	50.3	51.0
7:30	25.6	33.0	35.1	25.3	27.5	27.6	23.0	25.3	25.5	19.9	41.8	42.1
7:45	28.3	35.0	37.6	26.4	25.8	26.0	25.8	26.8	26.9	22.3	51.4	51.7
8:00	27.4	31.7	33.3	24.8	26.2	26.3	22.0	23.3	23.5	19.7	36.6	36.8

Level of Service (LOS)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	C	D	D	C	C	C	C	C	C	C	D	D
7:30	C	C	D	C	C	C	C	C	C	B	D	D
7:45	C	D	D	C	C	C	C	C	C	C	D	D
8:00	C	C	C	C	C	C	C	C	C	B	D	D

Queue Storage Ratio (QSR)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	1.52	0.23	0.26	1.37	0.2	0.19	1.23	0.17	0.16	0.28	0.54	0.52
7:30	0.89	0.2	0.22	1.04	0.14	0.13	0.45	0.22	0.21	0.42	0.48	0.47
7:45	0.74	0.18	0.22	1.52	0.13	0.12	0.66	0.24	0.23	0.31	0.55	0.55
8:00	0.48	0.11	0.15	0.91	0.12	0.12	0.84	0.18	0.17	0.54	0.41	0.41

Intersection Delay and LOS

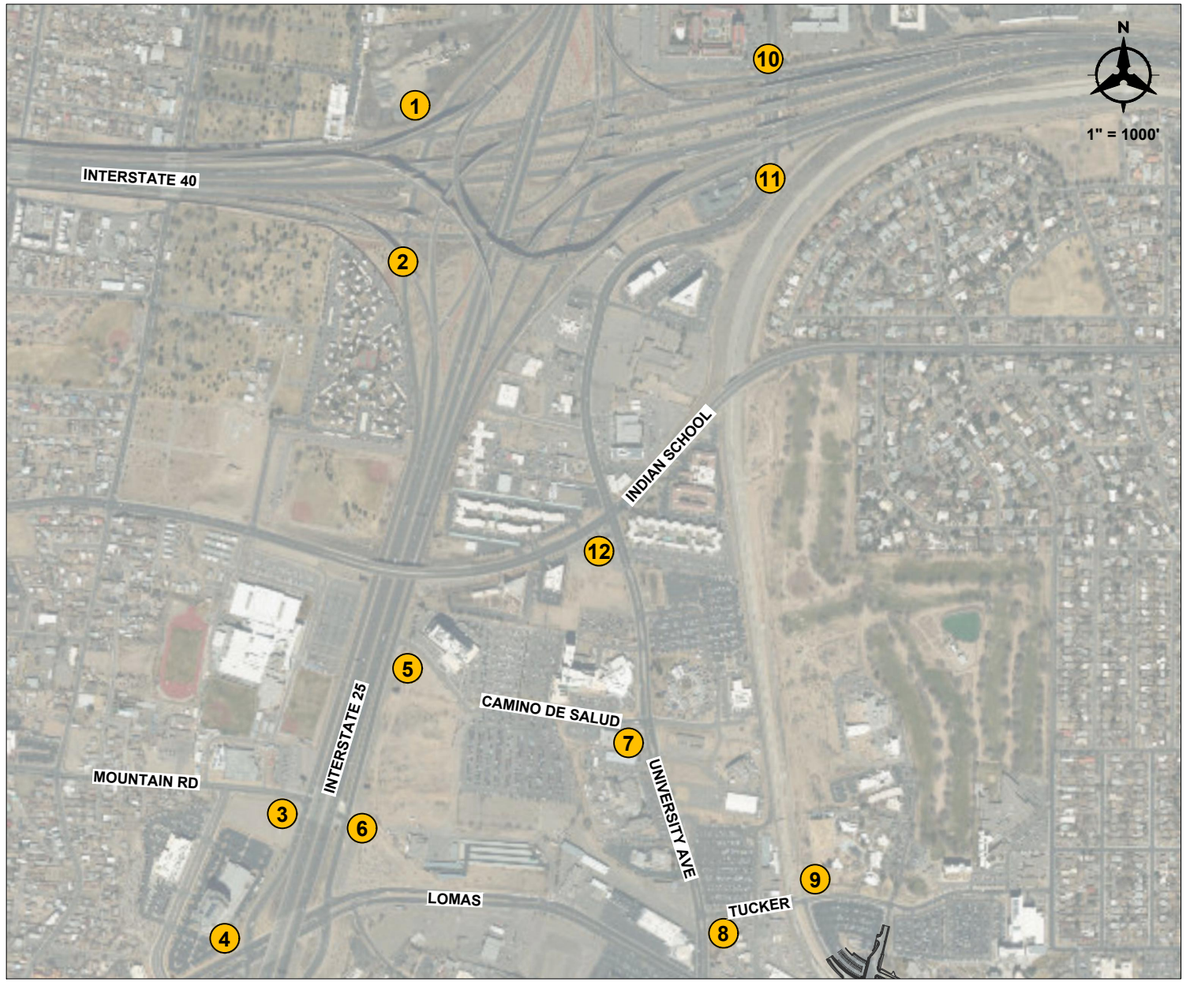
Time Period		
7:15	37.5	D
7:30	33.1	C
7:45	37.4	D
8:00	30.2	C

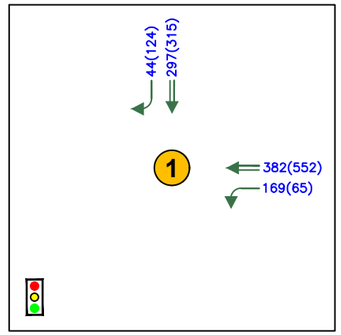
2. UNSIGNALIZED

The results show that the most existing unsignalized intersections operate at an acceptable level of service. The intersection of University Blvd and Tucker Ave operates at LOS E in the AM and LOS F in the PM in the westbound approach. This is due to vehicles that are not able to cross both directions of traffic to complete this movement in a timely manner. It is likely that some drivers perform a two-stage gap left turn, but due to volume on University this number is not expected to be substantial. The intersection is considered too close to Lomas to permanently signalize, although it will have temporary signalization during construction of the NHT. This temporary signal has been discussed with City Traffic Operations as will be considered in a separate submittal.

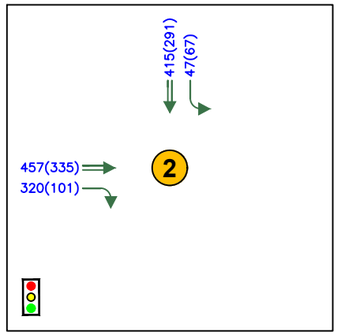
The UNM Health Sciences Center Master Plan intends to extend Camino de Salud north along the North Diversion Channel to connect to the other Camino de Salud that serves the UNMH L:and's West Parking Lot, the UNM Outpatient Surgery and Imaging Service, and the Office of the Medical Investigator buildings. This future connection should provide a reliever route for those vehicles destined to University Boulevard, reducing delay at the Tucker and University intersection.

Table 3 – 2019 Existing Unsignalized Intersection Results								
Intersection/Movement	**2019 AM Peak**				**2019 PM Peak**			
	Delay (sec)	**V/C**	**Queue* (ft)**	**LOS**	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**
Oak & Camino de Salud	0	-	-	-	0.9	-	-	-
WB Right	12.6	0.01	0	B	16.6	0.20	25	C
University & Tucker	5.5	-	-	-	13.3	-	-	-
WB Approach	48.9	0.70	125	E	109.4	1.06	300	F
SB Right	15.7	0.48	75	C	11.1	0.17	25	B
Camino de Salud & Tucker	2.6	-	-	-	3.8	-	-	-
NB Approach	17.2	0.29	50	C	15.2	0.32	50	C
EB Approach	0	-	0	A	7.7	0.01	0	A
WB Approach	8.6	0.01	0	A	7.8	0.01	0	A
SB Approach	9.2	0.01	0	A	12.8	0.01	0	B
Yale & Camino de Salud	6.4	-	-	A	6.2	-	-	A
EB	4.9	0.12	0	A	6.9	0.20	25	A
WB	5.9	0.28	25	A	6.6	0.38	50	A
NB	7.3	0.43	50	A	5.1	0.25	25	A
SB	5.3	0.15	25	A	6.6	0.24	25	A
Lomas & Ambulance Entrance	0.1	-	-	-	0	-	-	-
EB Left	24.6	0.05	25	C	18.4	0.01	0	C
SB Right	18.1	0.02	25	C	15.6	0.02	25	C
Lomas & Patient Drop-off Exit	1.4	-	-	-	1.2	-	-	-
SB Right	24.6	0.32	50	C	16.9	0.21	25	C
Lomas & Patient Drop-off Ent	0.7	-	-	-	0.4	-	-	-
EB Left	28.3	0.28	50	D	16.7	0.15	25	C
* – HCM 95th percentile queue rounded to next 25-foot increment								

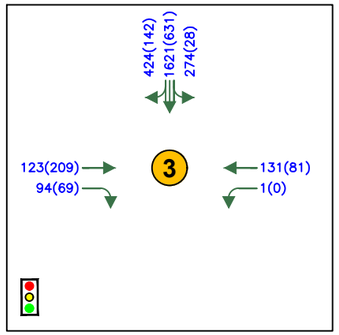




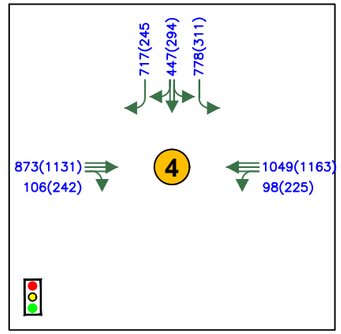
I25 SB FRONTAGE/N I40 FRONTAGE



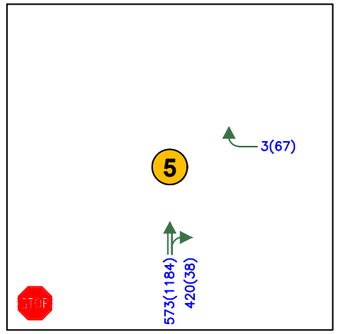
I25 SB FRONTAGE/S I40 FRONTAGE



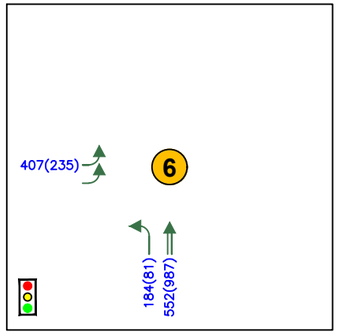
LOCUST/MOUNTAIN



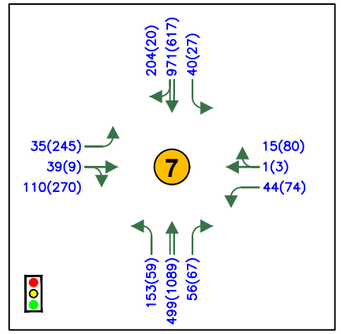
LOCUST/LOMAS



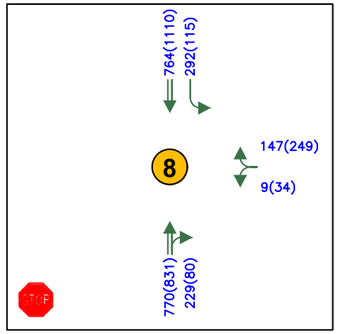
OAK/CAMINO DE SALUD



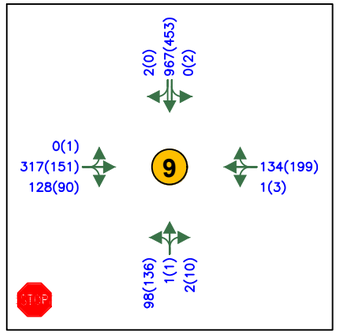
OAK/MOUNTAIN



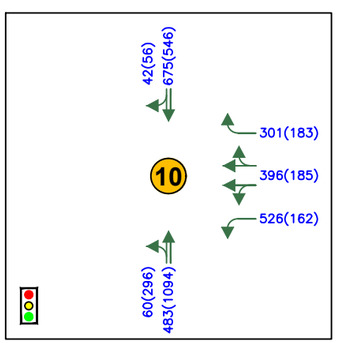
UNIVERSITY/CAMINO DE SALUD



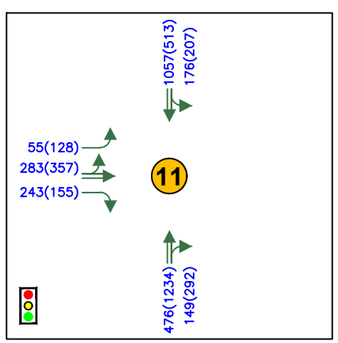
UNIVERSITY/TUCKER



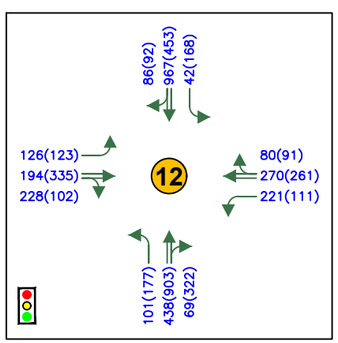
CAMINO DE SALUD/TUCKER



UNIVERSITY/I40 WB RAMP



UNIVERSITY/I40 EB RAMP



UNIVERSITY/INDIAN SCHOOL

LEGEND

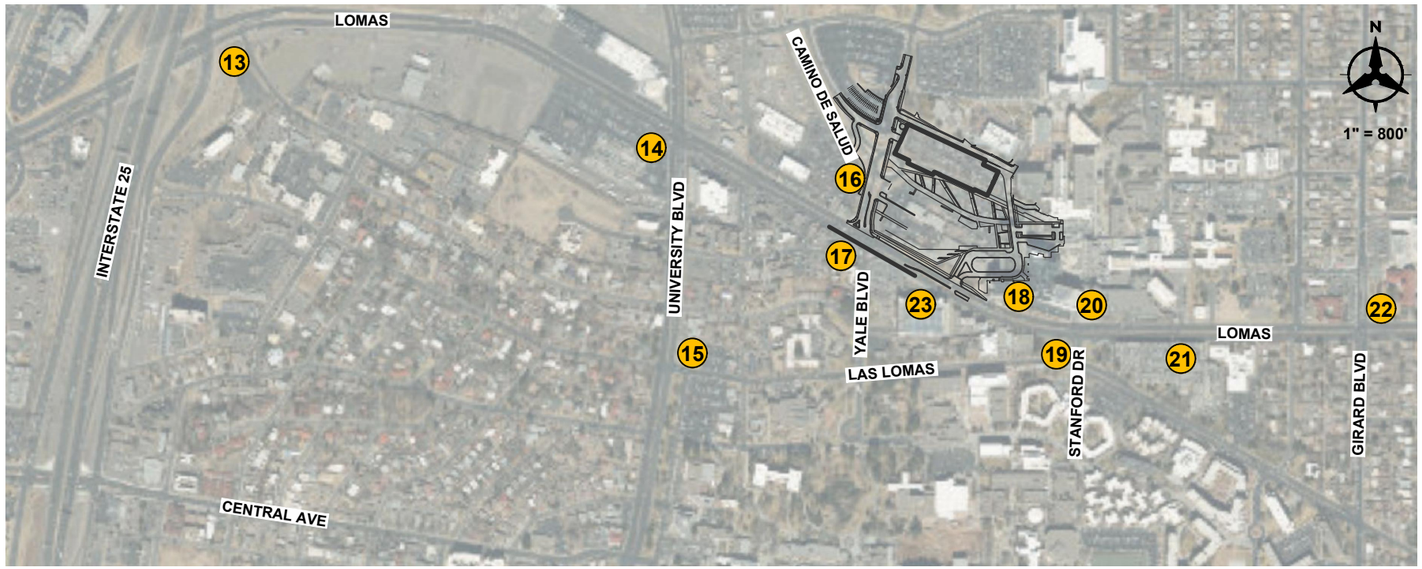
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

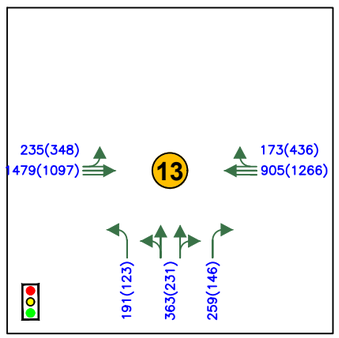
Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

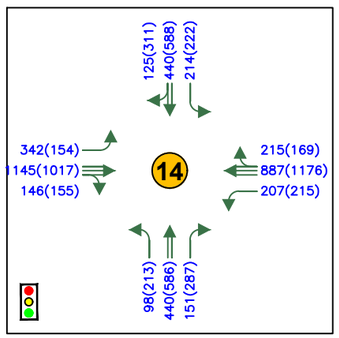
FIGURE 3A
2019 AM(PM) PEAK HOUR TRAFFIC VOLUMES - NORTH

P:\20190531\TRANS\Study\Report-Production\Report Figures\Existing.dwg Apr 24, 2020 - 12:14pm

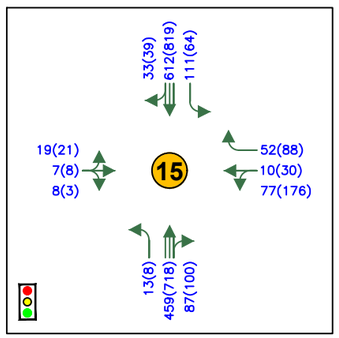




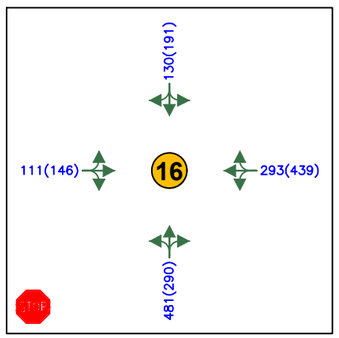
OAK/LOMAS



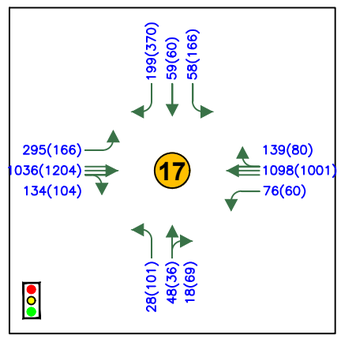
UNIVERSITY/LOMAS



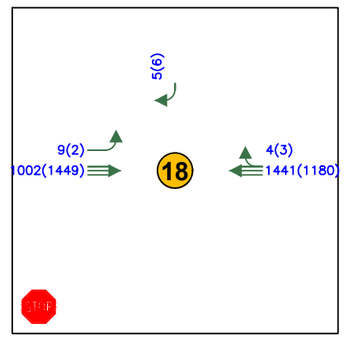
UNIVERSITY/LAS LOMAS



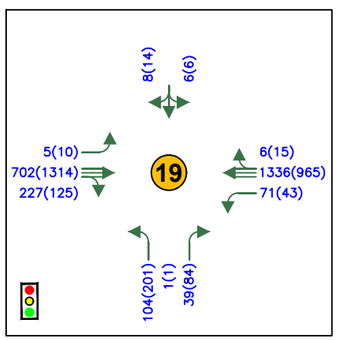
YALE/CAMINO DE SALUD



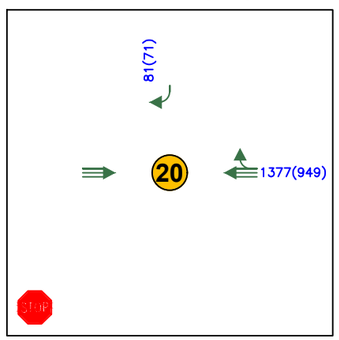
YALE/LOMAS



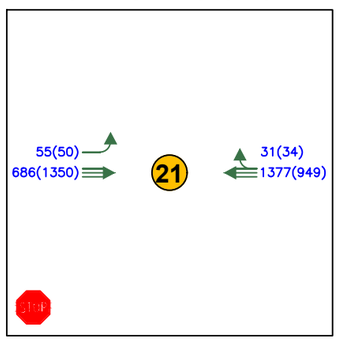
LOMAS/AMBULANCE ENTRANCE



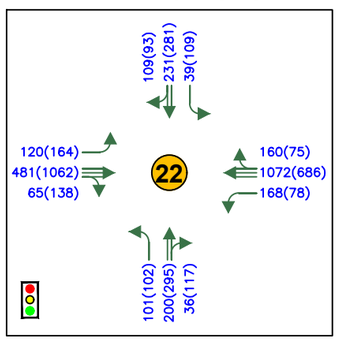
STANFORD/ER ENTRANCE/LOMAS



LOMAS/PATIENT DROP-OFF EXIT



LOMAS/PATIENT DROP-OFF ENTRANCE



GIRARD/LOMAS

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 3B
2019 AM(PM) PEAK HOUR TRAFFIC VOLUMES - SOUTH

P:\20190531\TRANS\Study\Report-Production\Report Figures\Existing.dwg Apr 24, 2020 - 12:14pm

V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

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

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. No pass-by trips were assigned to this development.
- **Diverted Linked Trips –** These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

All trips to the site were considered primary trips. No trips reductions due to transit use.

The Institute of Transportation Engineers Trip Generation Manual, 10th Edition was used to estimate the trips generated by the site. The peak hour of adjacent street rate was used to determine trip generation for this study, which results in slightly more trips than the peak hour of adjacent street equation. Refer to the Site Traffic Forecasting Methodology Memo in Appendix C for a detailed description of trip generation.

Table 4 – Trip Generation

Land Use	Size	ITE Land Use Type Assumed	Daily	AM Enter	AM Exit	PM Enter	PM Exit
Hospital	96	610 – Hospital	2,143	128	49	51	129
Trip Generation			**2,143**	**128**	**49**	**51**	**129**

2. TRIP DISTRIBUTION AND ASSIGNMENT

A modified gravity model was used to develop the trip distribution. This modified gravity model utilized the Mid Region MPO employment estimates for each zone within the Albuquerque Metropolitan Planning Area to develop the trip distribution. The maps and spreadsheet used to create the modified gravity model is included in Appendix C.

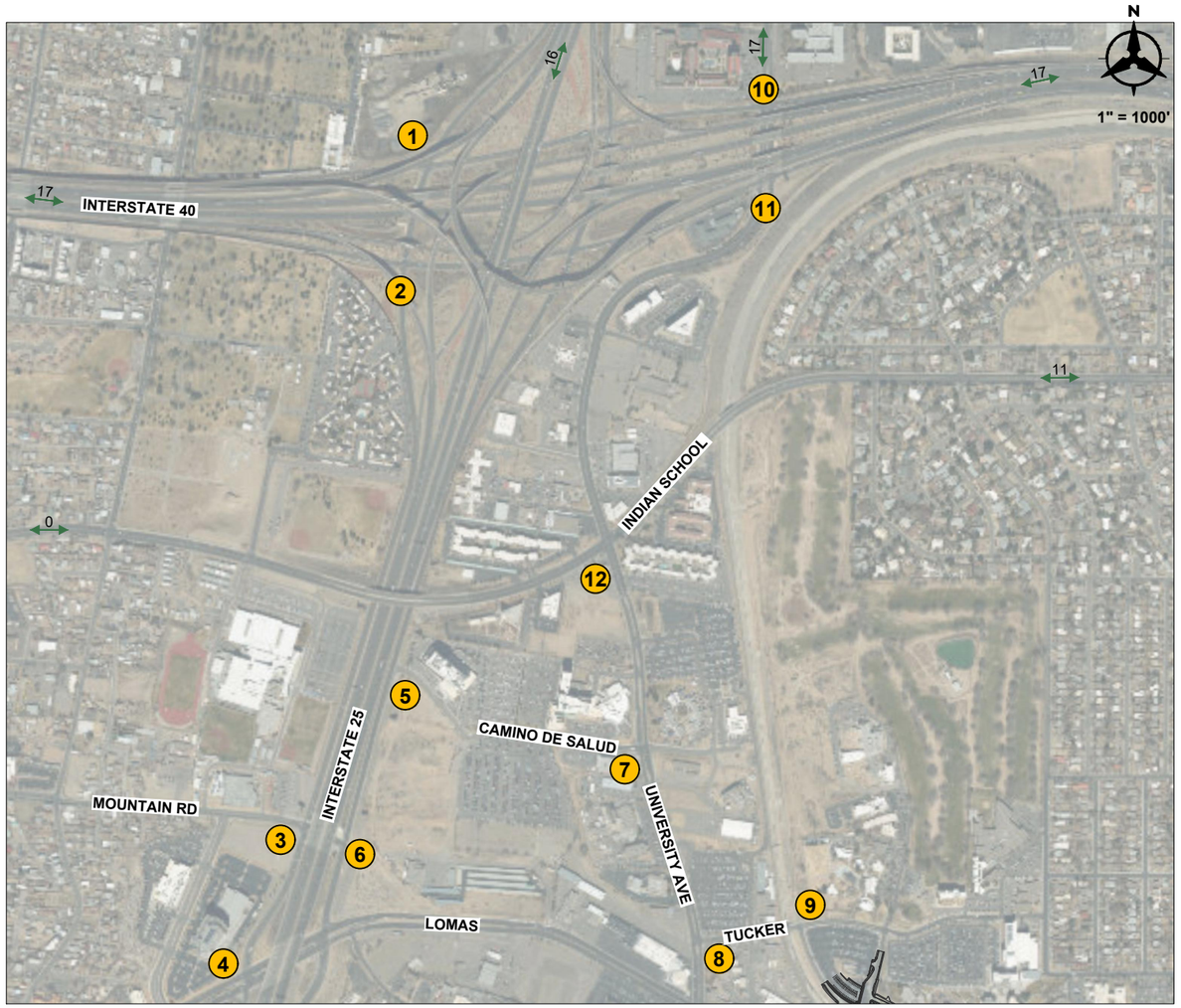
A detailed description of the methodology used to determine trip distribution and assignment in located in Appendix C. Spreadsheets showing the development of the trips at each intersection for the build scenario are also included in Appendix C. The trip distribution percentages and assigned traffic volumes for the Build analysis is shown in Figure 4A through Figure 5D.

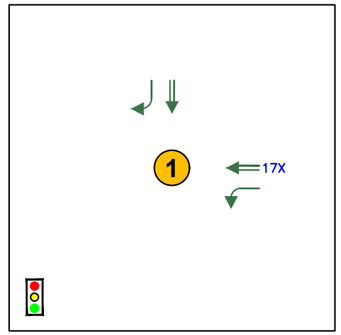
3. NO BUILD TRAFFIC PROJECTIONS

The annual growth was calculated using traffic counts for the years of 2013-2017 from the MRCOG Average Weekday Traffic Map. This analysis found a negative growth rate. To estimate future traffic growth, 1.0% annual growth was applied to the existing turning movements to provide an estimate of potential future growth of traffic on the roadway network. The data and calculations are summarized in spreadsheets included in Appendix C.

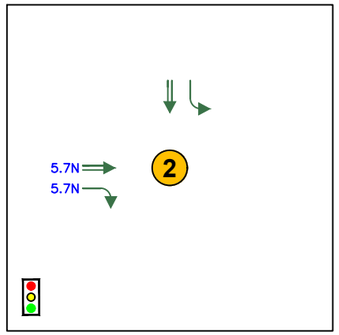
Figure 6A and Figure 6B starting on page 32 shows the 2024 No Build Traffic Volumes, number of lanes, and level of service.

The No Build analysis assumes that the proposed project is not completed.

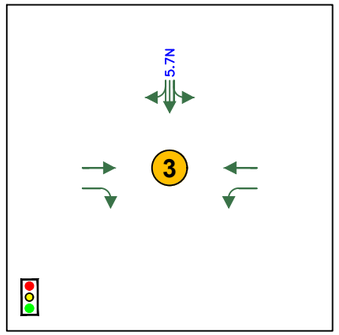




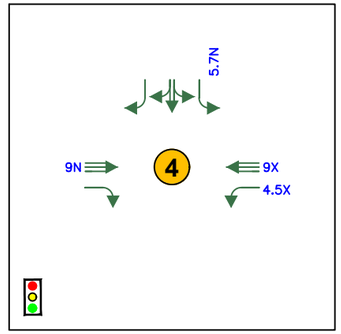
I25 SB FRONTAGE/N I40 FRONTAGE



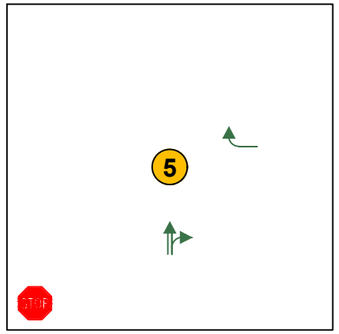
I25 SB FRONTAGE/S I40 FRONTAGE



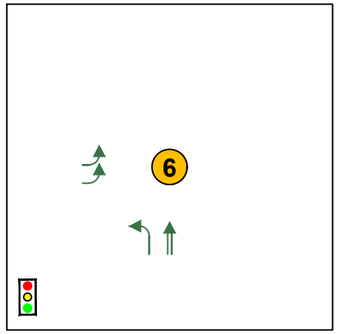
LOCUST/MOUNTAIN



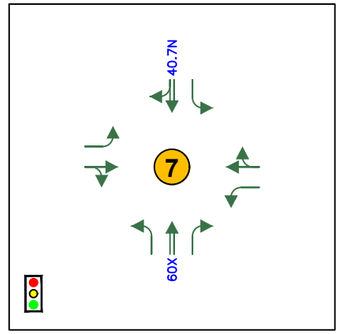
LOCUST/LOMAS



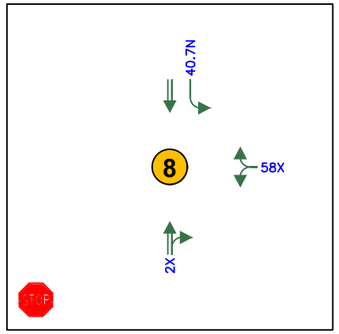
OAK/CAMINO DE SALUD



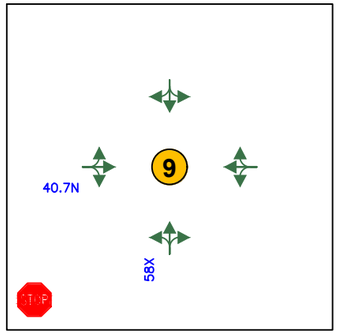
OAK/MOUNTAIN



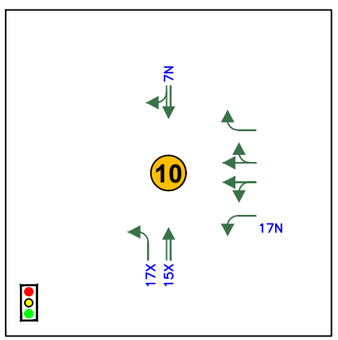
UNIVERSITY/CAMINO DE SALUD



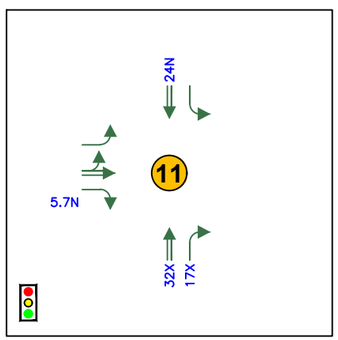
UNIVERSITY/TUCKER



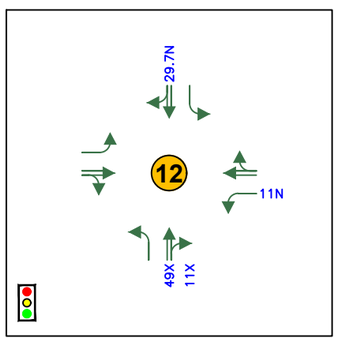
CAMINO DE SALUD/TUCKER



UNIVERSITY/I40 WB RAMP



UNIVERSITY/I40 EB RAMP



UNIVERSITY/INDIAN SCHOOL

LEGEND

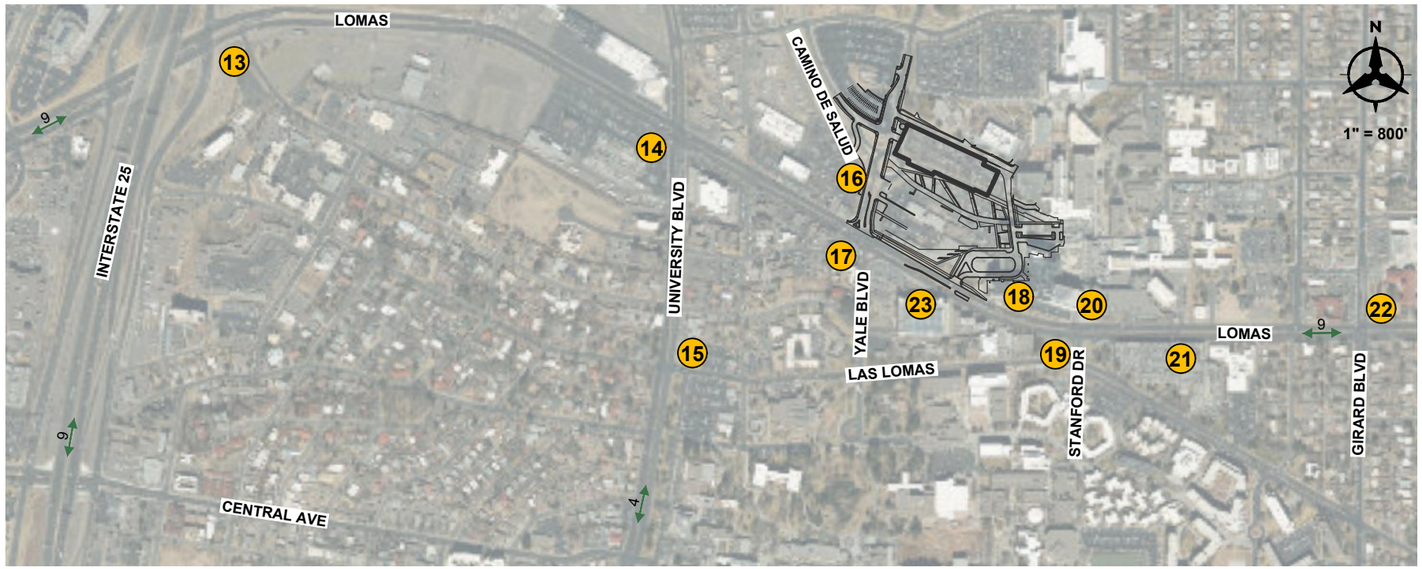
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- N — Entering
- X — Exiting

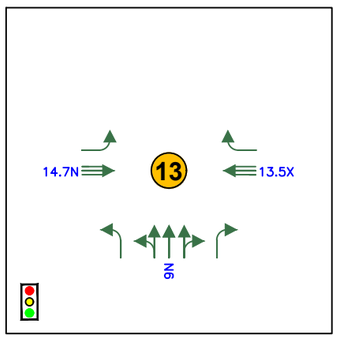
P:\20190531\TRANS\Study\Report-Production\Report Figures\Distribution-Main.dwg Apr 24, 2020 - 12:15am

Bohannan Huston
www.bhinc.com 800.877.5332

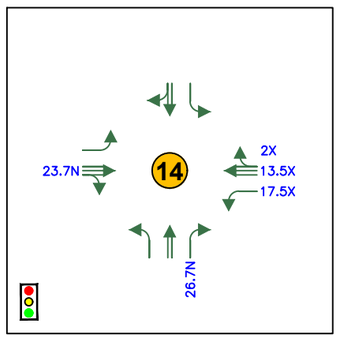
UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 4A
2024 BUILD TRIP DISTRIBUTION PERCENTAGES (MAIN PARKING) - NORTH

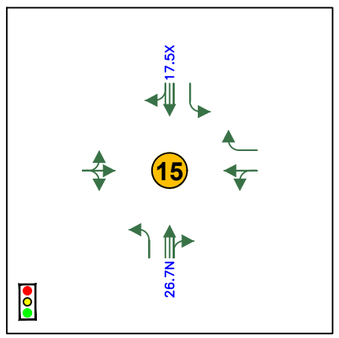




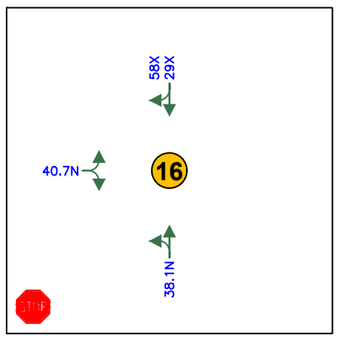
OAK/LOMAS



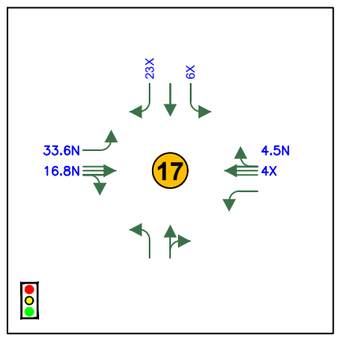
UNIVERSITY/LOMAS



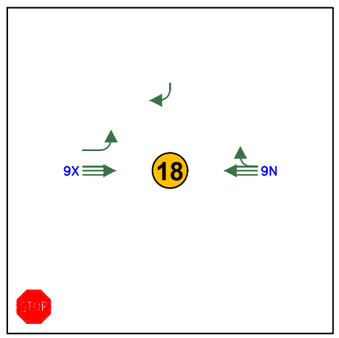
UNIVERSITY/LAS LOMAS



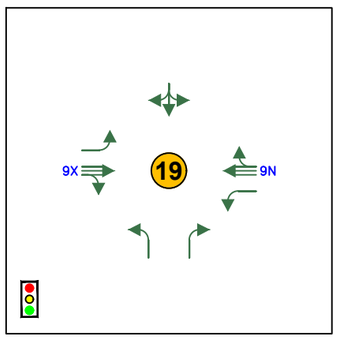
YALE/CAMINO DE SALUD



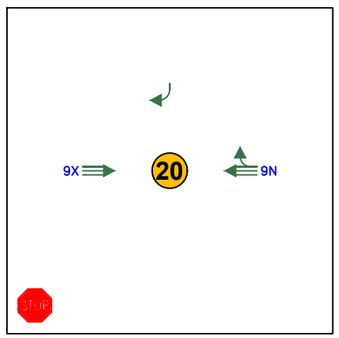
YALE/LOMAS



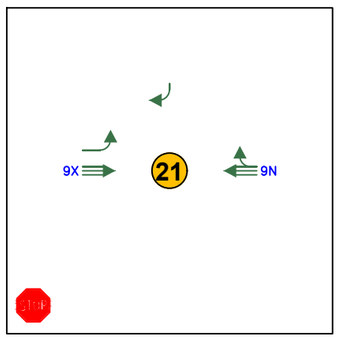
LOMAS/AMBULANCE ENTRANCE



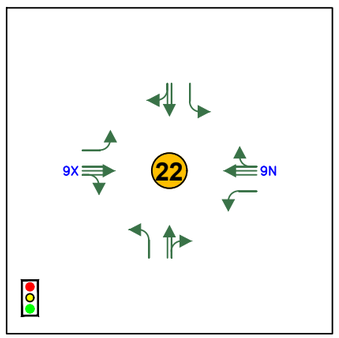
STANFORD/ER ENTRANCE/LOMAS



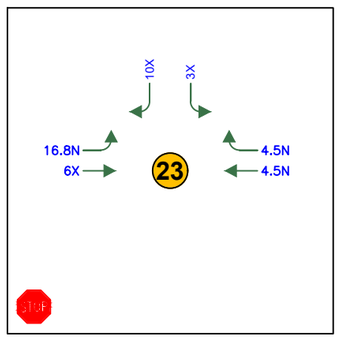
LOMAS/PATIENT DROP-OFF EXIT



LOMAS/PATIENT DROP-OFF ENTRANCE



GIRARD/LOMAS



PROPOSED ENTRANCE/LOMAS

LEGEND

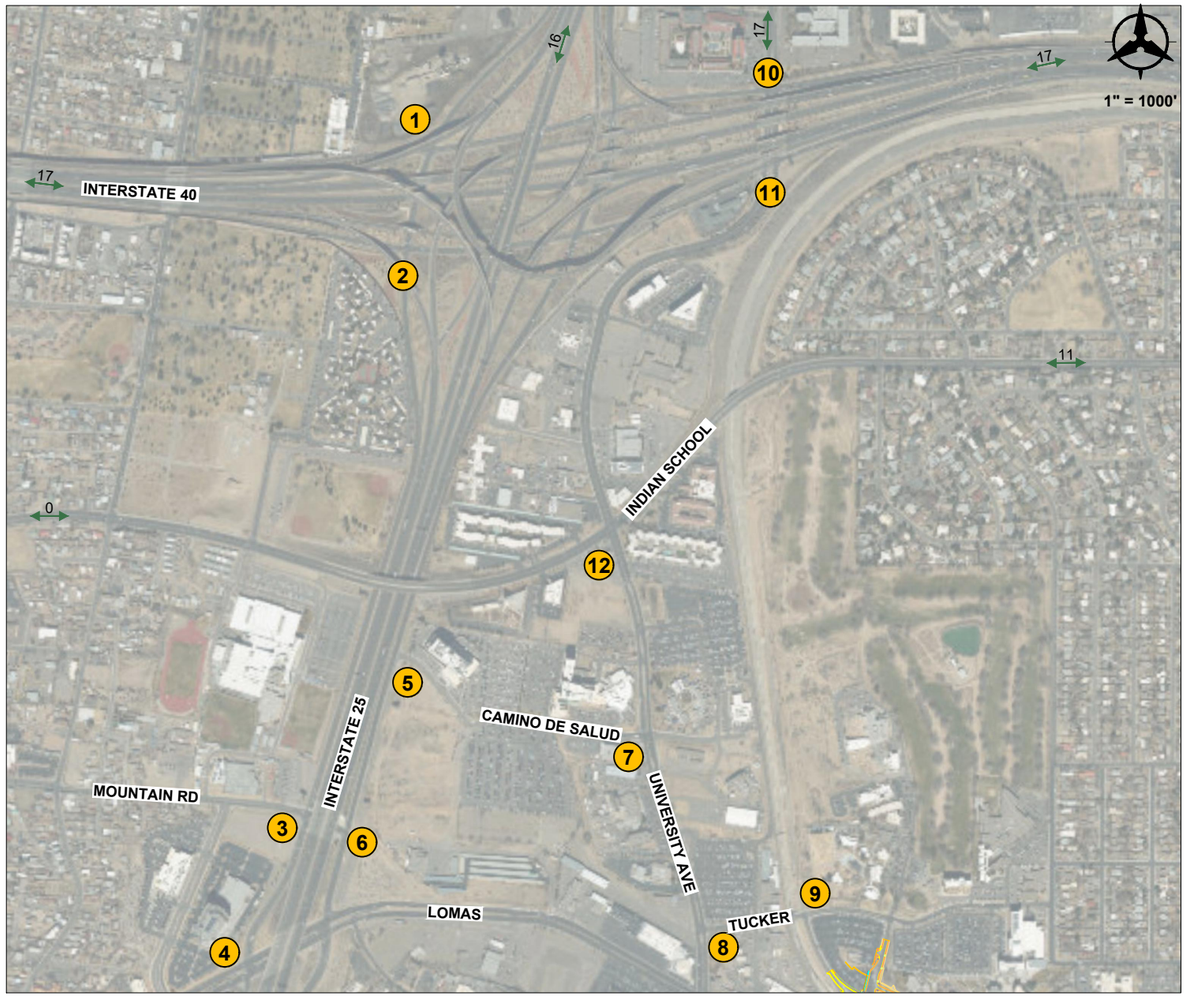
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- N Entering
- X Exiting

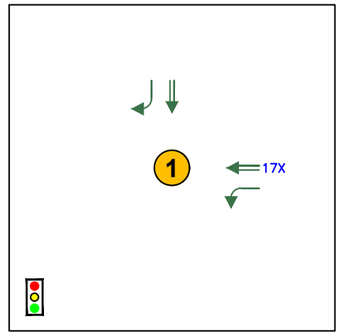
P:\20190531\TRANS\Study\Report-Production\Report Figures\Distribution-Main.dwg Apr 24, 2020 - 12:15pm

Bohannan Huston
www.bhinc.com 800.877.5332

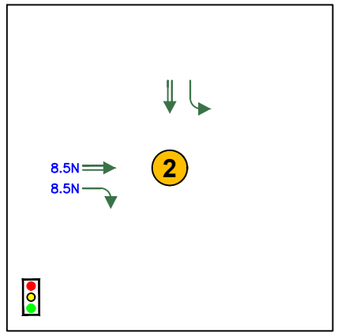
UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 4B
2024 BUILD TRIP DISTRIBUTION PERCENTAGES (MAIN PARKING) - SOUTH

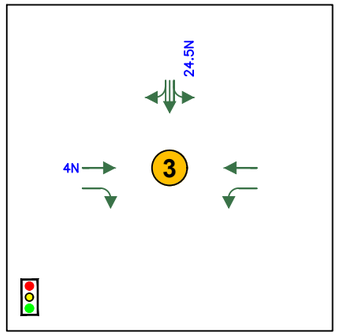




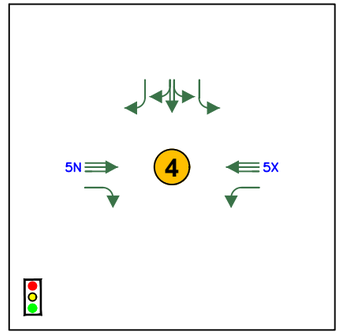
I25 SB FRONTAGE/N I40 FRONTAGE



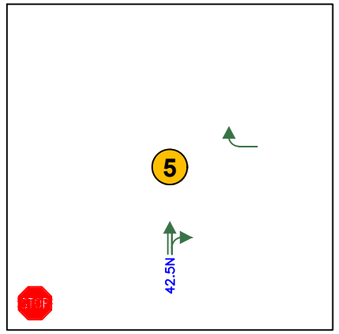
I25 SB FRONTAGE/S I40 FRONTAGE



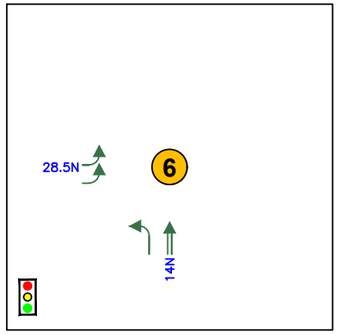
LOCUST/MOUNTAIN



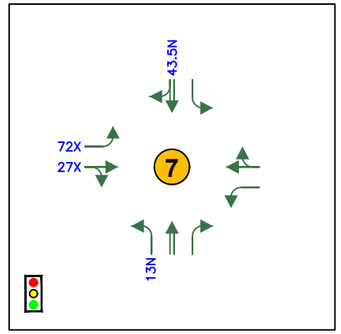
LOCUST/LOMAS



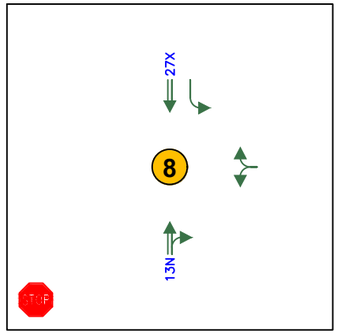
OAK/CAMINO DE SALUD



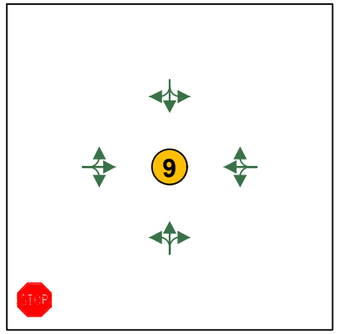
OAK/MOUNTAIN



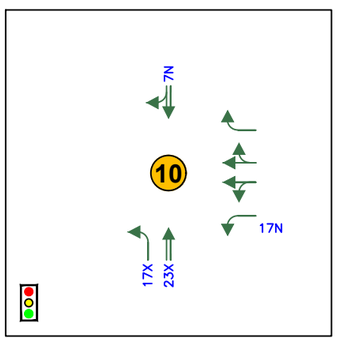
UNIVERSITY/CAMINO DE SALUD



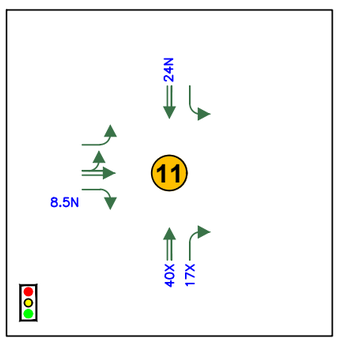
UNIVERSITY/TUCKER



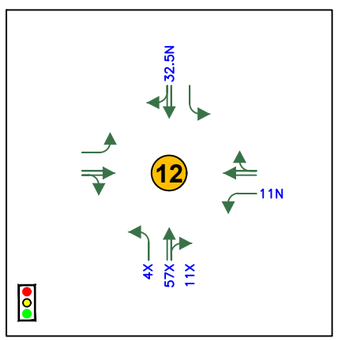
CAMINO DE SALUD/TUCKER



UNIVERSITY/I40 WB RAMP



UNIVERSITY/I40 EB RAMP



UNIVERSITY/INDIAN SCHOOL

LEGEND

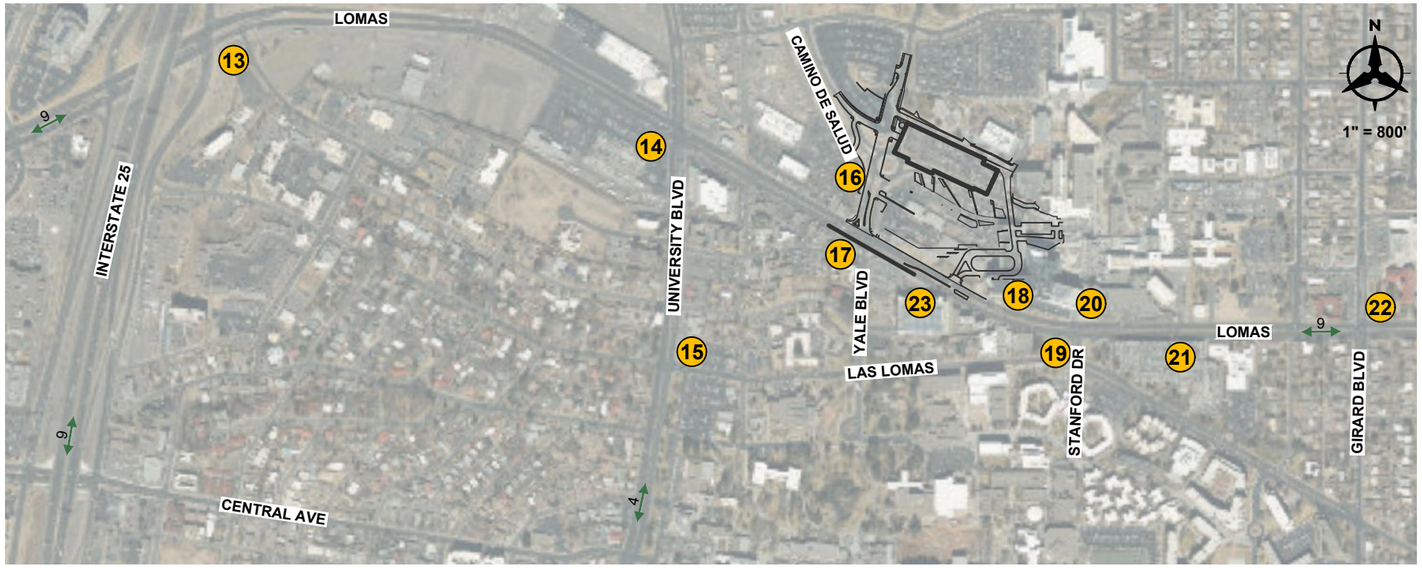
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- N — Entering
- X — Exiting

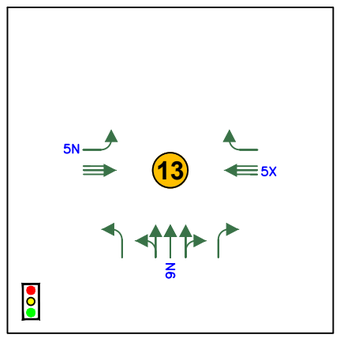
Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

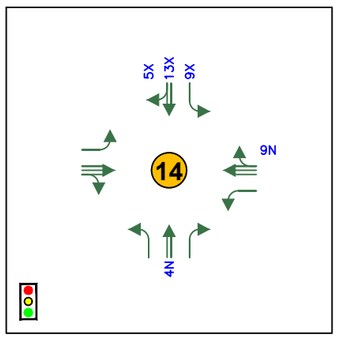
FIGURE 4C
2024 BUILD TRIP DISTRIBUTION PERCENTAGES (REMOTE PARKING) - NORTH

P:\20190531\TRANS\Study\Report-Production\Report Figures\Distribution-Remote.dwg Apr 24, 2020 - 12:15pm

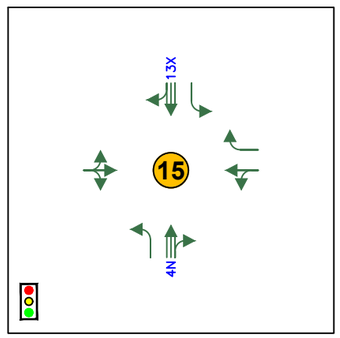




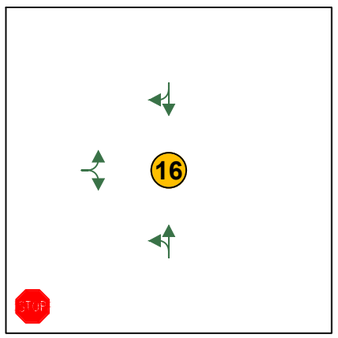
OAK/LOMAS



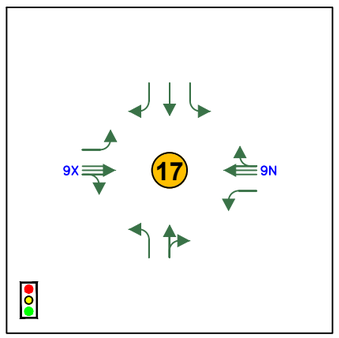
UNIVERSITY/LOMAS



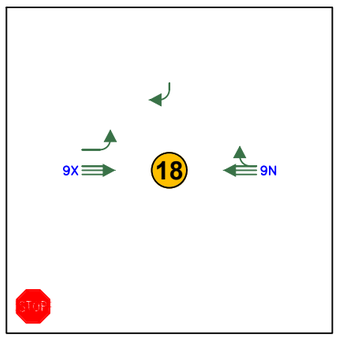
UNIVERSITY/LAS LOMAS



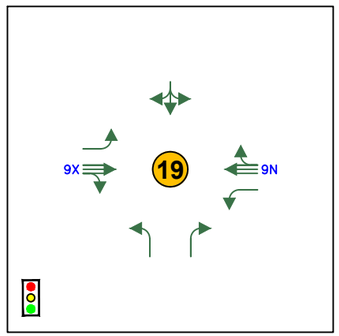
YALE/CAMINO DE SALUD



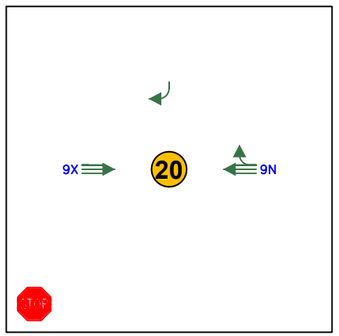
YALE/LOMAS



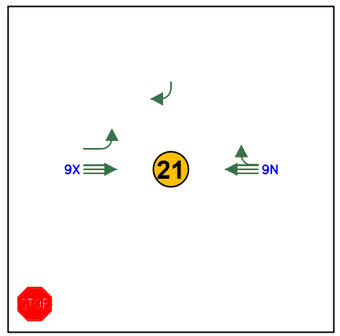
LOMAS/AMBULANCE ENTRANCE



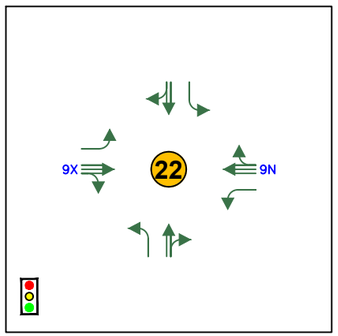
STANFORD/ER ENTRANCE/LOMAS



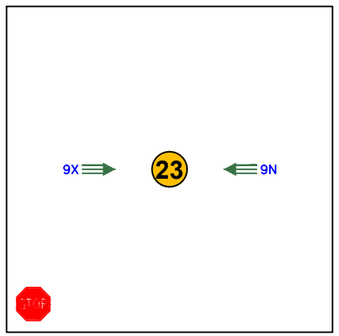
LOMAS/PATIENT DROP-OFF EXIT



LOMAS/PATIENT DROP-OFF ENTRANCE



GIRARD/LOMAS



PROPOSED ENTRANCE/LOMAS

LEGEND

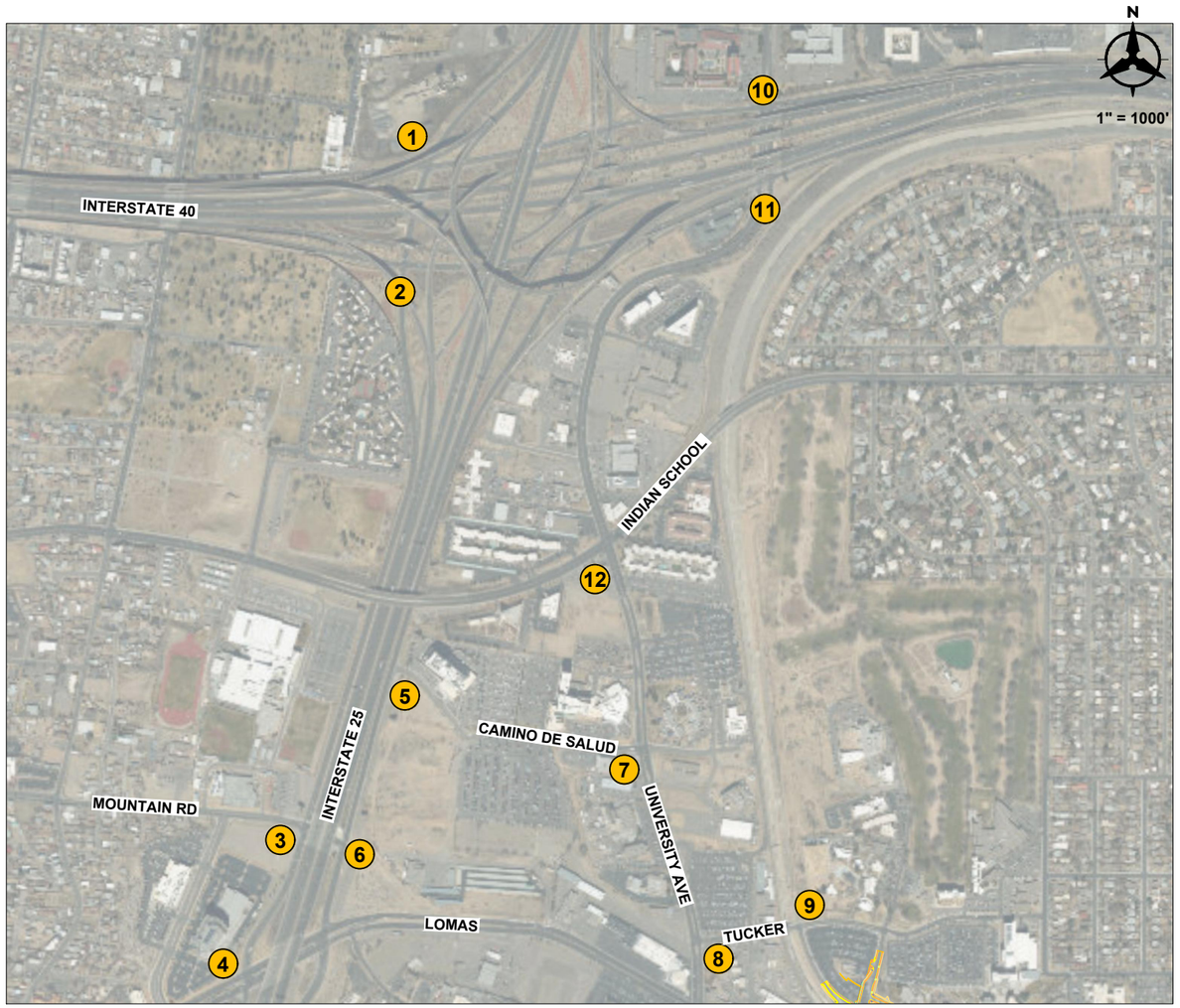
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- N Entering
- X Exiting

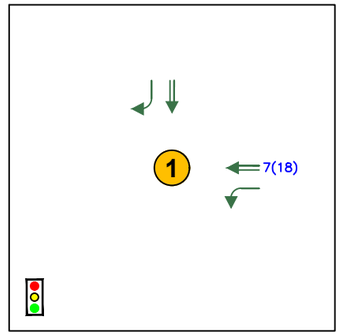
P:\20190531\TRANS\Study\Report-Production\Report Figures\Distribution-Remote.dwg Apr 24, 2020 - 12:20pm

Bohannan Huston
www.bhinc.com 800.877.5332

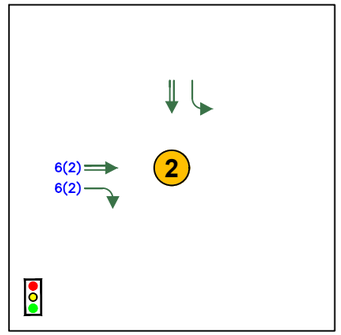
UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 4D
2024 BUILD TRIP DISTRIBUTION PERCENTAGES (REMOTE PARKING) - SOUTH

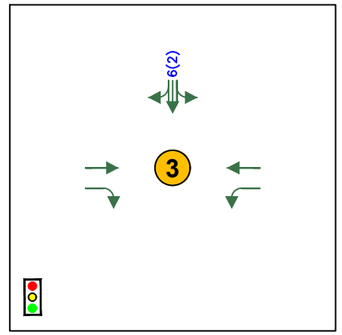




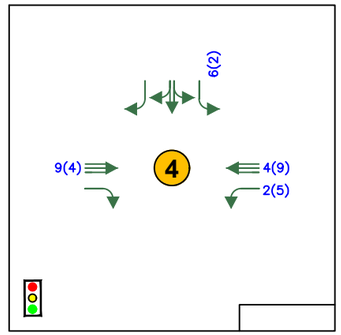
I25 SB FRONTAGE/N I40 FRONTAGE



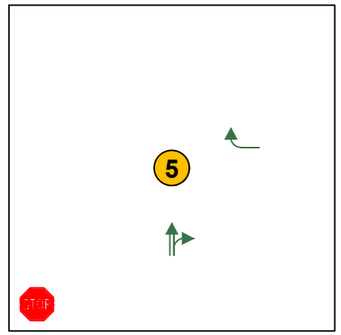
I25 SB FRONTAGE/S I40 FRONTAGE



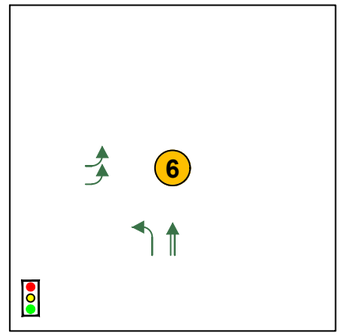
LOCUST/MOUNTAIN



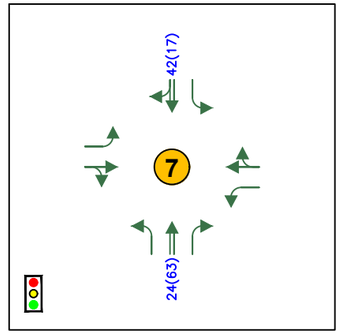
LOCUST/LOMAS



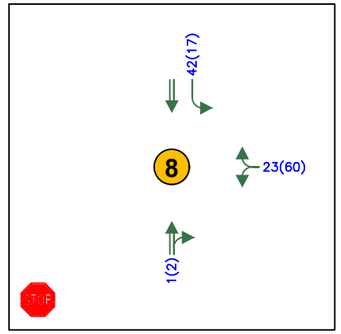
OAK/CAMINO DE SALUD



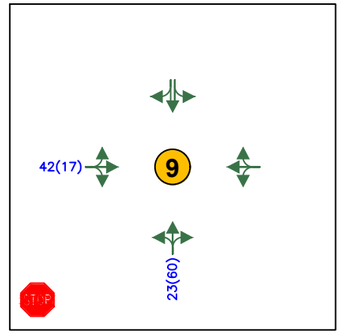
OAK/MOUNTAIN



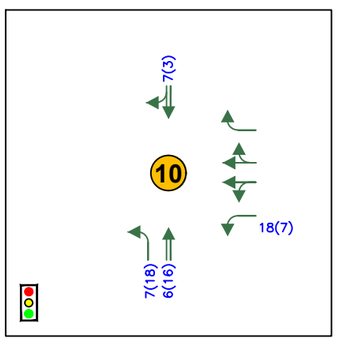
UNIVERSITY/CAMINO DE SALUD



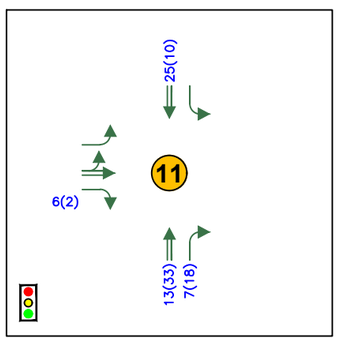
UNIVERSITY/TUCKER



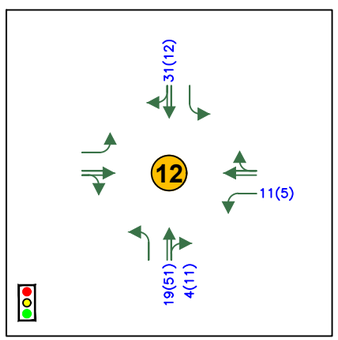
CAMINO DE SALUD/TUCKER



UNIVERSITY/I40 WB RAMP



UNIVERSITY/I40 EB RAMP



UNIVERSITY/INDIAN SCHOOL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

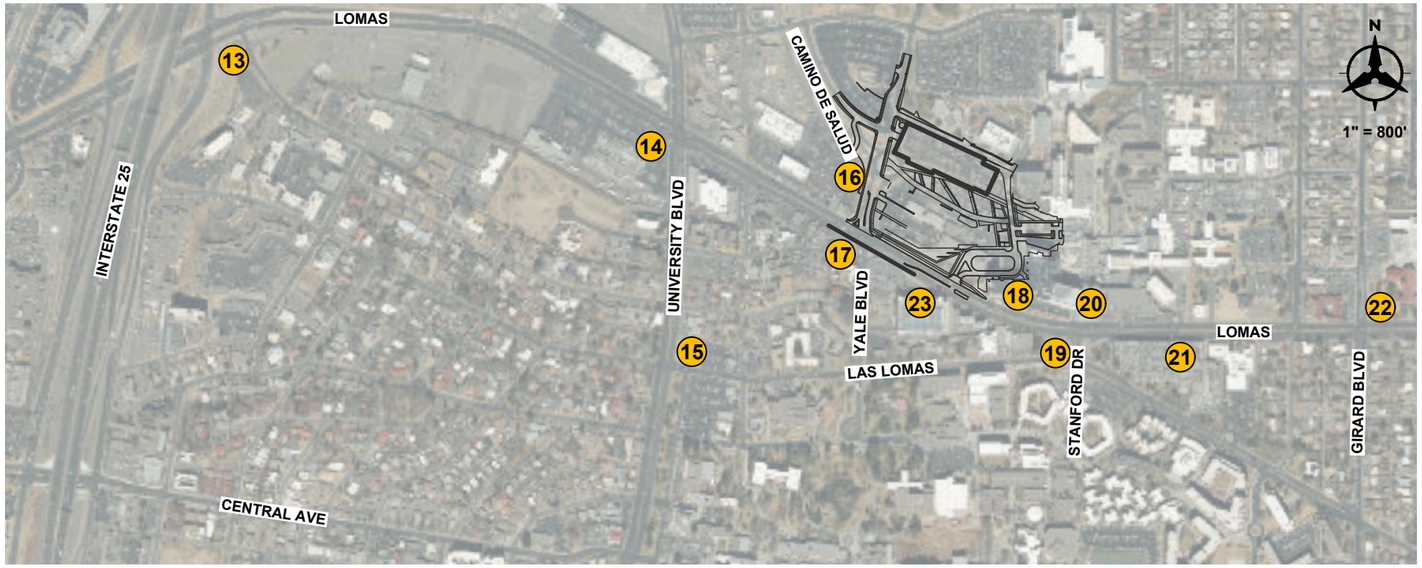
1234(1234) AM(PM) Traffic Counts

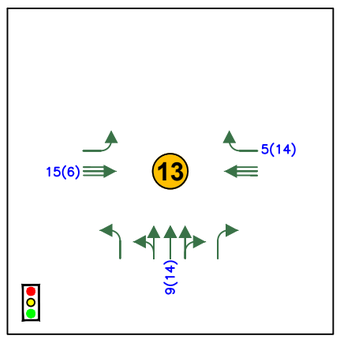
Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

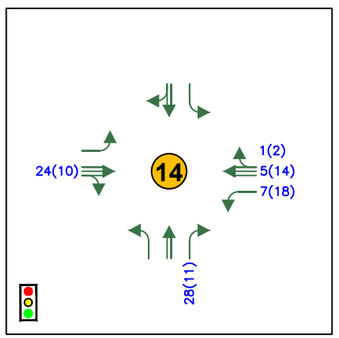
FIGURE 5A
2024 BUILD TRIP ASSIGNMENT VOLUMES (MAIN PARKING) AM(PM) - NORTH

P:\20190531\TRANS\Study\Report-Production\Report Figures\Assign-Main.dwg Apr 24, 2020 - 12:16pm

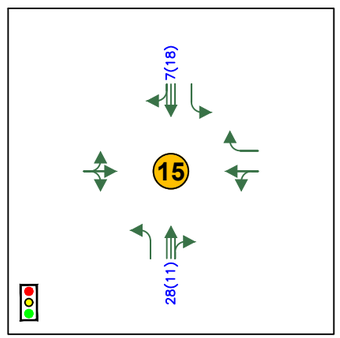




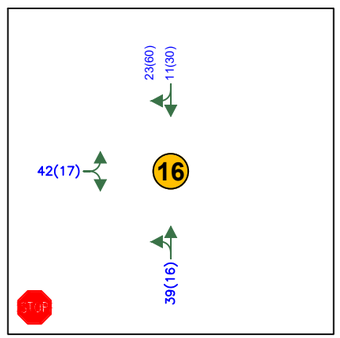
OAK/LOMAS



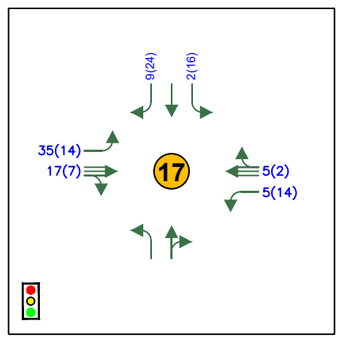
UNIVERSITY/LOMAS



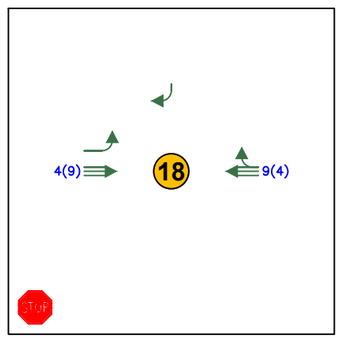
UNIVERSITY/LAS LOMAS



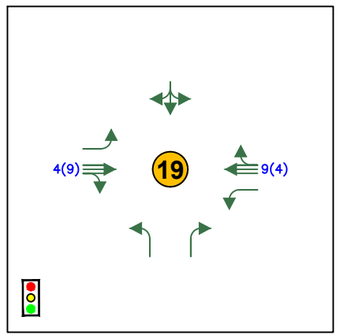
YALE/CAMINO DE SALUD



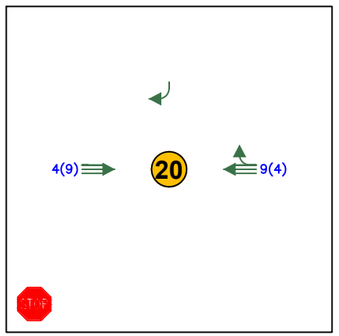
YALE/LOMAS



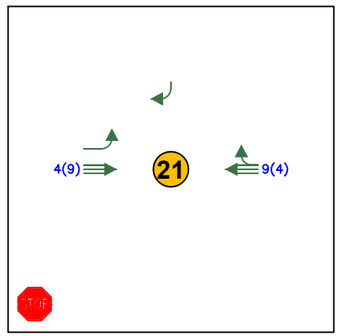
LOMAS/AMBULANCE ENTRANCE



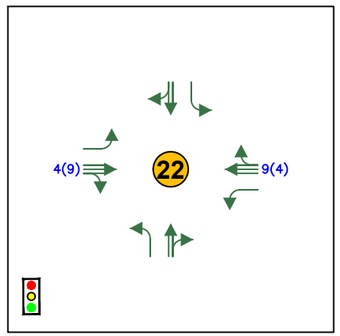
STANFORD/ER ENTRANCE/LOMAS



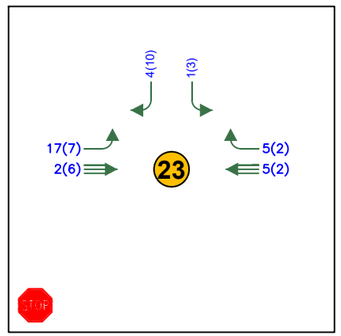
LOMAS/PATIENT DROP-OFF EXIT



LOMAS/PATIENT DROP-OFF ENTRANCE



GIRARD/LOMAS



LOMAS/AMBULANCE ENTRANCE

LEGEND

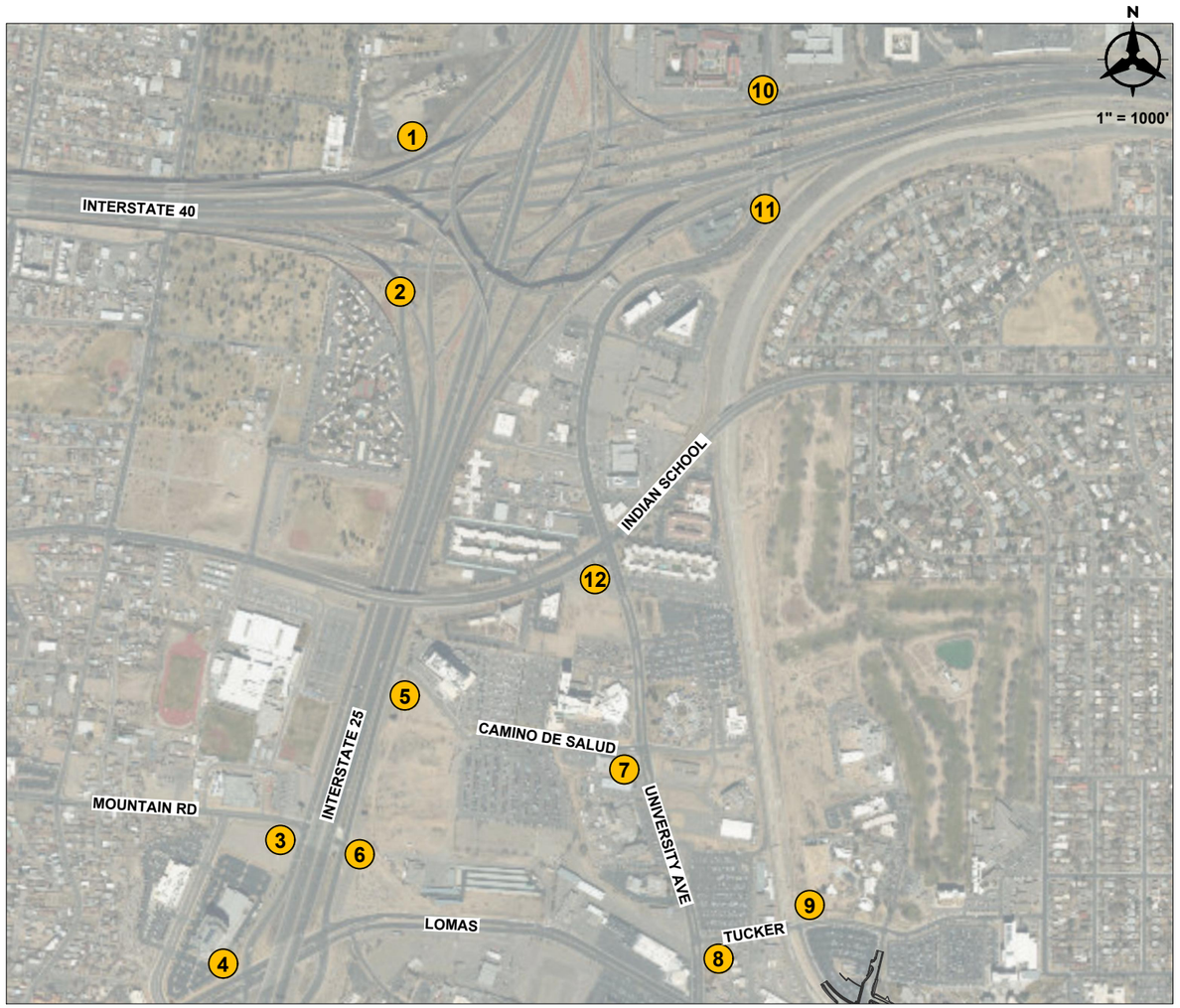
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Volumes

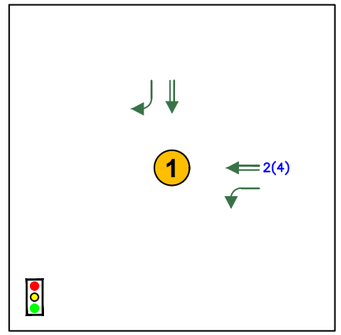
Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

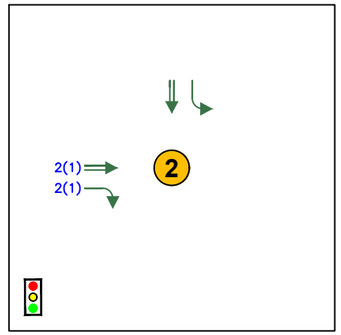
FIGURE 5B
2024 BUILD TRIP ASSIGNMENT VOLUMES (MAIN PARKING) AM(PM) - SOUTH

P:\20190531\TRANS\Study\Report-Production\Report Figures\Assign-Main.dwg Apr 24, 2020 - 12:19pm

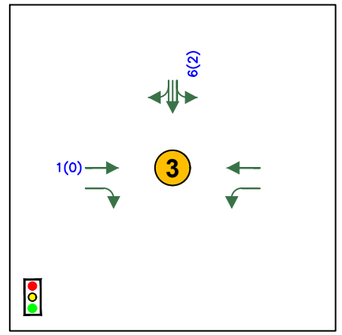




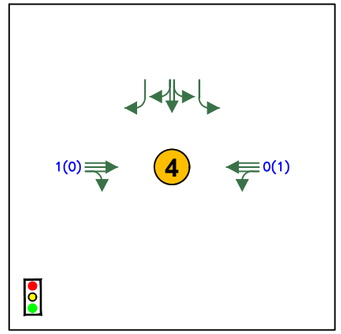
I25 SB FRONTAGE/N I40 FRONTAGE



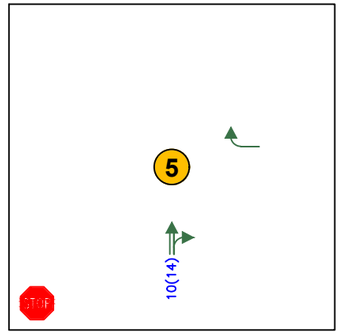
I25 SB FRONTAGE/S I40 FRONTAGE



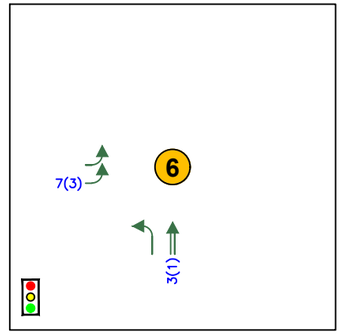
LOCUST/MOUNTAIN



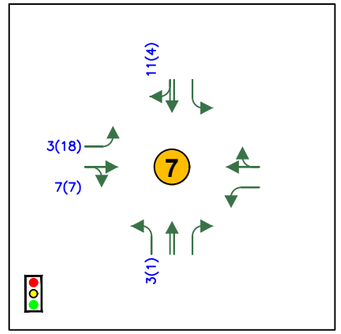
LOCUST/LOMAS



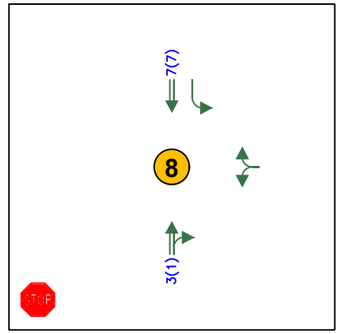
OAK/CAMINO DE SALUD



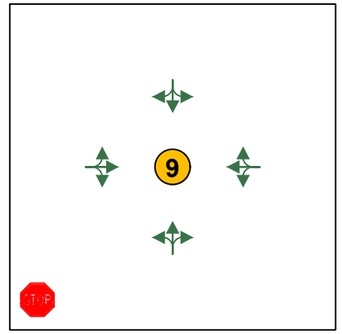
OAK/MOUNTAIN



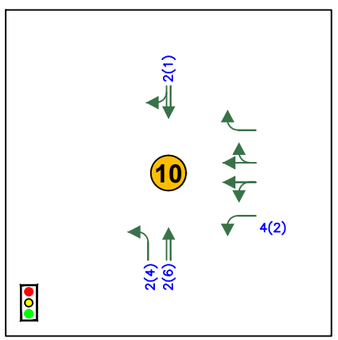
UNIVERSITY/CAMINO DE SALUD



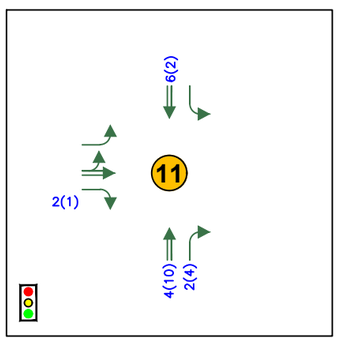
UNIVERSITY/TUCKER



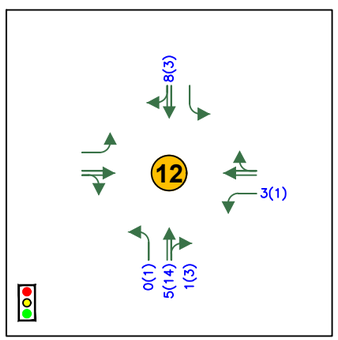
CAMINO DE SALUD/TUCKER



UNIVERSITY/I40 WB RAMP



UNIVERSITY/I40 EB RAMP



UNIVERSITY/INDIAN SCHOOL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

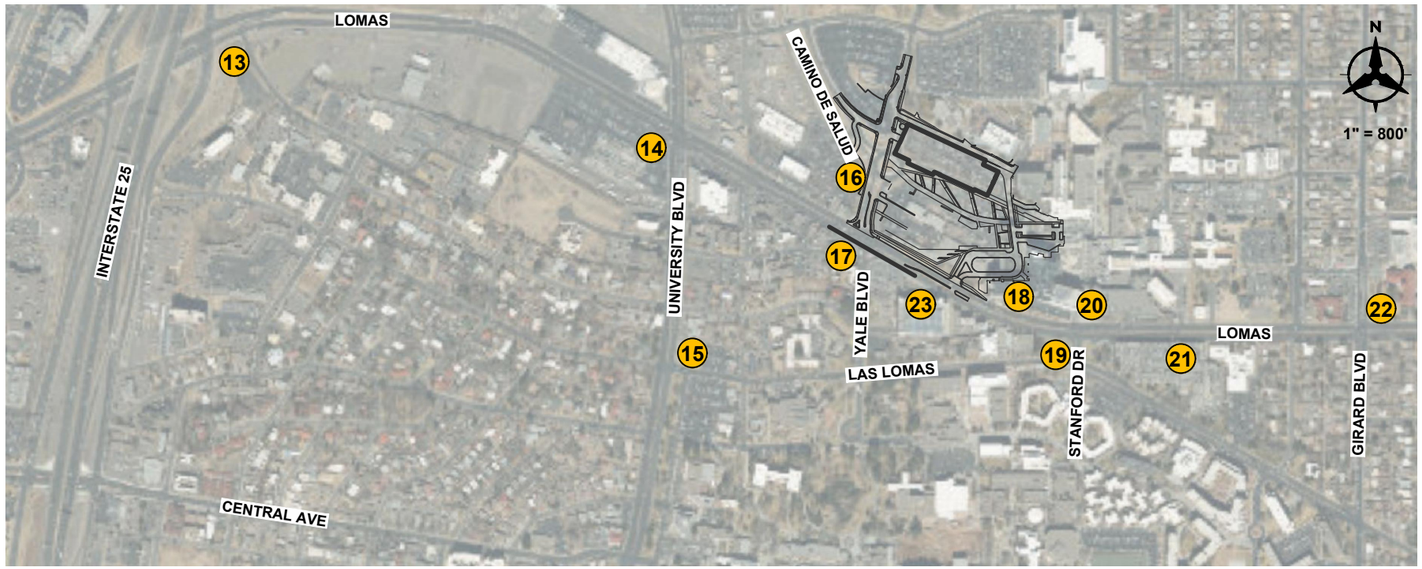
1234(1234) Trip Assignment Volumes

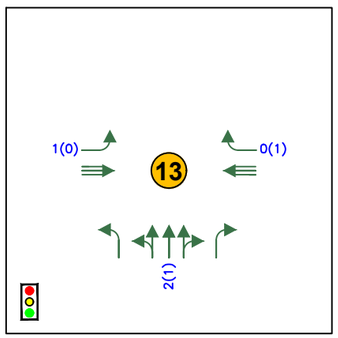
Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

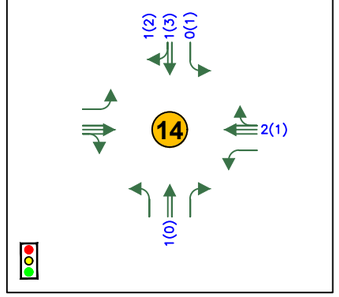
FIGURE 5C
2024 BUILD TRIP ASSIGNMENT VOLUMES (REMOTE PARKING)
AM(PM) - NORTH

P:\20190531\TRANS\Study\Report-Production\Report Figures\Assign-Remote.dwg Apr 24, 2020 - 12:16pm

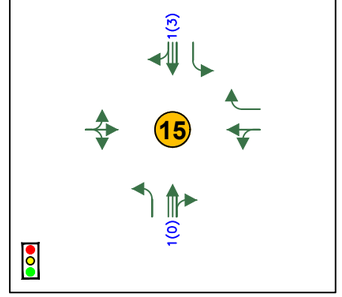




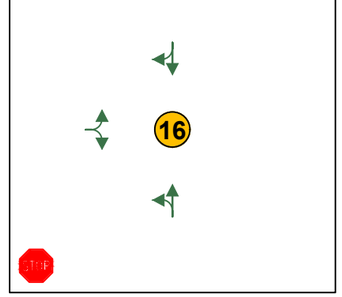
OAK/LOMAS



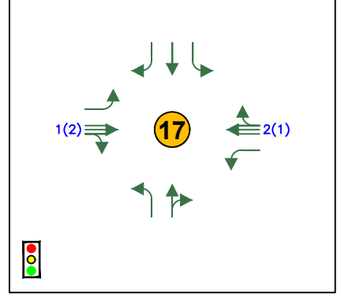
UNIVERSITY/LOMAS



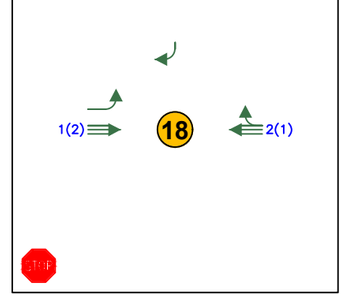
UNIVERSITY/LAS LOMAS



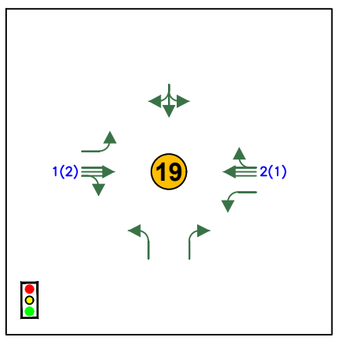
YALE/CAMINO DE SALUD



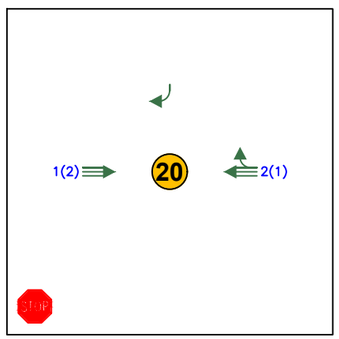
YALE/LOMAS



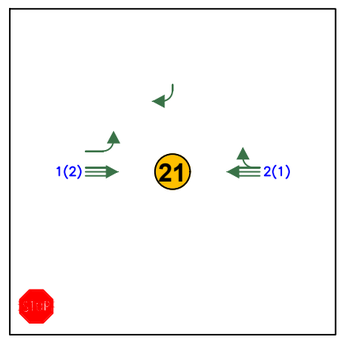
LOMAS/AMBULANCE ENTRANCE



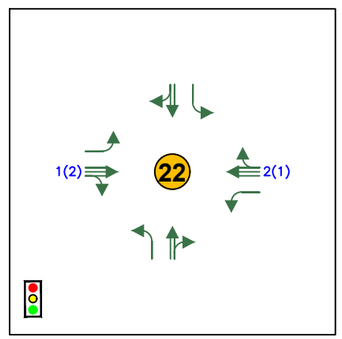
STANFORD/ER ENTRANCE/LOMAS



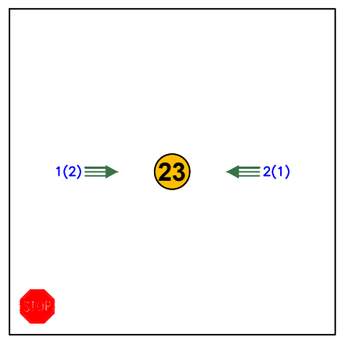
LOMAS/PATIENT DROP-OFF EXIT



LOMAS/PATIENT DROP-OFF ENTRANCE



GIRARD/LOMAS



PROPOSED ENTRANCE/LOMAS

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Volumes

P:\20190531\TRANS\Study\Report-Production\Report Figures\Assign-Remote.dwg Apr 24, 2020 - 12:16pm

Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 5D
2024 BUILD TRIP ASSIGNMENT VOLUMES (REMOTE PARKING) AM(PM) - SOUTH

VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis.

A. LEVEL OF SERVICE ANALYSIS

1. 2024 NO BUILD INTERSECTION CAPACITY ANALYSIS

The No Build analysis assumes the development is not constructed.

a) *Signalized*

For the 2024 No Build scenario, the signalized intersections were analyzed using HCS7. Table 5 and Table 6 shows the 2024 No Build analysis results for signalized intersections. The results are shown graphically in Figure 6A and Figure 6B. HCS output is included in Appendix D.

The analysis indicates that most signalized intersections will continue to operate as they do currently.

Table 5 – 2024 No Build Signalized Intersection Capacity Analysis Results						
	2024 AM Peak			2024 PM Peak		
Signalized Intersections	Delay (sec)	Max V/C	LOS	Delay (sec)	Max V/C	LOS
I-25 SB Frontage & N I40 Frontage	8.0	0.34	A	8.3	0.49	A
I-25 SB Frontage & S I40 Frontage	8.6	0.64	A	7.9	0.30	A
Locust & Mountain	17.1	0.73	B	19.1	0.73	B
Locust & Lomas	26.4	0.92	C	16.4	0.85	B
Oak & Mountain	7.2	0.62	A	6.1	0.43	A
Oak & Lomas	14.2	0.86	B	12.4	0.86	B
University & I40 WB Ramp	19.0	0.87	B	2.8	0.44	B
University & I40 EB Ramp	12.9	0.74	B	14.3	0.50	B
University & Indian School	57.1	1.10	E**	33.2	0.87	C
University & Camino de Salud	14.7	0.80	B	13.9	0.96	B
University & Lomas	29.8	0.90	C	41.0	0.93	D*
University & Las Lomas	5.0	0.35	A	5.9	0.43	A
Yale & Lomas	15.6	0.87	B*	31.0	0.94	C**
Stanford/ER Entrance & Lomas	6.1	0.54	A	14.7	0.71	B
Girard & Lomas	21.7	0.91	C	27.6	0.95	C*
*-movement LOS E **-movement LOS F						

Again, the intersection of University and Indian School has an overall acceptable LOS in both peak hours but has a 60-minute volume-to-capacity ratio of 1.10 in the AM peak hour, which indicates the intersection is over capacity. A multi-period analysis was conducted, and the results are summarized below. Each 15-minute period operates at an acceptable level of service and does not exceed v/c over 1, with the highest v/c of 0.94 occurring at 7:45-8:00 AM.

Demand (veh/p)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	53	62	68	60	94	14	39	97	12	7	235	36
7:30	34	57	64	52	66	24	15	118	25	12	259	22
7:45	26	48	60	72	52	31	21	136	14	8	271	13
8:00	18	33	43	44	67	13	29	100	20	15	232	18

Delay (s)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	27.7	37.7	41.1	29.2	33.3	33.4	26.1	23.3	23.4	22.9	56.4	57.3
7:30	25.7	33.4	35.7	25.4	27.6	27.8	23.7	25.8	26.0	20.1	45.3	45.7
7:45	28.5	35.5	38.4	27.5	26.1	26.3	26.4	27.2	27.3	22.6	56.9	57.3
8:00	27.5	32.0	33.6	24.9	26.5	26.6	22.5	23.6	23.7	19.9	38.6	38.8

Level of Service (LOS)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	C	D	D	C	C	C	C	C	C	C	E	E
7:30	C	C	D	C	C	C	C	C	C	C	D	D
7:45	C	D	D	C	C	C	C	C	C	C	E	E
8:00	C	C	C	C	C	C	C	C	C	B	D	D

Queue Storage Ratio (QSR)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	1.6	0.24	0.27	1.42	0.2	0.2	1.29	0.17	0.17	0.29	0.58	0.56
7:30	0.93	0.2	0.23	1.09	0.15	0.14	0.45	0.23	0.22	0.42	0.52	0.51
7:45	0.78	0.18	0.23	1.59	0.14	0.13	0.7	0.25	0.24	0.32	0.59	0.59
8:00	0.51	0.12	0.16	0.93	0.13	0.12	0.88	0.19	0.18	0.54	0.44	0.43

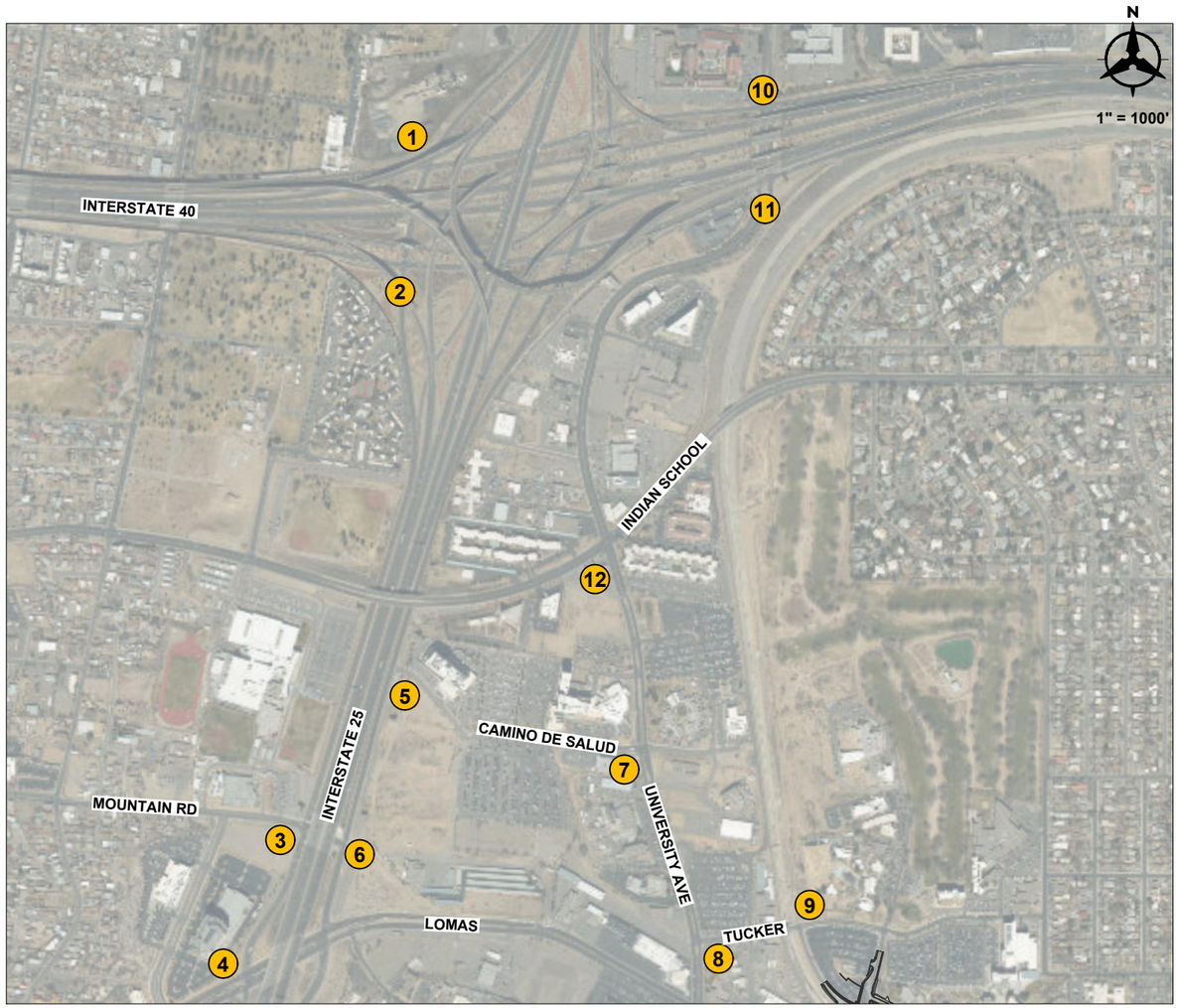
Intersection Delay and LOS

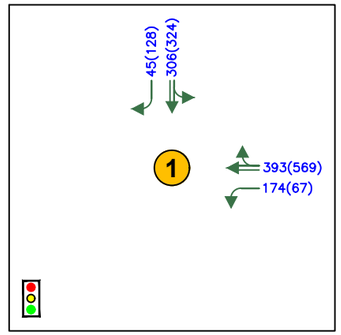
Time Period		
7:15	40.0	D
7:30	34.7	C
7:45	39.8	D
8:00	31.1	C

b) *Unsignalized*

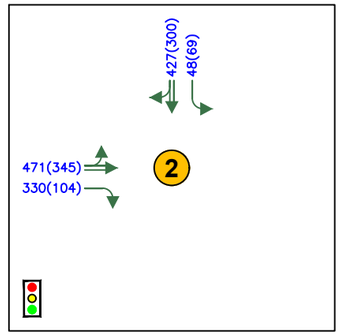
The analysis indicates that most unsignalized intersections will continue to operate as they do currently. The University Blvd and Tucker Ave westbound approach will degrade form LOS E to LOS F in the AM peak hour. As mentioned previously, the intersection is too close to Lomas for permanent signalization, and the UNM HSC Master Plan anticipates improvements that may alleviate the delay.

Table 6 – 2024 No Build Unsignalized Intersection Results								
Intersection/Movement	**2024 AM Peak**				**2024 PM Peak**			
	Delay (sec)	**V/C**	**Queue* (ft)**	**LOS**	**Delay (sec)**	**V/C**	**Queue* (ft)**	**LOS**
Oak & Camino de Salud	0	-	-	-	0.9	-	-	-
WB Right	12.8	0.01	0	B	17.2	0.21	25	C
University & Tucker	6.4	-	-	-	17.5	-	-	-
WB Approach	59.4	0.80	150	F	144.8	1.16	350	F
SB Right	16.6	0.51	75	C	11.3	0.18	25	B
Camino de Salud & Tucker	2.7	-	-	-	3.9	-	-	-
NB Approach	17.9	0.30	50	C	15.6	0.34	50	C
EB Approach	0	-	0	A	7.8	0.01	0	A
WB Approach	8.6	0.01	0	A	7.9	0.01	0	A
SB Approach	9.3	0.01	0	A	12.9	0.01	0	B
Yale & Camino de Salud	6.5	-	-	A	6.4	-	-	A
EB	5.0	0.13	0	A	7.1	0.21	25	A
WB	6.0	0.29	25	A	6.7	0.40	50	A
NB	7.5	0.44	50	A	5.2	0.26	25	A
SB	5.4	0.16	25	A	6.8	0.25	25	A
Lomas & Ambulance Entrance	0.1	-	-	-	0	-	-	-
EB Left	25.8	0.06	25	D	19	0.01	0	C
SB Right	18.6	0.02	25	C	16	0.02	25	C
Lomas & Patient Drop-off Exit	1.4	-	-	-	1.2	-	-	-
SB Right	25.9	0.34	50	D	17.3	0.22	25	C
Lomas & Patient Drop-off Ent	0.8	-	-	-	0.4	-	-	-
EB Left	30.4	0.30	50	D	17.3	0.20	25	C
* – HCM 95th percentile queue rounded to next 25-foot increment								

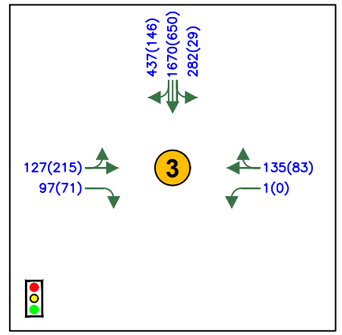




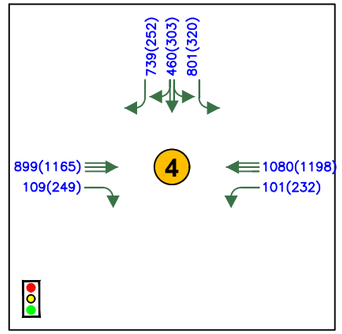
I25 SB FRONTAGE/N I40 FRONTAGE



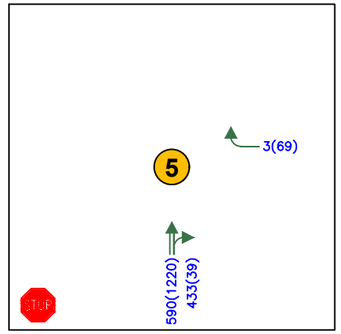
I25 SB FRONTAGE/S I40 FRONTAGE



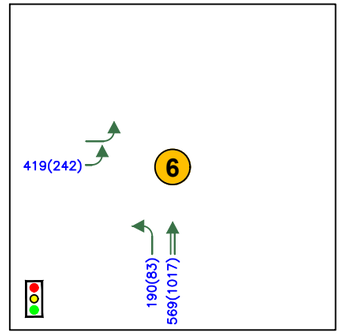
LOCUST/MOUNTAIN



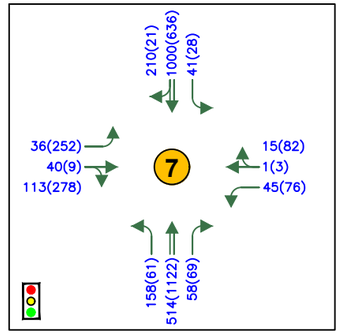
LOCUST/LOMAS



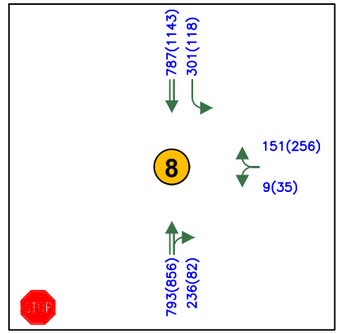
OAK/CAMINO DE SALUD



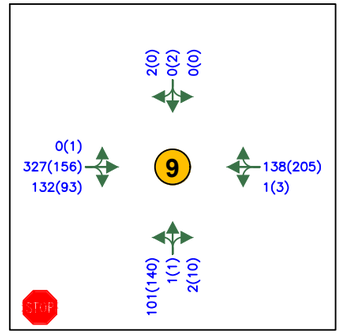
OAK/MOUNTAIN



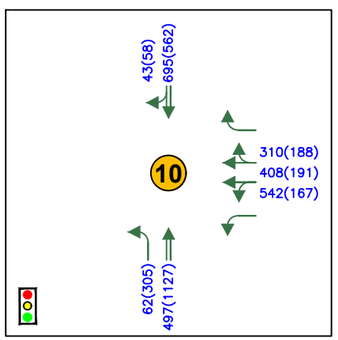
UNIVERSITY/CAMINO DE SALUD



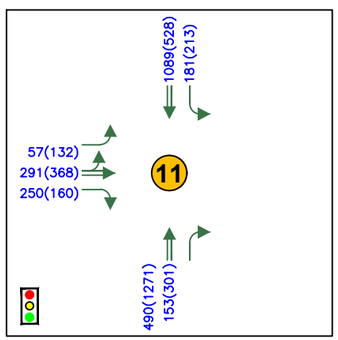
UNIVERSITY/TUCKER



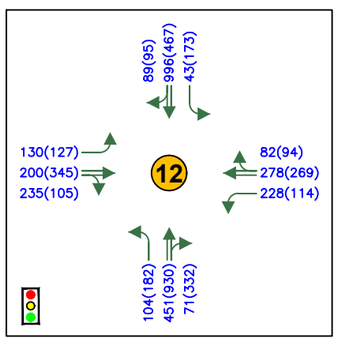
CAMINO DE SALUD/TUCKER



UNIVERSITY/I40 WB RAMP



UNIVERSITY/I40 EB RAMP



UNIVERSITY/INDIAN SCHOOL

LEGEND

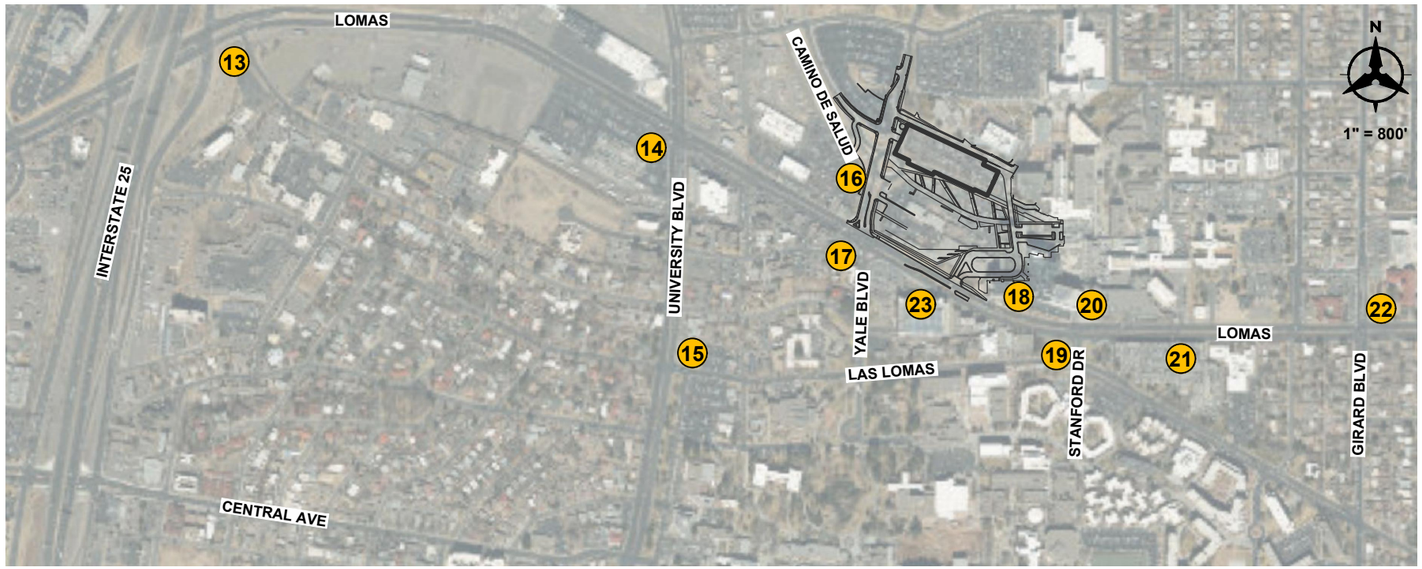
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

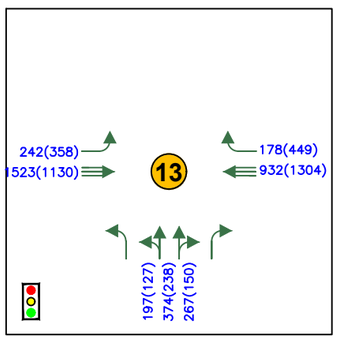
Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

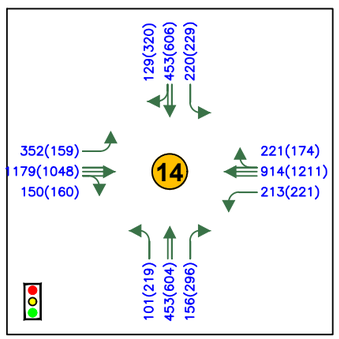
FIGURE 6A
2024 NO BUILD AM(PM) PEAK HOUR TRAFFIC VOLUMES - NORTH

P:\20190531\TRANS\Study\Report-Production\Report Figures\NoBuild.dwg Apr 24, 2020 - 12:17pm

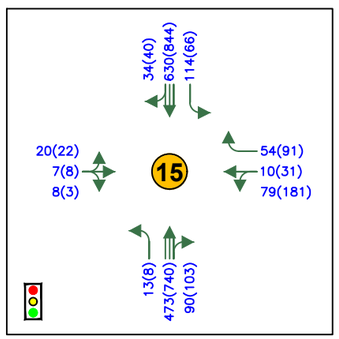




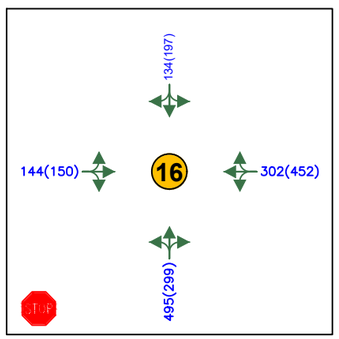
OAK/LOMAS



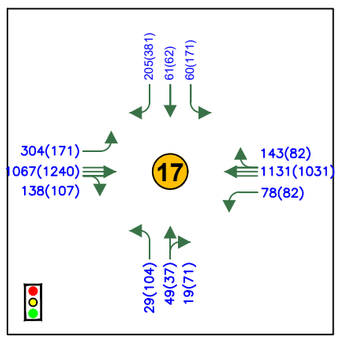
UNIVERSITY/LOMAS



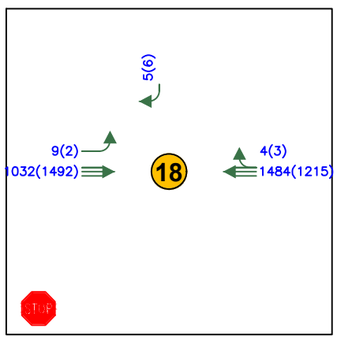
UNIVERSITY/LAS LOMAS



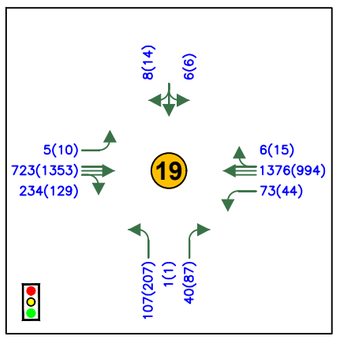
YALE/CAMINO DE SALUD



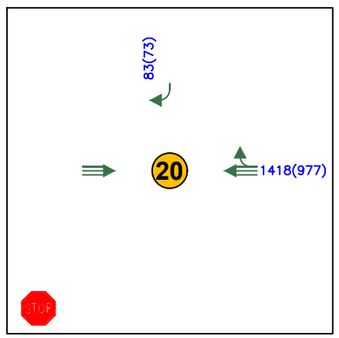
YALE/LOMAS



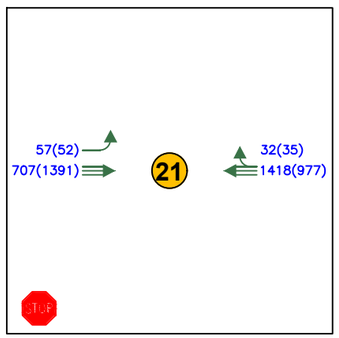
LOMAS/AMBULANCE ENTRANCE



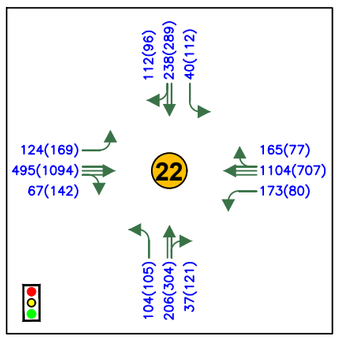
STANFORD/ER ENTRANCE/LOMAS



LOMAS/PATIENT DROP-OFF EXIT



LOMAS/PATIENT DROP-OFF ENTRANCE



GIRARD/LOMAS

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 6B
2024 NO BUILD AM(PM) PEAK HOUR TRAFFIC VOLUMES - SOUTH

P:\20190531\TRANS\Study\Report-Production\Report Figures\NoBuild.dwg Apr 24, 2020 - 12:17am

2. 2024 BUILD INTERSECTION CAPACITY ANALYSIS

The trips generated by the site (Table 4) were assigned to the intersections using the trip percentages and volumes assigned at each intersection shown in Figure 4A through Figure 5D. These trips were added to the 2024 No Build traffic projections in Figure 6A and Figure 6B.

Figure 7A and Figure 7B is a summary of the 2024 Build Peak hour traffic projections, lane geometry, and movement and intersection level of service for the 2024 Build analysis. Table 7 and Table 8 show the 2024 Build analysis results for signalized and unsignalized intersections. Individual intersection output is included in Appendix E.

a) *Signalized*

As with the No Build scenario, most signalized intersections continue to operate at acceptable levels of service and no intersections are expected to degrade in LOS.

Table 7 – 2024 Build Signalized Intersection Capacity Analysis Results						
	2024 AM Peak			2024 PM Peak		
Signalized Intersections	Delay (sec)	Max V/C	LOS	Delay (sec)	Max V/C	LOS
I-25 SB Frontage & N I40 Frontage	8.0	0.35	A	8.3	0.50	A
I-25 SB Frontage & S I40 Frontage	8.7	0.65	A	7.9	0.30	A
Locust & Mountain	17.0	0.73	B	19.1	0.73	B
Locust & Lomas	26.5	0.92	C	15.2	0.83	B
Oak & Mountain	7.2	0.62	A	6.1	0.59	A
Oak & Lomas	14.4	0.86	B	11.3	0.83	B
University & I40 WB Ramp	19.8	0.89	B	12.9	0.44	B
University & I40 EB Ramp	13.0	0.76	B	14.3	0.50	B
University & Indian School	63.1	1.14	E**	34.7	0.90	C
University & Camino de Salud	14.8	0.80	B	14.2	0.97	B
University & Lomas	30.1	0.90	C	41.3	0.94	D*
University & Las Lomas	5.0	0.35	A	5.9	0.43	A
Yale & Lomas	15.8	0.87	B*	32.0	0.95	C**
Stanford/ER Entrance & Lomas	6.1	0.54	A	14.9	0.71	B
Girard & Lomas	21.6	0.91	C	27.5	0.95	C*
*-movement LOS E **-movement LOS F						

The intersection of University and Indian School continues to have an overall acceptable LOS in both peak hours but has a 60-minute volume-to-capacity ratio of 1.14 in the AM peak hour, which indicates the intersection is over capacity. A multi-period analysis was conducted, and the results are summarized below. Each 15-minute period operates at an acceptable level of service and does not exceed v/c over 1, with the highest v/c of 0.98 occurring at 7:45-8:00 AM.

Demand (veh/p)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	53	62	68	63	94	14	39	103	14	7	245	36
7:30	34	57	64	55	66	24	15	125	26	12	268	22
7:45	26	48	60	76	52	31	21	142	16	8	281	13
8:00	18	33	43	48	67	13	29	106	21	15	241	18

Delay (s)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	27.9	38.1	41.4	29.5	33.2	33.3	26.8	24.1	24.2	23.3	64.7	65.8
7:30	25.9	33.7	36.0	25.4	27.5	27.7	24.4	26.6	26.8	20.5	49.9	50.4
7:45	28.9	36.0	38.9	28.7	25.9	26.1	27.1	28.2	28.3	23.1	66.0	66.4
8:00	27.9	32.4	34.1	25.1	26.3	26.4	23.4	24.3	24.5	20.3	41.7	42.0

Level of Service (LOS)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	C	D	D	C	C	C	C	C	C	C	E	E
7:30	C	C	D	C	C	C	C	C	C	C	D	D
7:45	C	D	D	C	C	C	C	C	C	C	E	E
8:00	C	C	C	C	C	C	C	C	C	C	D	D

Queue Storage Ratio (QSR)

Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:15	1.61	0.24	0.27	1.49	0.2	0.2	1.32	0.19	0.19	0.29	0.64	0.62
7:30	0.93	0.2	0.23	1.15	0.15	0.14	0.46	0.24	0.23	0.43	0.56	0.55
7:45	0.79	0.19	0.24	1.7	0.14	0.13	0.72	0.26	0.26	0.32	0.66	0.65
8:00	0.52	0.12	0.16	1.03	0.13	0.12	0.9	0.2	0.2	0.55	0.47	0.46

Intersection Delay and LOS

Time Period		
7:15	43.2	D
7:30	36.7	D
7:45	43.7	D
8:00	32.6	C

b) *Unsignalized*

The results indicate that unsignalized intersections are generally expected to operate at acceptable levels of service.

The replacement of the roundabout at Yale Blvd and Camino de Salud with a two-way stop-controlled intersection was evaluated. Based on the expectation that the east leg of the intersection will serve the new parking garage, trips that were previously traveling to or from the east to access the current parking garage will continue to perform the same movements. The reconfigured intersection is expected to operate at an overall acceptable LOS; however, the exiting westbound left will experience higher delay and queueing in both AM and PM peak hours. This queue is expected to be contained within the parking structure.

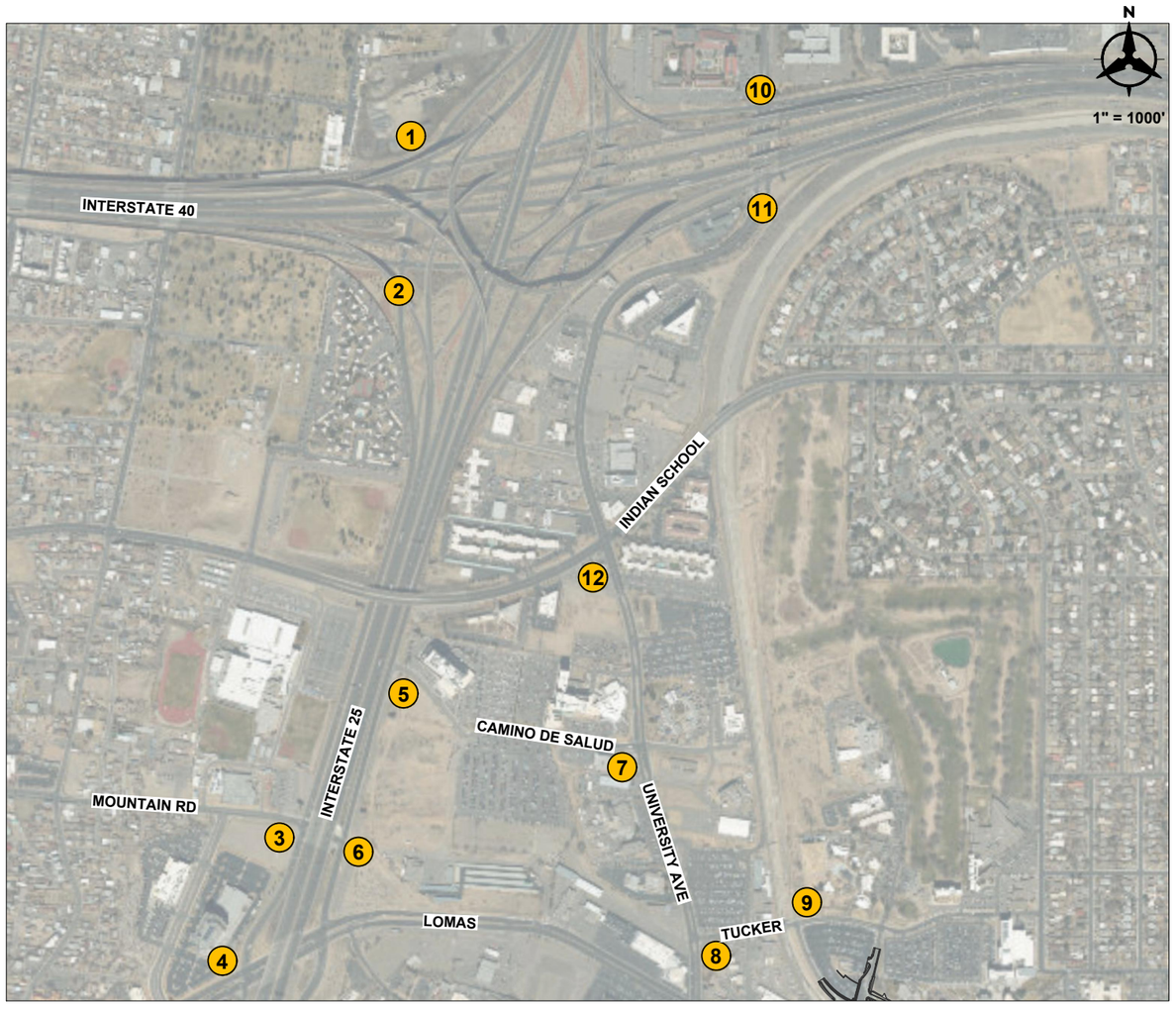
The proposed entrance from Lomas Blvd east of Yale Blvd was evaluated with reassigned trips applied from the Lomas Blvd and Yale Blvd intersection. As a full-access intersection it operates at an overall acceptable level of service, however; the southbound left movement will operate at LOS F in the AM and LOS E in the PM. The high delay and low queuing for this exiting movement indicates that vehicles are not able to cross both

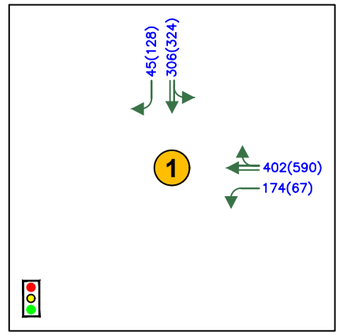
directions of traffic to complete this movement in a timely manner. Therefore, a left-out will not be recommended.

Table 8 – 2024 Build Unsignalized Intersection Results

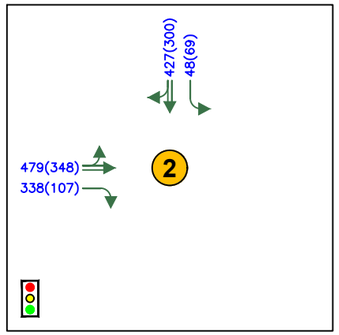
Intersection/Movement	2024 AM Peak				2024 PM Peak			
	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Oak & Camino de Salud	0	-	-	-	0.9	-	-	-
WB Right	12.9	0.01	0	B	17.3	0.21	25	C
University & Tucker	7.6	-	-	-	23.3	-	-	-
WB Approach	70.3	0.84	175	F	174.8	1.25	425	F
SB Right	17	0.53	100	C	11.3	0.18	25	B
Camino de Salud & Tucker	3.1	-	-	-	5.1	-	-	-
NB Approach	18.8	0.35	50	C	17.2	0.42	75	C
EB Approach	-	-	0	A	7.8	0.01	0	A
WB Approach	8.7	0.01	0	A	7.9	0.01	0	A
SB Approach	9.3	0.01	0	A	12.9	0.01	0	B
Yale & Camino de Salud	10.6	-	-	-	15.3	-	-	-
NB Left	7.6	0.04	25	A	7.8	0.01	0	A
EB Left	14.4	0.04	25	B	13.2	0.01	0	B
EB Approach	16.1	0.26	50	C	12.2	0.24	25	B
WB Left	37.3	0.67	125	E	42.4	0.83	200	E
WB Approach	15.9	0.27	50	C	13.4	0.24	25	B
SB Left	8.5	0.03	25	A	8	0.02	25	A
Lomas & Proposed Entrance	0.2	-	-	-	0.2	-	-	-
EB Left	24.9	0.09	25	C	18.3	0.03	25	C
SB Left	54.4	0.01	0	F	43.4	0.03	25	E
SB Right	18.0	0.02	25	C	15.6	0.03	25	C
Lomas & Ambulance Entrance	0.1	-	-	-	0	-	-	-
EB Left	26.2	0.06	25	D	19.1	0.01	0	C
SB Right	18.7	0.02	25	C	16	0.02	25	C
Lomas & Patient Drop-off Exit	1.4	-	-	-	1.2	-	-	-
SB Right	26.2	0.35	50	D	17.4	0.22	25	C
Lomas & Patient Drop-off Ent	0.8	-	-	-	0.4	-	-	-
EB Left	30.9	0.31	50	D	17.3	0.20	25	C

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

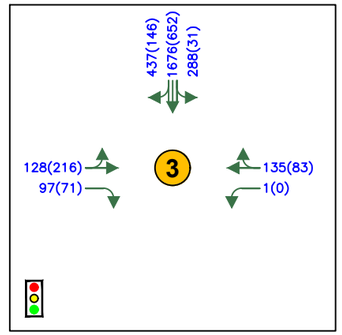




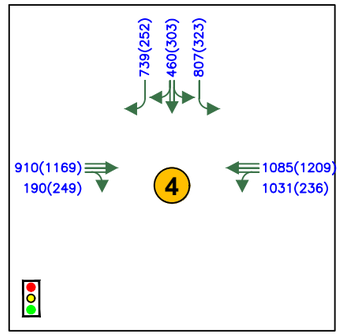
I25 SB FRONTAGE/N I40 FRONTAGE



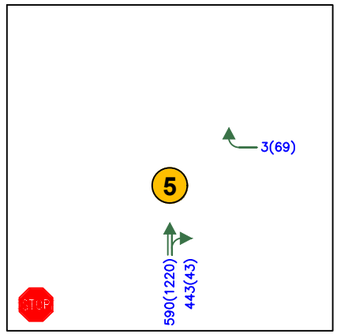
I25 SB FRONTAGE/S I40 FRONTAGE



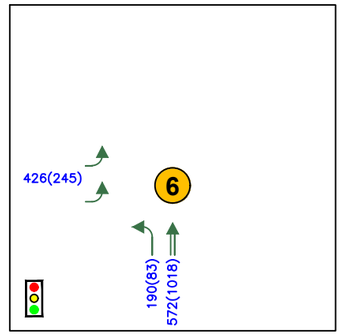
LOCUST/MOUNTAIN



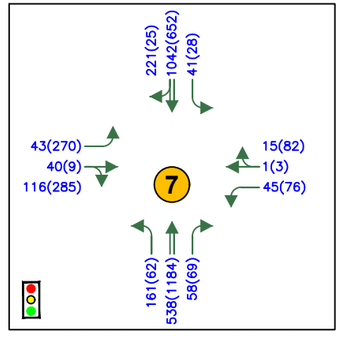
LOCUST/LOMAS



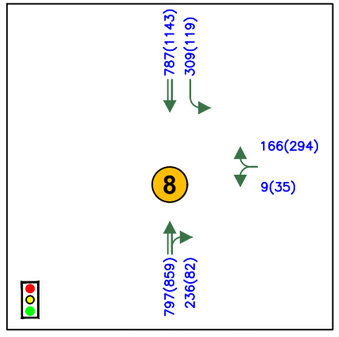
OAK/CAMINO DE SALUD



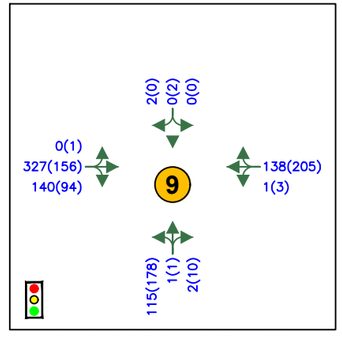
OAK/MOUNTAIN



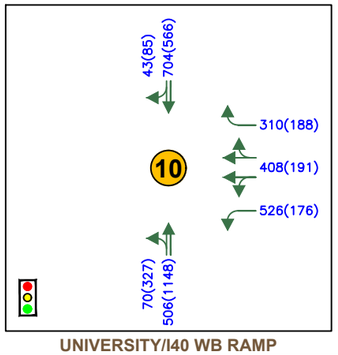
UNIVERSITY/CAMINO DE SALUD



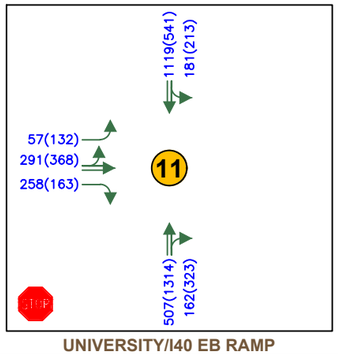
UNIVERSITY/TUCKER



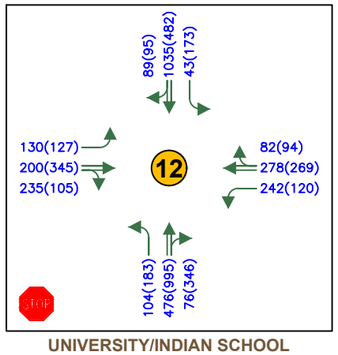
CAMINO DE SALUD/TUCKER



UNIVERSITY/I40 WB RAMP



UNIVERSITY/I40 EB RAMP



UNIVERSITY/INDIAN SCHOOL

LEGEND

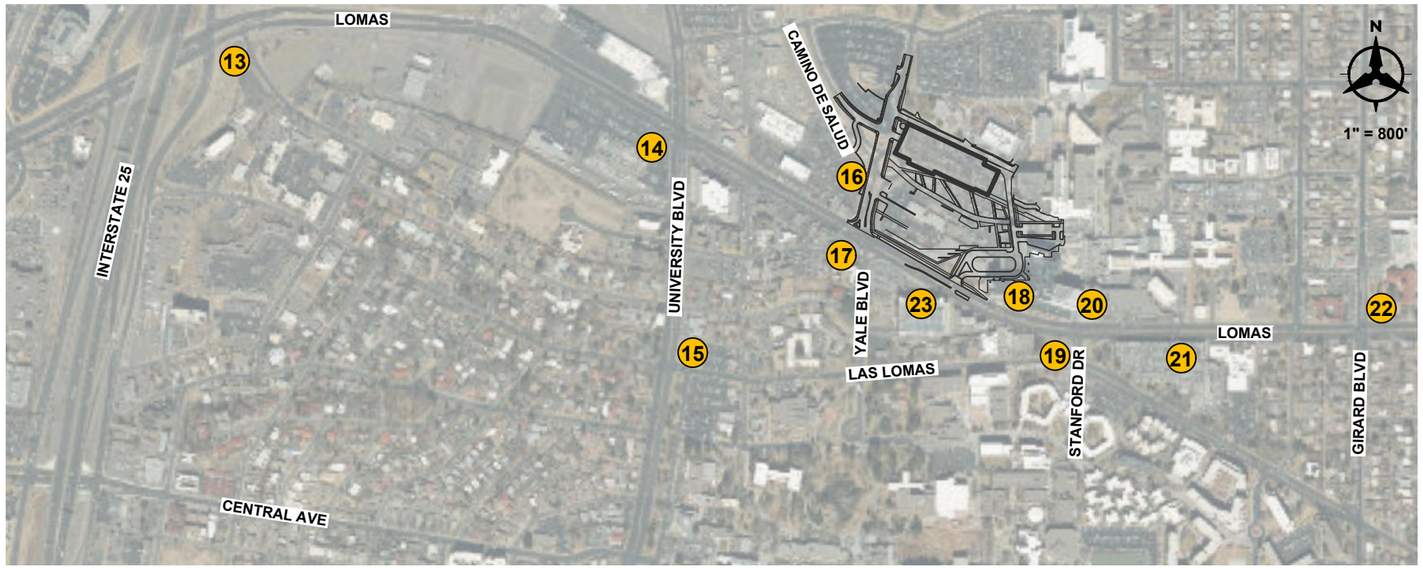
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

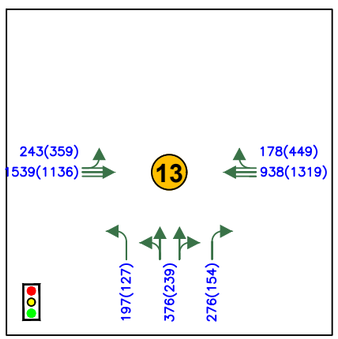
Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

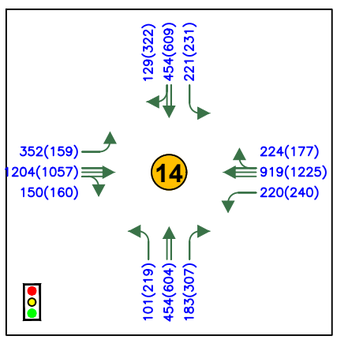
FIGURE 7A
2024 BUILD AM(PM) PEAK HOUR TRAFFIC VOLUMES - NORTH

P:\20190531\TRANS\Study\Report-Production\Report Figures\Build.dwg Apr 24, 2020 - 12:17pm

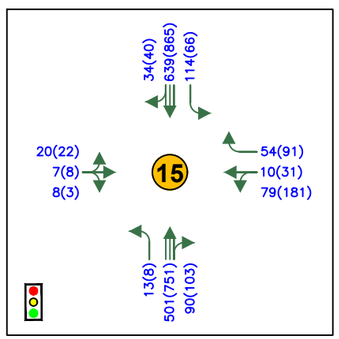




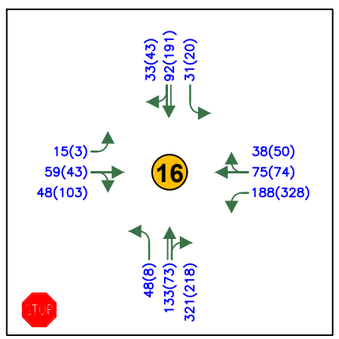
OAK/LOMAS



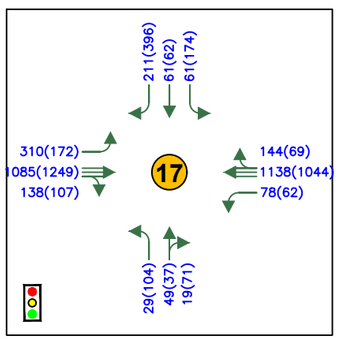
UNIVERSITY/LOMAS



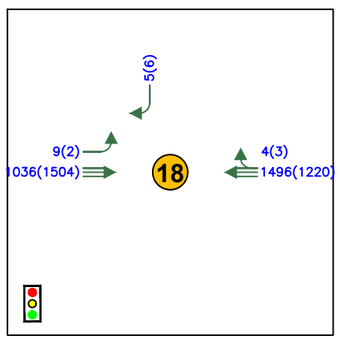
UNIVERSITY/LAS LOMAS



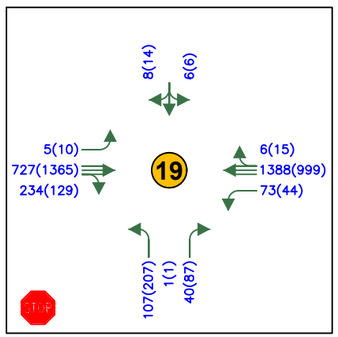
YALE/CAMINO DE SALUD



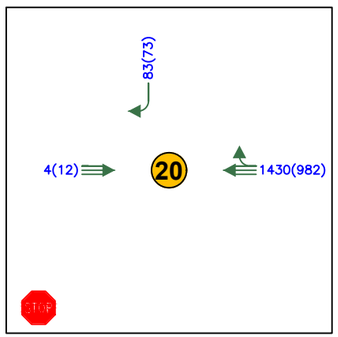
YALE/LOMAS



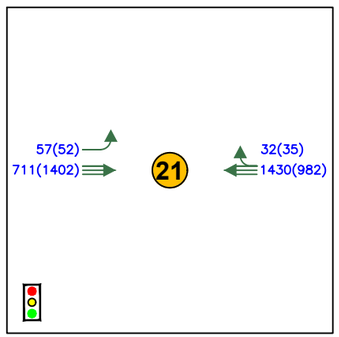
LOMAS/AMBULANCE ENTRANCE



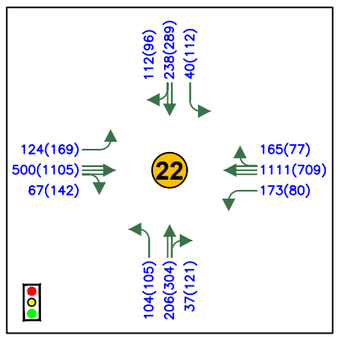
STANFORD/ER ENTRANCE/LOMAS



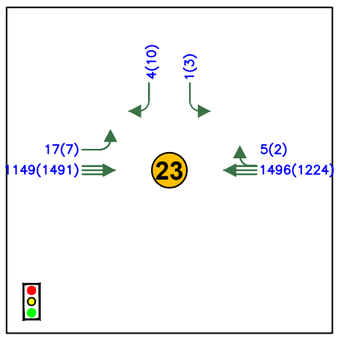
LOMAS/PATIENT DROP-OFF EXIT



LOMAS/PATIENT DROP-OFF ENTRANCE



GIRARD/LOMAS



PROPOSED ENTRANCE/LOMAS

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

P:\20190531\TRANS\Study\Report-Production\Report Figures\Build.dwg Apr 24, 2020 - 9:14am

Bohannan Huston
www.bhinc.com 800.877.5332

UNMH NHT
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 7B
2024 BUILD AM(PM) PEAK HOUR TRAFFIC VOLUMES - SOUTH

VII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis shows that under existing 2019, 2024 No Build, and 2024 Build, all intersections will operate at an acceptable level of service (LOS), with two exceptions.

1. The signalized intersection of University and Indian School has an overall acceptable LOS in both peak hours; however, it has a volume-to-capacity ratio over 1 in the AM peak hour in a traditional 60-minute analysis, which indicates the intersection is over capacity. The multi-period analysis shows that the intersection operates under capacity for each 15-minute period with acceptable levels of service.
2. The two-way stop-controlled intersection at University Blvd and Tucker currently operates at LOS E during the AM peak hour and LOS F during the PM peak hour in the westbound approach. In the build condition the delay for the westbound approach increases from 48.9 to 70.3 in the AM peak hour and from 109.4 to 174.8 in the PM peak hour.

Construction of the development will not result in dramatic increases in traffic delay or degrade in LOS for all other signalized intersections and unsignalized movements. Modifications made to two other intersections in the build year were evaluated, with conclusions described below:

- Yale Blvd and Camino de Salud – The replacement of the roundabout at Yale Blvd and Camino de Salud with a two-way stop-controlled intersection was evaluated. The east leg of the intersection will serve the parking garage. The intersection is expected to operate at an overall acceptable LOS.
- Proposed Entrance – The proposed entrance from Lomas Blvd east of Yale Blvd was evaluated with reassigned trips applied from the Lomas Blvd and Yale Blvd intersection. As a full-access intersection it operates at an overall acceptable level of service, however; the southbound left movement will operate at LOS F in the AM and LOS E in the PM. The high delay and low queuing for this movement indicates that vehicles are not able to cross both directions of traffic to complete this movement in a timely manner. Therefore, the recommendation is for this intersection to be left-in/right-in/right-out only.

1. RECOMMENDATIONS

The proposed driveway located on Lomas Blvd between Yale Blvd and the ambulance entrance is expected to operate at an acceptable LOS with minimal delay for the eastbound left movements. It is recommended that this new entrance operate as a left-in/right-in/right-out only driveway, no left outs. Due to the short distance between the Lomas Blvd and Yale Blvd intersection and this driveway, the eastbound left turn lane should be the maximum length without impacting the westbound left turn onto Yale. It is possible that this entrance will require signalization as a high-T, similar to the intersection of Central and Mulberry, in the future as it is more convenient for patient drop-off than the current configuration.

It is recommended Yale Blvd north of Lomas Blvd provide two lanes of traffic both northbound and southbound. A dedicated northbound left turn lane should be constructed at the Camino de Salud intersection. The outside northbound through lane should be extended north to the service road at the north side of the parking garage. The second southbound lane can begin at the Camino de Salud intersection.

2. FUTURE CONSIDERATIONS

With the understanding that UNMH will continue development of the NHT and additional medical office buildings in the future, it is important to consider the expected number of trips generated by future development and the impact to existing intersections. These trips will likely need to be accommodated by introducing additional access points into the campus.

The Albuquerque/Bernalillo County Comprehensive Plan designates Lomas Blvd as a “Major Transit Corridor” and the UNMH campus area as an “Activity Center.” The draft Albuquerque Development Process Manual (DPM) requires that these designations consider the incorporation of multi-modal opportunities including an efficient transit system, attractive pedestrian environment, and good access for bicyclists. The DPM allows for signalized intersections located on roadways designated as a “Major Transit Corridor” that is located within an “Activity Center” to operate at LOS E. The draft DPM also indicates that a “Major Transit Corridor” may space signalized intersections ¼ to ½ mile apart.

For these reasons it should become an expectation that Lomas Blvd will operate relatively slowly for vehicular traffic while accommodating the safety and comfort of transit users, bicyclists, and pedestrians. The City and UNMH should work cooperatively together to evaluate future needs and coordinate their implementation. This includes working with Rio Metro on the University Boulevard Bus Rapid Transit Study.

APPENDIX A
EXISTING TRAFFIC COUNTS

Cleland Counts

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

Counter R.C.

File Name : North frontage Rd and West frontage Rd.
Site Code : 04022019
Start Date : 4/2/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Eastbound					West frontage Rd. Westbound					Northbound					North frontage Rd. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	7	11	0	0	18	0	0	0	1	1	0	15	7	1	23	42
06:15 AM	0	0	0	0	0	5	12	0	0	17	0	0	0	0	0	0	18	5	0	23	40
06:30 AM	0	0	0	0	0	7	15	0	0	22	0	0	0	0	0	0	31	2	0	33	55
06:45 AM	0	0	0	0	0	28	53	0	0	81	0	0	0	0	0	0	30	11	0	41	122
Total	0	0	0	0	0	47	91	0	0	138	0	0	0	1	1	0	94	25	1	120	259
07:00 AM	0	0	0	0	0	26	39	0	0	65	0	0	0	1	1	0	46	8	0	54	120
07:15 AM	0	0	0	0	0	47	84	0	0	131	0	0	0	0	0	0	60	10	0	70	201
07:30 AM	0	0	0	0	0	43	117	0	0	160	0	0	0	0	0	0	66	9	0	75	235
07:45 AM	0	0	0	0	0	43	100	0	0	143	0	0	0	0	0	0	91	12	0	103	246
Total	0	0	0	0	0	159	340	0	0	499	0	0	0	1	1	0	263	39	0	302	802
08:00 AM	0	0	0	0	0	36	81	0	0	117	0	0	0	0	0	0	80	13	0	93	210
08:15 AM	0	0	0	0	0	32	73	0	0	105	0	0	0	0	0	0	66	15	0	81	186
08:30 AM	0	0	0	0	0	25	84	0	0	109	0	0	0	0	0	0	78	8	0	86	195
08:45 AM	0	0	0	0	0	29	73	0	0	102	0	0	0	0	0	0	69	17	0	86	188
Total	0	0	0	0	0	122	311	0	0	433	0	0	0	0	0	0	293	53	0	346	779
*** BREAK ***																					
04:00 PM	0	0	0	0	0	10	112	0	0	122	0	0	0	0	0	0	88	33	0	121	243
04:15 PM	0	0	0	1	1	20	117	0	0	137	0	0	0	1	1	0	76	24	0	100	239
04:30 PM	0	0	0	0	0	13	133	0	0	146	0	0	0	0	0	0	79	37	0	116	262
04:45 PM	0	0	0	0	0	15	161	0	0	176	0	0	0	0	0	0	61	27	0	88	264
Total	0	0	0	1	1	58	523	0	0	581	0	0	0	1	1	0	304	121	0	425	1008
05:00 PM	0	0	0	0	0	17	141	0	1	159	0	0	0	0	0	0	99	36	0	135	294
05:15 PM	0	0	0	0	0	13	126	0	0	139	0	0	0	0	0	0	61	25	0	86	225
05:30 PM	0	0	0	0	0	10	99	0	0	109	0	0	0	0	0	0	71	31	0	102	211
05:45 PM	0	0	0	0	0	14	80	0	1	95	0	0	0	0	0	0	56	16	0	72	167
Total	0	0	0	0	0	54	446	0	2	502	0	0	0	0	0	0	287	108	0	395	897
06:00 PM	0	0	0	0	0	23	119	0	0	142	0	0	0	0	0	0	59	15	0	74	216
06:15 PM	0	0	0	0	0	16	159	0	0	175	0	0	0	0	0	0	37	7	0	44	219
06:30 PM	0	0	0	0	0	8	95	0	0	103	0	0	0	0	0	0	39	15	0	54	157
06:45 PM	0	0	0	0	0	9	58	0	0	67	0	0	0	0	0	0	36	15	1	52	119
Total	0	0	0	0	0	56	431	0	0	487	0	0	0	0	0	0	171	52	1	224	711
Grand Total	0	0	0	1	1	496	2142	0	2	2640	0	0	0	3	3	0	1412	398	2	1812	4456
Apprch %	0	0	0	100		18.8	81.1	0	0.1		0	0	0	100		0	77.9	22	0.1		
Total %	0	0	0	0	0	11.1	48.1	0	0	59.2	0	0	0	0.1	0.1	0	31.7	8.9	0	40.7	

Cleland Counts

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

File Name : North frontage Rd and West frontage Rd.
Site Code : 04022019
Start Date : 4/2/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Eastbound					West frontage Rd. Westbound					Northbound					North frontage Rd. Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Cars	0	0	0	1	1	483	2110	0	2	2595	0	0	0	3	3	0	1372	380	2	1754	4353
% Cars	0	0	0	100	100	97.4	98.5	0	100	98.3	0	0	0	100	100	0	97.2	95.5	100	96.8	97.7
Trucks	0	0	0	0	0	10	22	0	0	32	0	0	0	0	0	0	27	12	0	39	71
% Trucks	0	0	0	0	0	2	1	0	0	1.2	0	0	0	0	0	0	1.9	3	0	2.2	1.6
Buses	0	0	0	0	0	3	10	0	0	13	0	0	0	0	0	0	13	6	0	19	32
% Buses	0	0	0	0	0	0.6	0.5	0	0	0.5	0	0	0	0	0	0	0.9	1.5	0	1	0.7

Cleland Counts

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

File Name : North frontage Rd and West frontage Rd.
Site Code : 04022019
Start Date : 4/2/2019
Page No : 3

	Eastbound					West frontage Rd. Westbound					Northbound					North frontage Rd. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	47	84	0	0	131	0	0	0	0	0	0	60	10	0	70	201
07:30 AM	0	0	0	0	0	43	117	0	0	160	0	0	0	0	0	0	66	9	0	75	235
07:45 AM	0	0	0	0	0	43	100	0	0	143	0	0	0	0	0	0	91	12	0	103	246
08:00 AM	0	0	0	0	0	36	81	0	0	117	0	0	0	0	0	0	80	13	0	93	210
Total Volume	0	0	0	0	0	169	382	0	0	551	0	0	0	0	0	0	297	44	0	341	892
% App. Total	0	0	0	0		30.7	69.3	0	0		0	0	0	0		0	87.1	12.9	0		
PHF	.000	.000	.000	.000	.000	.899	.816	.000	.000	.861	.000	.000	.000	.000	.000	.000	.816	.846	.000	.828	.907
Cars	0	0	0	0	0	166	372	0	0	538	0	0	0	0	0	0	291	42	0	333	871
% Cars	0	0	0	0	0	98.2	97.4	0	0	97.6	0	0	0	0	0	0	98.0	95.5	0	97.7	97.6
Trucks	0	0	0	0	0	3	7	0	0	10	0	0	0	0	0	0	4	2	0	6	16
% Trucks	0	0	0	0	0	1.8	1.8	0	0	1.8	0	0	0	0	0	0	1.3	4.5	0	1.8	1.8
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
% Buses	0	0	0	0	0	0	0.8	0	0	0.5	0	0	0	0	0	0	0.7	0	0	0.6	0.6
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	1	1	20	117	0	0	137	0	0	0	1	1	0	76	24	0	100	239
04:30 PM	0	0	0	0	0	13	133	0	0	146	0	0	0	0	0	0	79	37	0	116	262
04:45 PM	0	0	0	0	0	15	161	0	0	176	0	0	0	0	0	0	61	27	0	88	264
05:00 PM	0	0	0	0	0	17	141	0	1	159	0	0	0	0	0	0	99	36	0	135	294
Total Volume	0	0	0	1	1	65	552	0	1	618	0	0	0	1	1	0	315	124	0	439	1059
% App. Total	0	0	0	100		10.5	89.3	0	0.2		0	0	0	100		0	71.8	28.2	0		
PHF	.000	.000	.000	.250	.250	.813	.857	.000	.250	.878	.000	.000	.000	.250	.250	.000	.795	.838	.000	.813	.901
Cars	0	0	0	1	1	63	550	0	1	614	0	0	0	1	1	0	305	121	0	426	1042
% Cars	0	0	0	100	100	96.9	99.6	0	100	99.4	0	0	0	100	100	0	96.8	97.6	0	97.0	98.4
Trucks	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	8	3	0	11	13
% Trucks	0	0	0	0	0	1.5	0.2	0	0	0.3	0	0	0	0	0	0	2.5	2.4	0	2.5	1.2
Buses	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	1.5	0.2	0	0	0.3	0	0	0	0	0	0	0.6	0	0	0.5	0.4

Cleland Counts

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

Counter R.C.

File Name : South frontage Rd. and West frontage Rd.
Site Code : 04022019
Start Date : 4/2/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	West frontage Rd. Eastbound					Westbound					Northbound					South Frontage Rd. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	30	14	0	44	0	0	0	0	0	0	0	0	0	0	3	19	0	0	22	66
06:15 AM	0	37	28	2	67	0	0	0	0	0	0	0	0	0	0	3	20	0	0	23	90
06:30 AM	0	60	39	0	99	0	0	0	0	0	0	0	0	0	0	4	33	0	0	37	136
06:45 AM	0	55	67	0	122	0	0	0	0	0	0	0	0	0	0	2	54	0	0	56	178
Total	0	182	148	2	332	0	0	0	0	0	0	0	0	0	0	12	126	0	0	138	470
07:00 AM	0	71	57	0	128	0	0	0	0	0	0	0	0	0	0	4	67	0	1	72	200
07:15 AM	0	101	92	0	193	0	0	0	0	0	0	0	0	0	0	6	97	0	0	103	296
07:30 AM	0	123	80	0	203	0	0	0	0	0	0	0	0	0	0	12	98	0	0	110	313
07:45 AM	0	121	76	0	197	0	0	0	0	0	0	0	0	0	0	17	116	0	0	133	330
Total	0	416	305	0	721	0	0	0	0	0	0	0	0	0	0	39	378	0	1	418	1139
08:00 AM	0	112	72	0	184	0	0	0	0	0	0	0	0	0	0	12	104	0	0	116	300
08:15 AM	0	106	50	0	156	0	0	0	0	0	0	0	0	0	0	9	87	0	0	96	252
08:30 AM	0	96	49	0	145	0	0	0	0	0	0	0	0	0	0	13	89	0	0	102	247
08:45 AM	0	95	48	0	143	0	0	0	0	0	0	0	0	0	0	8	92	0	0	100	243
Total	0	409	219	0	628	0	0	0	0	0	0	0	0	0	0	42	372	0	0	414	1042
*** BREAK ***																					
04:00 PM	0	67	28	0	95	0	0	0	0	0	0	0	0	0	0	13	83	0	0	96	191
04:15 PM	0	82	20	0	102	0	0	0	1	1	0	0	0	0	0	11	84	0	1	96	199
04:30 PM	0	73	26	1	100	0	0	0	0	0	0	0	0	2	2	12	77	0	0	89	191
04:45 PM	0	88	23	0	111	0	0	0	1	1	0	0	0	0	0	11	66	0	0	77	189
Total	0	310	97	1	408	0	0	0	2	2	0	0	0	2	2	47	310	0	1	358	770
05:00 PM	0	79	24	0	103	0	0	0	0	0	0	0	0	0	0	28	83	0	0	111	214
05:15 PM	0	95	28	0	123	0	0	0	0	0	0	0	0	0	0	16	65	0	0	81	204
05:30 PM	0	64	18	0	82	0	0	0	0	0	0	0	0	0	0	13	68	0	0	81	163
05:45 PM	0	43	17	1	61	0	0	0	0	0	0	0	0	0	0	9	60	0	0	69	130
Total	0	281	87	1	369	0	0	0	0	0	0	0	0	0	0	66	276	0	0	342	711
06:00 PM	0	44	15	0	59	0	0	0	0	0	0	0	0	0	0	13	74	0	0	87	146
06:15 PM	0	35	11	1	47	0	0	0	0	0	0	0	0	0	0	3	47	0	0	50	97
06:30 PM	0	40	19	0	59	0	0	0	2	2	0	0	0	0	0	5	43	0	0	48	109
06:45 PM	0	30	17	1	48	0	0	0	0	0	0	0	0	0	0	3	41	0	1	45	93
Total	0	149	62	2	213	0	0	0	2	2	0	0	0	0	0	24	205	0	1	230	445
Grand Total	0	1747	918	6	2671	0	0	0	4	4	0	0	0	2	2	230	1667	0	3	1900	4577
Apprch %	0	65.4	34.4	0.2		0	0	0	100		0	0	0	100		12.1	87.7	0	0.2		
Total %	0	38.2	20.1	0.1	58.4	0	0	0	0.1	0.1	0	0	0	0	0	5	36.4	0	0.1	41.5	

Cleland Counts

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

File Name : South frontage Rd. and West frontage Rd.
Site Code : 04022019
Start Date : 4/2/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	West frontage Rd. Eastbound					Westbound					Northbound					South Frontage Rd. Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Cars	0	1701	907	6	2614	0	0	0	3	3	0	0	0	2	2	227	1625	0	3	1855	4474
% Cars	0	97.4	98.8	100	97.9	0	0	0	75	75	0	0	0	100	100	98.7	97.5	0	100	97.6	97.7
Trucks	0	18	3	0	21	0	0	0	1	1	0	0	0	0	0	3	27	0	0	30	52
% Trucks	0	1	0.3	0	0.8	0	0	0	25	25	0	0	0	0	0	1.3	1.6	0	0	1.6	1.1
Buses	0	28	8	0	36	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	51
% Buses	0	1.6	0.9	0	1.3	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0.8	1.1

Cleland Counts

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

File Name : South frontage Rd. and West frontage Rd.
Site Code : 04022019
Start Date : 4/2/2019

	West frontage Rd. Eastbound					Westbound					Northbound					South Frontage Rd. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	101	92	0	193	0	0	0	0	0	0	0	0	0	0	6	97	0	0	103	296
07:30 AM	0	123	80	0	203	0	0	0	0	0	0	0	0	0	0	12	98	0	0	110	313
07:45 AM	0	121	76	0	197	0	0	0	0	0	0	0	0	0	0	17	116	0	0	133	330
08:00 AM	0	112	72	0	184	0	0	0	0	0	0	0	0	0	0	12	104	0	0	116	300
Total Volume	0	457	320	0	777	0	0	0	0	0	0	0	0	0	0	47	415	0	0	462	1239
% App. Total	0	58.8	41.2	0		0	0	0	0		0	0	0	0		10.2	89.8	0	0		
PHF	.000	.929	.870	.000	.957	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.691	.894	.000	.000	.868	.939
Cars	0	451	317	0	768	0	0	0	0	0	0	0	0	0	0	47	411	0	0	458	1226
% Cars	0	98.7	99.1	0	98.8	0	0	0	0	0	0	0	0	0	0	100	99.0	0	0	99.1	99.0
Trucks	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
% Trucks	0	0.7	0.3	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.6	0.6
Buses	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
% Buses	0	0.7	0.6	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.5
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	73	26	1	100	0	0	0	0	0	0	0	0	2	2	12	77	0	0	89	191
04:45 PM	0	88	23	0	111	0	0	0	1	1	0	0	0	0	0	11	66	0	0	77	189
05:00 PM	0	79	24	0	103	0	0	0	0	0	0	0	0	0	0	28	83	0	0	111	214
05:15 PM	0	95	28	0	123	0	0	0	0	0	0	0	0	0	0	16	65	0	0	81	204
Total Volume	0	335	101	1	437	0	0	0	1	1	0	0	0	2	2	67	291	0	0	358	798
% App. Total	0	76.7	23.1	0.2		0	0	0	100		0	0	0	100		18.7	81.3	0	0		
PHF	.000	.882	.902	.250	.888	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.598	.877	.000	.000	.806	.932
Cars	0	329	101	1	431	0	0	0	1	1	0	0	0	2	2	65	286	0	0	351	785
% Cars	0	98.2	100	100	98.6	0	0	0	100	100	0	0	0	100	100	97.0	98.3	0	0	98.0	98.4
Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	5
% Trucks	0	0.3	0	0	0.2	0	0	0	0	0	0	0	0	0	0	3.0	0.7	0	0	1.1	0.6
Buses	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	8
% Buses	0	1.5	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	0.8	1.0

Cleland Counts

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

Counter R.C.

File Name : Frontage Rd. S. and Mountain Rd.
Site Code : 03262019
Start Date : 3/26/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Mountain Rd. Eastbound						Mountain Rd. Westbound						Northbound						Frontage Rd. S. Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	1	5	0	0	6	0	11	0	0	0	11	0	0	0	0	0	0	25	109	21	0	0	155	172
06:15 AM	0	5	3	0	3	11	0	9	0	0	0	9	0	0	0	0	0	0	45	143	17	0	0	205	225
06:30 AM	0	15	15	0	0	30	0	36	0	0	0	36	0	0	0	0	0	0	74	174	38	0	0	286	352
06:45 AM	0	15	11	0	0	26	0	35	0	1	1	37	0	0	0	0	0	0	55	280	75	0	0	410	473
Total	0	36	34	0	3	73	0	91	0	1	1	93	0	0	0	0	0	0	199	706	151	0	0	1056	1222
07:00 AM	0	26	22	0	1	49	1	75	0	0	0	76	0	0	0	0	0	0	63	269	99	0	1	432	557
07:15 AM	0	38	34	0	0	72	0	63	0	0	0	63	0	0	0	0	0	0	75	379	127	0	1	582	717
07:30 AM	0	37	37	0	0	74	0	31	0	0	0	31	0	0	0	0	0	0	60	359	106	0	0	525	630
07:45 AM	0	26	13	0	0	39	0	14	0	0	0	14	0	0	0	0	0	0	82	458	92	0	0	632	685
Total	0	127	106	0	1	234	1	183	0	0	0	184	0	0	0	0	0	0	280	1465	424	0	2	2171	2589
08:00 AM	0	22	10	0	0	32	1	23	0	0	0	24	0	0	0	0	0	0	57	425	99	0	0	581	637
08:15 AM	0	16	14	1	0	31	0	19	0	0	0	19	0	0	0	0	0	0	44	413	73	1	0	531	581
08:30 AM	0	16	17	0	0	33	1	15	0	0	0	16	0	0	0	0	0	0	36	329	76	0	0	441	490
08:45 AM	0	24	8	0	0	32	0	14	0	0	0	14	0	0	0	0	0	0	35	362	59	0	0	456	502
Total	0	78	49	1	0	128	2	71	0	0	0	73	0	0	0	0	0	0	172	1529	307	1	0	2009	2210
*** BREAK ***																									
04:00 PM	0	43	17	1	1	62	1	12	0	0	0	13	0	0	0	0	0	0	9	156	37	0	0	202	277
04:15 PM	0	26	11	0	1	38	0	17	0	0	0	17	0	0	0	0	0	0	7	155	28	0	0	190	245
04:30 PM	0	46	22	0	2	70	0	31	0	0	0	31	0	0	0	0	0	0	11	155	35	0	0	201	302
04:45 PM	0	37	17	0	0	54	0	13	0	0	0	13	0	0	0	0	0	0	7	134	40	0	0	181	248
Total	0	152	67	1	4	224	1	73	0	0	0	74	0	0	0	0	0	0	34	600	140	0	0	774	1072
05:00 PM	0	67	16	0	0	83	0	20	0	0	0	20	0	0	0	0	0	0	5	181	28	0	0	214	317
05:15 PM	0	59	14	1	0	74	0	17	0	1	0	18	0	0	0	0	0	0	5	161	39	0	0	205	297
05:30 PM	0	55	11	0	0	66	1	24	0	0	1	26	0	0	0	0	0	0	3	141	45	0	0	189	281
05:45 PM	0	24	8	0	0	32	0	4	0	0	1	5	0	0	0	0	0	0	9	119	28	0	0	156	193
Total	0	205	49	1	0	255	1	65	0	1	2	69	0	0	0	0	0	0	22	602	140	0	0	764	1088
06:00 PM	0	23	6	0	0	29	0	9	0	0	0	9	0	0	0	0	0	0	3	109	21	0	0	133	171
06:15 PM	0	21	11	0	0	32	0	7	0	0	0	7	0	0	0	0	0	0	4	121	21	0	0	146	185
06:30 PM	0	11	5	0	0	16	0	7	0	0	0	7	0	0	0	0	0	0	3	143	18	0	0	164	187
06:45 PM	0	13	8	0	0	21	0	7	0	0	0	7	0	0	0	0	0	0	4	116	18	0	0	138	166
Total	0	68	30	0	0	98	0	30	0	0	0	30	0	0	0	0	0	0	14	489	78	0	0	581	709
Grand Total	0	666	335	3	8	1012	5	513	0	2	3	523	0	0	0	0	0	0	721	5391	1240	1	2	7355	8890
Apprch %	0	65.8	33.1	0.3	0.8		1	98.1	0	0.4	0.6		0	0	0	0	0		9.8	73.3	16.9	0	0		
Total %	0	7.5	3.8	0	0.1	11.4	0.1	5.8	0	0	0	5.9	0	0	0	0	0	0	8.1	60.6	13.9	0	0	82.7	

Cleland Counts

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

File Name : Frontage Rd. S. and Mountain Rd.
Site Code : 03262019
Start Date : 3/26/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Mountain Rd. Eastbound						Mountain Rd. Westbound						Northbound						Frontage Rd. S. Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	0	655	313	3	8	979	5	491	0	2	3	501	0	0	0	0	0	0	718	5279	1217	1	2	7217	8697
% Cars	0	98.3	93.4	100	100	96.7	100	95.7	0	100	100	95.8	0	0	0	0	0	0	99.6	97.9	98.1	100	100	98.1	97.8
Trucks	0	3	1	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	3	89	8	0	0	100	106
% Trucks	0	0.5	0.3	0	0	0.4	0	0.4	0	0	0	0.4	0	0	0	0	0	0	0.4	1.7	0.6	0	0	1.4	1.2
Buses	0	8	21	0	0	29	0	20	0	0	0	20	0	0	0	0	0	0	0	23	15	0	0	38	87
% Buses	0	1.2	6.3	0	0	2.9	0	3.9	0	0	0	3.8	0	0	0	0	0	0	0	0.4	1.2	0	0	0.5	1

Cleland Counts

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

File Name : Frontage Rd. S. and Mountain Rd.
Site Code : 03262019
Start Date : 3/26/2019
Page No : 3

	Mountain Rd. Eastbound						Mountain Rd. Westbound						Northbound						Frontage Rd. S. Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	38	34	0	0	72	0	63	0	0	0	63	0	0	0	0	0	0	75	379	127	0	1	582	717
07:30 AM	0	37	37	0	0	74	0	31	0	0	0	31	0	0	0	0	0	0	60	359	106	0	0	525	630
07:45 AM	0	26	13	0	0	39	0	14	0	0	0	14	0	0	0	0	0	0	82	458	92	0	0	632	685
08:00 AM	0	22	10	0	0	32	1	23	0	0	0	24	0	0	0	0	0	0	57	425	99	0	0	581	637
Total Volume	0	123	94	0	0	217	1	131	0	0	0	132	0	0	0	0	0	0	274	1621	424	0	1	2320	2669
% App. Total	0	56.7	43.3	0	0		0.8	99.2	0	0	0		0	0	0	0	0		11.8	69.9	18.3	0	0		
PHF	.000	.809	.635	.000	.000	.733	.250	.520	.000	.000	.000	.524	.000	.000	.000	.000	.000	.000	.835	.885	.835	.000	.250	.918	.931
Cars	0	121	90	0	0	211	1	126	0	0	0	127	0	0	0	0	0	0	274	1589	415	0	1	2279	2617
% Cars	0	98.4	95.7	0	0	97.2	100	96.2	0	0	0	96.2	0	0	0	0	0	0	100	98.0	97.9	0	100	98.2	98.1
Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	5	0	0	31	32
% Trucks	0	0.8	0	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	1.6	1.2	0	0	1.3	1.2
Buses	0	1	4	0	0	5	0	5	0	0	0	5	0	0	0	0	0	0	0	6	4	0	0	10	20
% Buses	0	0.8	4.3	0	0	2.3	0	3.8	0	0	0	3.8	0	0	0	0	0	0	0	0.4	0.9	0	0	0.4	0.7
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	46	22	0	2	70	0	31	0	0	0	31	0	0	0	0	0	0	11	155	35	0	0	201	302
04:45 PM	0	37	17	0	0	54	0	13	0	0	0	13	0	0	0	0	0	0	7	134	40	0	0	181	248
05:00 PM	0	67	16	0	0	83	0	20	0	0	0	20	0	0	0	0	0	0	5	181	28	0	0	214	317
05:15 PM	0	59	14	1	0	74	0	17	0	1	0	18	0	0	0	0	0	0	5	161	39	0	0	205	297
Total Volume	0	209	69	1	2	281	0	81	0	1	0	82	0	0	0	0	0	0	28	631	142	0	0	801	1164
% App. Total	0	74.4	24.6	0.4	0.7		0	98.8	0	1.2	0		0	0	0	0	0		3.5	78.8	17.7	0	0		
PHF	.000	.780	.784	.250	.250	.846	.000	.653	.000	.250	.000	.661	.000	.000	.000	.000	.000	.000	.636	.872	.888	.000	.000	.936	.918
Cars	0	208	65	1	2	276	0	78	0	1	0	79	0	0	0	0	0	0	26	625	138	0	0	789	1144
% Cars	0	99.5	94.2	100	100	98.2	0	96.3	0	100	0	96.3	0	0	0	0	0	0	92.9	99.0	97.2	0	0	98.5	98.3
Trucks	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	6	8
% Trucks	0	0.5	1.4	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	7.1	0.6	0	0	0	0.7	0.7
Buses	0	0	3	0	0	3	0	3	0	0	0	3	0	0	0	0	0	0	0	2	4	0	0	6	12
% Buses	0	0	4.3	0	0	1.1	0	3.7	0	0	0	3.7	0	0	0	0	0	0	0	0.3	2.8	0	0	0.7	1.0

Cleland Counts

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

Counter R.C.

File Name : Lomas and Frontage Rd. S.
Site Code : 03202019
Start Date : 3/20/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Eastbound						Lomas Westbound						Northbound						Frontage Rd. Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	42	11	0	0	53	2	43	0	0	0	45	0	0	0	0	0	0	54	28	37	0	0	119	217
06:15 AM	0	70	10	0	0	80	10	60	0	0	0	70	0	0	0	0	0	0	81	41	56	0	0	178	328
06:30 AM	0	76	12	0	0	88	16	67	0	0	0	83	0	0	0	0	0	0	117	54	85	0	0	256	427
06:45 AM	0	122	18	0	0	140	17	119	0	0	0	136	0	0	0	0	0	0	139	58	104	0	0	301	577
Total	0	310	51	0	0	361	45	289	0	0	0	334	0	0	0	0	0	0	391	181	282	0	0	854	1549
07:00 AM	0	149	25	0	0	174	16	154	0	0	0	170	0	0	0	0	0	0	119	77	99	0	0	295	639
07:15 AM	0	226	27	0	1	254	14	200	0	0	0	214	0	0	0	0	0	0	163	103	122	0	1	389	857
07:30 AM	0	236	29	0	1	266	34	228	0	0	0	262	0	0	0	0	0	0	182	100	145	0	0	427	955
07:45 AM	0	227	33	0	0	260	24	321	0	0	0	345	0	0	0	0	0	0	208	105	203	0	0	516	1121
Total	0	838	114	0	2	954	88	903	0	0	0	991	0	0	0	0	0	0	672	385	569	0	1	1627	3572
08:00 AM	0	229	22	0	1	252	21	251	0	0	0	272	0	0	0	0	0	0	197	117	193	0	1	508	1032
08:15 AM	0	181	22	0	0	203	19	249	0	0	0	268	0	0	0	0	0	0	191	125	176	0	0	492	963
08:30 AM	0	210	22	0	0	232	13	158	0	0	1	172	0	0	0	0	0	0	216	123	168	0	0	507	911
08:45 AM	0	229	25	0	0	254	26	242	0	0	0	268	0	0	0	0	0	0	211	114	152	0	0	477	999
Total	0	849	91	0	1	941	79	900	0	0	1	980	0	0	0	0	0	0	815	479	689	0	1	1984	3905
*** BREAK ***																									
04:00 PM	0	261	46	0	0	307	41	230	0	0	0	271	0	0	0	0	1	1	92	94	61	0	0	247	826
04:15 PM	0	277	50	0	0	327	57	263	0	0	1	321	0	0	0	0	0	0	54	64	75	0	0	193	841
04:30 PM	0	254	70	0	0	324	67	288	0	0	1	356	0	0	0	0	0	0	65	95	63	0	0	223	903
04:45 PM	0	229	58	0	1	288	53	310	0	2	0	365	0	0	0	0	0	0	71	60	48	0	0	179	832
Total	0	1021	224	0	1	1246	218	1091	0	2	2	1313	0	0	0	0	1	1	282	313	247	0	0	842	3402
05:00 PM	0	323	53	0	0	376	52	262	0	0	2	316	0	0	0	0	0	0	89	72	66	0	0	227	919
05:15 PM	0	325	61	0	0	386	53	303	0	0	0	356	0	0	0	0	0	0	86	67	68	0	0	221	963
05:30 PM	0	195	26	0	0	221	39	226	0	0	0	265	0	0	0	0	0	0	119	87	66	0	0	272	758
05:45 PM	0	222	29	0	1	252	33	178	0	0	0	211	0	0	0	0	0	0	149	69	51	0	0	269	732
Total	0	1065	169	0	1	1235	177	969	0	0	2	1148	0	0	0	0	0	0	443	295	251	0	0	989	3372
06:00 PM	0	211	38	0	1	250	36	144	0	0	0	180	0	0	0	0	0	0	194	70	38	0	0	302	732
06:15 PM	0	249	41	1	0	291	30	154	0	0	0	184	0	0	0	0	0	0	127	52	38	0	0	217	692
06:30 PM	0	165	27	0	1	193	48	153	0	1	1	203	0	0	0	0	1	1	83	42	32	0	1	158	555
06:45 PM	0	138	18	0	0	156	35	143	0	0	0	178	0	0	0	0	0	0	74	39	20	0	1	134	468
Total	0	763	124	1	2	890	149	594	0	1	1	745	0	0	0	0	1	1	478	203	128	0	2	811	2447
Grand Total	0	4846	773	1	7	5627	756	4746	0	3	6	5511	0	0	0	0	2	2	3081	1856	2166	0	4	7107	18247
Apprch %	0	86.1	13.7	0	0.1		13.7	86.1	0	0.1	0.1		0	0	0	0	100		43.4	26.1	30.5	0	0.1		
Total %	0	26.6	4.2	0	0	30.8	4.1	26	0	0	0	30.2	0	0	0	0	0	0	16.9	10.2	11.9	0	0	38.9	

Cleland Counts

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

File Name : Lomas and Frontage Rd. S.
Site Code : 03202019
Start Date : 3/20/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Lomas Eastbound						Lomas Westbound						Northbound						Frontage Rd. Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	0	4789	766	1	7	5563	753	4680	0	3	6	5442	0	0	0	0	2	2	3056	1791	2137	0	4	6988	17995
% Cars	0	98.8	99.1	100	100	98.9	99.6	98.6	0	100	100	98.7	0	0	0	0	100	100	99.2	96.5	98.7	0	100	98.3	98.6
Trucks	0	16	6	0	0	22	0	14	0	0	0	14	0	0	0	0	0	0	3	53	24	0	0	80	116
% Trucks	0	0.3	0.8	0	0	0.4	0	0.3	0	0	0	0.3	0	0	0	0	0	0	0.1	2.9	1.1	0	0	1.1	0.6
Buses	0	41	1	0	0	42	3	52	0	0	0	55	0	0	0	0	0	0	22	12	5	0	0	39	136
% Buses	0	0.8	0.1	0	0	0.7	0.4	1.1	0	0	0	1	0	0	0	0	0	0	0.7	0.6	0.2	0	0	0.5	0.7

Cleland Counts

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

File Name : Lomas and Frontage Rd. S.
Site Code : 03202019
Start Date : 3/20/2019
Page No : 3

	Lomas Eastbound						Lomas Westbound						Northbound						Frontage Rd. Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	0	236	29	0	1	266	34	228	0	0	0	262	0	0	0	0	0	0	182	100	145	0	0	427	955
07:45 AM	0	227	33	0	0	260	24	321	0	0	0	345	0	0	0	0	0	0	208	105	203	0	0	516	1121
08:00 AM	0	229	22	0	1	252	21	251	0	0	0	272	0	0	0	0	0	0	197	117	193	0	1	508	1032
08:15 AM	0	181	22	0	0	203	19	249	0	0	0	268	0	0	0	0	0	0	191	125	176	0	0	492	963
Total Volume	0	873	106	0	2	981	98	1049	0	0	0	1147	0	0	0	0	0	0	778	447	717	0	1	1943	4071
% App. Total	0	89	10.8	0	0.2		8.5	91.5	0	0	0		0	0	0	0	0		40	23	36.9	0	0.1		
PHF	.000	.925	.803	.000	.500	.922	.721	.817	.000	.000	.000	.831	.000	.000	.000	.000	.000	.000	.935	.894	.883	.000	.250	.941	.908
Cars	0	861	105	0	2	968	97	1040	0	0	0	1137	0	0	0	0	0	0	774	424	713	0	1	1912	4017
% Cars	0	98.6	99.1	0	100	98.7	99.0	99.1	0	0	0	99.1	0	0	0	0	0	0	99.5	94.9	99.4	0	100	98.4	98.7
Trucks	0	2	1	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	1	22	3	0	0	26	31
% Trucks	0	0.2	0.9	0	0	0.3	0	0.2	0	0	0	0.2	0	0	0	0	0	0	0.1	4.9	0.4	0	0	1.3	0.8
Buses	0	10	0	0	0	10	1	7	0	0	0	8	0	0	0	0	0	0	3	1	1	0	0	5	23
% Buses	0	1.1	0	0	0	1.0	1.0	0.7	0	0	0	0.7	0	0	0	0	0	0	0.4	0.2	0.1	0	0	0.3	0.6
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	254	70	0	0	324	67	288	0	0	1	356	0	0	0	0	0	0	65	95	63	0	0	223	903
04:45 PM	0	229	58	0	1	288	53	310	0	2	0	365	0	0	0	0	0	0	71	60	48	0	0	179	832
05:00 PM	0	323	53	0	0	376	52	262	0	0	2	316	0	0	0	0	0	0	89	72	66	0	0	227	919
05:15 PM	0	325	61	0	0	386	53	303	0	0	0	356	0	0	0	0	0	0	86	67	68	0	0	221	963
Total Volume	0	1131	242	0	1	1374	225	1163	0	2	3	1393	0	0	0	0	0	0	311	294	245	0	0	850	3617
% App. Total	0	82.3	17.6	0	0.1		16.2	83.5	0	0.1	0.2		0	0	0	0	0		36.6	34.6	28.8	0	0		
PHF	.000	.870	.864	.000	.250	.890	.840	.938	.000	.250	.375	.954	.000	.000	.000	.000	.000	.000	.874	.774	.901	.000	.000	.936	.939
Cars	0	1123	241	0	1	1365	225	1151	0	2	3	1381	0	0	0	0	0	0	306	291	244	0	0	841	3587
% Cars	0	99.3	99.6	0	100	99.3	100	99.0	0	100	100	99.1	0	0	0	0	0	0	98.4	99.0	99.6	0	0	98.9	99.2
Trucks	0	4	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	4	9
% Trucks	0	0.4	0	0	0	0.3	0	0.1	0	0	0	0.1	0	0	0	0	0	0	0	1.0	0.4	0	0	0.5	0.2
Buses	0	4	1	0	0	5	0	11	0	0	0	11	0	0	0	0	0	0	5	0	0	0	0	5	21
% Buses	0	0.4	0.4	0	0	0.4	0	0.9	0	0	0	0.8	0	0	0	0	0	0	1.6	0	0	0	0	0.6	0.6

Cleland Counts

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

Counter R.C.

File Name : Frontage Rd N. and Camino De Salud
Site Code : 03262019
Start Date : 3/26/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Eastbound					Camino De Salud Westbound					Frontage Rd. N Northbound					Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	33	31	0	64	0	0	0	0	0	64
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	56	54	0	110	0	0	0	0	0	110
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	66	112	0	178	0	0	0	0	0	178
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	68	80	0	148	0	0	0	0	0	148
Total	0	0	0	0	0	0	0	0	0	0	0	223	277	0	500	0	0	0	0	0	500
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	95	89	0	184	0	0	0	0	0	184
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	121	117	0	238	0	0	0	0	0	238
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	179	98	0	277	0	0	0	0	0	277
07:45 AM	0	0	0	0	0	0	0	2	0	2	0	136	124	0	260	0	0	0	0	0	262
Total	0	0	0	0	0	0	0	2	0	2	0	531	428	0	959	0	0	0	0	0	961
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	137	81	0	218	0	0	0	0	0	219
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	139	54	0	193	0	0	0	0	0	194
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	129	45	0	174	0	0	0	0	0	174
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	142	42	0	184	0	0	0	0	0	185
Total	0	0	0	0	0	0	0	3	0	3	0	547	222	0	769	0	0	0	0	0	772
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	9	0	9	0	259	7	0	266	0	0	0	0	0	275
04:15 PM	0	0	0	0	0	0	0	5	0	5	0	205	7	0	212	0	0	0	0	0	217
04:30 PM	0	0	0	0	0	0	0	17	0	17	0	284	8	0	292	0	0	0	0	0	309
04:45 PM	0	0	0	0	0	0	0	11	0	11	0	268	14	0	282	0	0	0	0	0	293
Total	0	0	0	0	0	0	0	42	0	42	0	1016	36	0	1052	0	0	0	0	0	1094
05:00 PM	0	0	0	0	0	0	0	30	0	30	0	329	8	0	337	0	0	0	0	0	367
05:15 PM	0	0	0	0	0	0	0	9	0	9	0	303	8	0	311	0	0	0	0	0	320
05:30 PM	0	0	0	0	0	0	0	4	0	4	0	245	10	0	255	0	0	0	0	0	259
05:45 PM	0	0	0	0	0	0	0	2	0	2	0	169	7	0	176	0	0	0	0	0	178
Total	0	0	0	0	0	0	0	45	0	45	0	1046	33	0	1079	0	0	0	0	0	1124
06:00 PM	0	0	0	0	0	0	0	3	0	3	0	157	4	0	161	0	0	0	0	0	164
06:15 PM	0	0	0	0	0	0	0	5	0	5	0	134	4	0	138	0	0	0	0	0	143
06:30 PM	0	0	0	0	0	0	0	4	0	4	0	113	2	0	115	0	0	0	0	0	119
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	115	4	0	119	0	0	0	0	0	119
Total	0	0	0	0	0	0	0	12	0	12	0	519	14	0	533	0	0	0	0	0	545
Grand Total	0	0	0	0	0	0	0	104	0	104	0	3882	1010	0	4892	0	0	0	0	0	4996
Apprch %	0	0	0	0		0	0	100	0		0	79.4	20.6	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	2.1	0	2.1	0	77.7	20.2	0	97.9	0	0	0	0	0	

Cleland Counts

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

File Name : Frontage Rd N. and Camino De Salud
Site Code : 03262019
Start Date : 3/26/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Eastbound					Camino De Salud Westbound					Frontage Rd. N Northbound					Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Cars	0	0	0	0	0	0	0	104	0	104	0	3813	1010	0	4823	0	0	0	0	0	4927
% Cars	0	0	0	0	0	0	0	100	0	100	0	98.2	100	0	98.6	0	0	0	0	0	98.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	42
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	0.9	0	0	0	0	0	0.8
Buses	0	0	0	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	27
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0.5

Cleland Counts

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

File Name : Frontage Rd N. and Camino De Salud
Site Code : 03262019
Start Date : 3/26/2019
Page No : 3

	Eastbound					Camino De Salud Westbound					Frontage Rd. N Northbound					Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	121	117	0	238	0	0	0	0	0	238
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	179	98	0	277	0	0	0	0	0	277
07:45 AM	0	0	0	0	0	0	0	2	0	2	0	136	124	0	260	0	0	0	0	0	262
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	137	81	0	218	0	0	0	0	0	219
Total Volume	0	0	0	0	0	0	0	3	0	3	0	573	420	0	993	0	0	0	0	0	996
% App. Total	0	0	0	0		0	0	100	0		0	57.7	42.3	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.800	.847	.000	.896	.000	.000	.000	.000	.000	.899
Cars	0	0	0	0	0	0	0	3	0	3	0	564	420	0	984	0	0	0	0	0	987
% Cars	0	0	0	0	0	0	0	100	0	100	0	98.4	100	0	99.1	0	0	0	0	0	99.1
Trucks	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	0.6	0	0	0	0	0	0.6
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.3	0	0	0	0	0	0.3
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	17	0	17	0	284	8	0	292	0	0	0	0	0	309
04:45 PM	0	0	0	0	0	0	0	11	0	11	0	268	14	0	282	0	0	0	0	0	293
05:00 PM	0	0	0	0	0	0	0	30	0	30	0	329	8	0	337	0	0	0	0	0	367
05:15 PM	0	0	0	0	0	0	0	9	0	9	0	303	8	0	311	0	0	0	0	0	320
Total Volume	0	0	0	0	0	0	0	67	0	67	0	1184	38	0	1222	0	0	0	0	0	1289
% App. Total	0	0	0	0		0	0	100	0		0	96.9	3.1	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.558	.000	.558	.000	.900	.679	.000	.907	.000	.000	.000	.000	.000	.878
Cars	0	0	0	0	0	0	0	67	0	67	0	1165	38	0	1203	0	0	0	0	0	1270
% Cars	0	0	0	0	0	0	0	100	0	100	0	98.4	100	0	98.4	0	0	0	0	0	98.5
Trucks	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.7	0	0	0	0	0	0.7
Buses	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0.8

Cleland Counts

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

Counter: R.C.

File Name : Frontage Rd. N. and Mountain Rd.
Site Code : 03262019
Start Date : 3/26/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Mountain Rd. Eastbound						Westbound						Frontage Rd. N. Northbound						Southbound						
Start Time	Right	Thru	Left	Bikes	Peds	App. Total	Right	Thru	Left	Bikes	Peds	App. Total	Right	Thru	Left	Bikes	Peds	App. Total	Right	Thru	Left	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	0	26	0	0	26	0	0	0	0	0	0	0	38	11	0	0	49	0	0	0	0	0	0	75
06:15 AM	0	0	50	0	3	53	0	0	0	0	0	0	0	60	9	0	0	69	0	0	0	0	0	0	122
06:30 AM	0	0	90	0	0	90	0	0	0	0	0	0	0	88	36	0	0	124	0	0	0	0	0	0	214
06:45 AM	0	0	70	0	0	70	0	0	0	1	1	2	0	78	35	0	0	113	0	0	0	0	0	0	185
Total	0	0	236	0	3	239	0	0	0	1	1	2	0	264	91	0	0	355	0	0	0	0	0	0	596
07:00 AM	0	0	89	0	1	90	0	0	0	0	0	0	0	95	76	0	0	171	0	0	0	0	0	0	261
07:15 AM	0	0	113	0	0	113	0	0	0	0	0	0	0	125	63	0	0	188	0	0	0	0	0	0	301
07:30 AM	0	0	97	0	0	97	0	0	0	0	0	0	0	180	31	0	0	211	0	0	0	0	0	0	308
07:45 AM	0	0	108	0	0	108	0	0	0	0	0	0	0	152	14	0	0	166	0	0	0	0	0	0	274
Total	0	0	407	0	1	408	0	0	0	0	0	0	0	552	184	0	0	736	0	0	0	0	0	0	1144
08:00 AM	0	0	79	0	0	79	0	0	0	0	0	0	0	139	24	0	0	163	0	0	0	0	0	0	242
08:15 AM	0	0	60	1	0	61	0	0	0	0	0	0	0	133	19	0	0	152	0	0	0	0	0	0	213
08:30 AM	0	0	52	0	0	52	0	0	0	0	0	0	0	122	16	0	0	138	0	0	0	0	0	0	190
08:45 AM	0	0	59	0	0	59	0	0	0	0	0	0	0	125	14	0	0	139	0	0	0	0	0	0	198
Total	0	0	250	1	0	251	0	0	0	0	0	0	0	519	73	0	0	592	0	0	0	0	0	0	843
*** BREAK ***																									
04:00 PM	0	0	52	1	1	54	0	0	0	0	0	0	0	214	13	0	0	227	0	0	0	0	0	0	281
04:15 PM	0	0	33	0	1	34	0	0	0	0	0	0	0	179	17	0	0	196	0	0	0	0	0	0	230
04:30 PM	0	0	57	0	2	59	0	0	0	0	0	0	0	235	31	0	0	266	0	0	0	0	0	0	325
04:45 PM	0	0	43	0	0	43	0	0	0	0	0	0	0	239	13	0	0	252	0	0	0	0	0	0	295
Total	0	0	185	1	4	190	0	0	0	0	0	0	0	867	74	0	0	941	0	0	0	0	0	0	1131
05:00 PM	0	0	72	0	0	72	0	0	0	0	0	0	0	265	20	0	0	285	0	0	0	0	0	0	357
05:15 PM	0	0	63	1	0	64	0	0	0	1	0	1	0	248	17	0	0	265	0	0	0	0	0	0	330
05:30 PM	0	0	58	0	0	58	0	0	0	0	1	1	0	197	25	0	0	222	0	0	0	0	0	0	281
05:45 PM	0	0	33	0	0	33	0	0	0	0	1	1	0	143	4	0	0	147	0	0	0	0	0	0	181
Total	0	0	226	1	0	227	0	0	0	1	2	3	0	853	66	0	0	919	0	0	0	0	0	0	1149
06:00 PM	0	0	26	0	0	26	0	0	0	0	0	0	0	135	9	0	0	144	0	0	0	0	0	0	170
06:15 PM	0	0	25	0	0	25	0	0	0	0	0	0	0	113	7	0	0	120	0	0	0	0	0	0	145
06:30 PM	0	0	14	0	0	14	0	0	0	0	0	0	0	101	7	0	0	108	0	0	0	0	0	0	122
06:45 PM	0	0	16	0	0	16	0	0	0	0	0	0	0	103	7	0	0	110	0	0	0	0	0	0	126
Total	0	0	81	0	0	81	0	0	0	0	0	0	0	452	30	0	0	482	0	0	0	0	0	0	563
Grand Total	0	0	1385	3	8	1396	0	0	0	2	3	5	0	3507	518	0	0	4025	0	0	0	0	0	0	5426
Apprch %	0	0	99.2	0.2	0.6		0	0	0	40	60		0	87.1	12.9	0	0		0	0	0	0	0		
Total %	0	0	25.5	0.1	0.1	25.7	0	0	0	0	0.1	0.1	0	64.6	9.5	0	0	74.2	0	0	0	0	0	0	

Cleland Counts

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

File Name : Frontage Rd. N. and Mountain Rd.
Site Code : 03262019
Start Date : 3/26/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Mountain Rd. Eastbound						Westbound						Frontage Rd. N. Northbound						Southbound						
	Right	Thru	Left	Bikes	Peds	App. Total	Right	Thru	Left	Bikes	Peds	App. Total	Right	Thru	Left	Bikes	Peds	App. Total	Right	Thru	Left	Bikes	Peds	App. Total	Int. Total
Cars	0	0	1373	3	8	1384	0	0	0	2	3	5	0	3450	496	0	0	3946	0	0	0	0	0	0	5335
% Cars	0	0	99.1	100	100	99.1	0	0	0	100	100	100	0	98.4	95.8	0	0	98	0	0	0	0	0	0	98.3
Trucks	0	0	4	0	0	4	0	0	0	0	0	0	0	38	2	0	0	40	0	0	0	0	0	0	44
% Trucks	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0	1.1	0.4	0	0	1	0	0	0	0	0	0	0.8
Buses	0	0	8	0	0	8	0	0	0	0	0	0	0	19	20	0	0	39	0	0	0	0	0	0	47
% Buses	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0	0.5	3.9	0	0	1	0	0	0	0	0	0	0.9

Cleland Counts

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

File Name : Frontage Rd. N. and Mountain Rd.
Site Code : 03262019
Start Date : 3/26/2019
Page No : 3

	Mountain Rd. Eastbound						Westbound						Frontage Rd. N. Northbound						Southbound						
Start Time	Right	Thru	Left	Bikes	Peds	App. Total	Right	Thru	Left	Bikes	Peds	App. Total	Right	Thru	Left	Bikes	Peds	App. Total	Right	Thru	Left	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 12:30 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	0	0	89	0	1	90	0	0	0	0	0	0	0	95	76	0	0	171	0	0	0	0	0	0	261
07:15 AM	0	0	113	0	0	113	0	0	0	0	0	0	0	125	63	0	0	188	0	0	0	0	0	0	301
07:30 AM	0	0	97	0	0	97	0	0	0	0	0	0	0	180	31	0	0	211	0	0	0	0	0	0	308
07:45 AM	0	0	108	0	0	108	0	0	0	0	0	0	0	152	14	0	0	166	0	0	0	0	0	0	274
Total Volume	0	0	407	0	1	408	0	0	0	0	0	0	0	552	184	0	0	736	0	0	0	0	0	0	1144
% App. Total	0	0	99.8	0	0.2		0	0	0	0	0		0	75	25	0	0		0	0	0	0	0		
PHF	.000	.000	.900	.000	.250	.903	.000	.000	.000	.000	.000	.000	.000	.767	.605	.000	.000	.872	.000	.000	.000	.000	.000	.000	.929
Cars	0	0	404	0	1	405	0	0	0	0	0	0	0	548	177	0	0	725	0	0	0	0	0	0	1130
% Cars	0	0	99.3	0	100	99.3	0	0	0	0	0	0	0	99.3	96.2	0	0	98.5	0	0	0	0	0	0	98.8
Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5
% Trucks	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0.5	0.5	0	0	0.5	0	0	0	0	0	0	0.4
Buses	0	0	2	0	0	2	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	9
% Buses	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0.2	3.3	0	0	1.0	0	0	0	0	0	0	0.8
Peak Hour Analysis From 12:45 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	0	57	0	2	59	0	0	0	0	0	0	0	235	31	0	0	266	0	0	0	0	0	0	325
04:45 PM	0	0	43	0	0	43	0	0	0	0	0	0	0	239	13	0	0	252	0	0	0	0	0	0	295
05:00 PM	0	0	72	0	0	72	0	0	0	0	0	0	0	265	20	0	0	285	0	0	0	0	0	0	357
05:15 PM	0	0	63	1	0	64	0	0	0	1	0	1	0	248	17	0	0	265	0	0	0	0	0	0	330
Total Volume	0	0	235	1	2	238	0	0	0	1	0	1	0	987	81	0	0	1068	0	0	0	0	0	0	1307
% App. Total	0	0	98.7	0.4	0.8		0	0	0	100	0		0	92.4	7.6	0	0		0	0	0	0	0		
PHF	.000	.000	.816	.250	.250	.826	.000	.000	.000	.250	.000	.250	.000	.931	.653	.000	.000	.937	.000	.000	.000	.000	.000	.000	.915
Cars	0	0	234	1	2	237	0	0	0	1	0	1	0	969	78	0	0	1047	0	0	0	0	0	0	1285
% Cars	0	0	99.6	100	100	99.6	0	0	0	100	0	100	0	98.2	96.3	0	0	98.0	0	0	0	0	0	0	98.3
Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	9
% Trucks	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0.8	0	0	0	0.7	0	0	0	0	0	0	0.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	13	0	0	0	0	0	0	13
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	3.7	0	0	1.2	0	0	0	0	0	0	1.0

Cleland Counts

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

Counter R.C.

File Name : Lomas and Frontage Rd. N.
Site Code : 03202019
Start Date : 3/20/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Eastbound						Lomas Westbound						Frontage Rd. Northbound						Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	13	83	0	0	0	96	0	23	5	1	0	29	22	40	25	0	0	87	0	0	0	0	0	0	212
06:15 AM	21	128	0	0	1	150	0	49	9	0	0	58	21	58	45	0	0	124	0	0	0	0	0	0	332
06:30 AM	18	175	0	0	0	193	0	58	16	0	0	74	25	68	77	0	0	170	0	0	0	0	0	0	437
06:45 AM	26	235	0	0	0	261	0	96	16	0	0	112	41	101	74	0	0	216	0	0	0	0	0	0	589
Total	78	621	0	0	1	700	0	226	46	1	0	273	109	267	221	0	0	597	0	0	0	0	0	0	1570
07:00 AM	38	236	0	1	0	275	0	122	35	0	0	157	50	97	64	0	0	211	0	0	0	0	0	0	643
07:15 AM	53	338	0	0	0	391	0	161	35	0	0	196	55	122	80	0	0	257	0	0	0	0	0	0	844
07:30 AM	55	388	0	0	0	443	0	209	40	0	0	249	54	82	65	0	0	201	0	0	0	0	0	0	893
07:45 AM	70	380	0	0	0	450	0	305	53	0	0	358	40	93	56	0	0	189	0	0	0	0	0	0	997
Total	216	1342	0	1	0	1559	0	797	163	0	0	960	199	394	265	0	0	858	0	0	0	0	0	0	3377
08:00 AM	57	373	0	0	0	430	0	230	45	0	0	275	42	66	58	0	0	166	0	0	0	0	0	0	871
08:15 AM	48	325	0	1	0	374	0	237	32	0	0	269	31	48	62	0	1	142	0	0	0	0	0	0	785
08:30 AM	43	386	0	0	0	429	0	152	25	0	0	177	19	59	45	0	1	124	0	0	0	0	0	0	730
08:45 AM	45	396	0	0	0	441	0	237	39	0	0	276	33	46	61	0	0	140	0	0	0	0	0	0	857
Total	193	1480	0	1	0	1674	0	856	141	0	0	997	125	219	226	0	2	572	0	0	0	0	0	0	3243
*** BREAK ***																									
04:00 PM	91	263	0	0	0	354	0	238	112	0	0	350	32	57	41	0	1	131	0	0	0	1	0	1	836
04:15 PM	81	250	0	0	0	331	0	291	99	0	0	390	31	50	52	0	1	134	0	0	0	0	0	0	855
04:30 PM	76	241	0	0	0	317	0	320	102	0	0	422	35	75	36	0	0	146	0	0	0	0	0	0	885
04:45 PM	63	240	0	1	0	304	0	344	107	0	0	451	19	45	46	1	0	111	0	0	0	0	0	0	866
Total	311	994	0	1	0	1306	0	1193	420	0	0	1613	117	227	175	1	2	522	0	0	0	1	0	1	3442
05:00 PM	116	296	0	0	0	412	0	268	101	0	0	369	46	55	34	0	0	135	0	0	0	0	0	0	916
05:15 PM	93	320	0	0	0	413	0	334	126	0	0	460	23	56	30	0	0	109	0	0	0	0	0	0	982
05:30 PM	80	234	0	0	0	314	0	241	69	0	0	310	25	82	78	0	0	185	0	0	0	0	0	0	809
05:45 PM	39	336	0	0	0	375	0	184	58	0	0	242	27	60	91	0	0	178	0	0	0	0	0	0	795
Total	328	1186	0	0	0	1514	0	1027	354	0	0	1381	121	253	233	0	0	607	0	0	0	0	0	0	3502
06:00 PM	56	351	0	0	0	407	0	160	57	0	0	217	20	61	87	0	0	168	0	0	0	0	0	0	792
06:15 PM	49	327	0	1	0	377	0	166	66	0	0	232	17	50	50	0	0	117	0	0	0	0	0	0	726
06:30 PM	28	221	0	0	0	249	0	182	67	0	0	249	19	30	58	0	0	107	0	0	0	0	0	0	605
06:45 PM	28	183	0	0	0	211	0	157	54	0	0	211	22	24	44	0	0	90	0	0	0	0	0	0	512
Total	161	1082	0	1	0	1244	0	665	244	0	0	909	78	165	239	0	0	482	0	0	0	0	0	0	2635
Grand Total	1287	6705	0	4	1	7997	0	4764	1368	1	0	6133	749	1525	1359	1	4	3638	0	0	0	1	0	1	17769
Apprch %	16.1	83.8	0	0.1	0		0	77.7	22.3	0	0		20.6	41.9	37.4	0	0.1		0	0	0	100	0		
Total %	7.2	37.7	0	0	0	45	0	26.8	7.7	0	0	34.5	4.2	8.6	7.6	0	0	20.5	0	0	0	0	0	0	

Cleland Counts

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

File Name : Lomas and Frontage Rd. N.
Site Code : 03202019
Start Date : 3/20/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Lomas Eastbound						Lomas Westbound						Frontage Rd. Northbound						Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	1276	6606	0	4	1	7887	0	4698	1344	1	0	6043	736	1475	1353	1	4	3569	0	0	0	1	0	1	17500
% Cars	99.1	98.5	0	100	100	98.6	0	98.6	98.2	100	0	98.5	98.3	96.7	99.6	100	100	98.1	0	0	0	100	0	100	98.5
Trucks	9	26	0	0	0	35	0	14	3	0	0	17	10	35	1	0	0	46	0	0	0	0	0	0	98
% Trucks	0.7	0.4	0	0	0	0.4	0	0.3	0.2	0	0	0.3	1.3	2.3	0.1	0	0	1.3	0	0	0	0	0	0	0.6
Buses	2	73	0	0	0	75	0	52	21	0	0	73	3	15	5	0	0	23	0	0	0	0	0	0	171
% Buses	0.2	1.1	0	0	0	0.9	0	1.1	1.5	0	0	1.2	0.4	1	0.4	0	0	0.6	0	0	0	0	0	0	1

Cleland Counts

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

File Name : Lomas and Frontage Rd. N.
Site Code : 03202019
Start Date : 3/20/2019
Page No : 3

	Lomas Eastbound						Lomas Westbound						Frontage Rd. Northbound						Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	53	338	0	0	0	391	0	161	35	0	0	196	55	122	80	0	0	257	0	0	0	0	0	0	844
07:30 AM	55	388	0	0	0	443	0	209	40	0	0	249	54	82	65	0	0	201	0	0	0	0	0	0	893
07:45 AM	70	380	0	0	0	450	0	305	53	0	0	358	40	93	56	0	0	189	0	0	0	0	0	0	997
08:00 AM	57	373	0	0	0	430	0	230	45	0	0	275	42	66	58	0	0	166	0	0	0	0	0	0	871
Total Volume	235	1479	0	0	0	1714	0	905	173	0	0	1078	191	363	259	0	0	813	0	0	0	0	0	0	3605
% App. Total	13.7	86.3	0	0	0		0	84	16	0	0		23.5	44.6	31.9	0	0		0	0	0	0	0		
PHF	.839	.953	.000	.000	.000	.952	.000	.742	.816	.000	.000	.753	.868	.744	.809	.000	.000	.791	.000	.000	.000	.000	.000	.000	.904
Cars	234	1450	0	0	0	1684	0	894	169	0	0	1063	187	348	259	0	0	794	0	0	0	0	0	0	3541
% Cars	99.6	98.0	0	0	0	98.2	0	98.8	97.7	0	0	98.6	97.9	95.9	100	0	0	97.7	0	0	0	0	0	0	98.2
Trucks	1	11	0	0	0	12	0	3	0	0	0	3	4	11	0	0	0	15	0	0	0	0	0	0	30
% Trucks	0.4	0.7	0	0	0	0.7	0	0.3	0	0	0	0.3	2.1	3.0	0	0	0	1.8	0	0	0	0	0	0	0.8
Buses	0	18	0	0	0	18	0	8	4	0	0	12	0	4	0	0	0	4	0	0	0	0	0	0	34
% Buses	0	1.2	0	0	0	1.1	0	0.9	2.3	0	0	1.1	0	1.1	0	0	0	0.5	0	0	0	0	0	0	0.9
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	76	241	0	0	0	317	0	320	102	0	0	422	35	75	36	0	0	146	0	0	0	0	0	0	885
04:45 PM	63	240	0	1	0	304	0	344	107	0	0	451	19	45	46	1	0	111	0	0	0	0	0	0	866
05:00 PM	116	296	0	0	0	412	0	268	101	0	0	369	46	55	34	0	0	135	0	0	0	0	0	0	916
05:15 PM	93	320	0	0	0	413	0	334	126	0	0	460	23	56	30	0	0	109	0	0	0	0	0	0	982
Total Volume	348	1097	0	1	0	1446	0	1266	436	0	0	1702	123	231	146	1	0	501	0	0	0	0	0	0	3649
% App. Total	24.1	75.9	0	0.1	0		0	74.4	25.6	0	0		24.6	46.1	29.1	0.2	0		0	0	0	0	0		
PHF	.750	.857	.000	.250	.000	.875	.000	.920	.865	.000	.000	.925	.668	.770	.793	.250	.000	.858	.000	.000	.000	.000	.000	.000	.929
Cars	347	1085	0	1	0	1433	0	1254	432	0	0	1686	123	220	146	1	0	490	0	0	0	0	0	0	3609
% Cars	99.7	98.9	0	100	0	99.1	0	99.1	99.1	0	0	99.1	100	95.2	100	100	0	97.8	0	0	0	0	0	0	98.9
Trucks	1	1	0	0	0	2	0	1	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	7
% Trucks	0.3	0.1	0	0	0	0.1	0	0.1	0	0	0	0.1	0	1.7	0	0	0	0.8	0	0	0	0	0	0	0.2
Buses	0	11	0	0	0	11	0	11	4	0	0	15	0	7	0	0	0	7	0	0	0	0	0	0	33
% Buses	0	1.0	0	0	0	0.8	0	0.9	0.9	0	0	0.9	0	3.0	0	0	0	1.4	0	0	0	0	0	0	0.9

Cleland Counts

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

Counter R.C.

File Name : University and North Frontage Rd
Site Code : 03192019
Start Date : 3/19/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Eastbound						North Frontage Rd. Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	31	14	21	0	0	66	3	33	0	0	0	36	0	45	4	0	0	49	151
06:15 AM	0	0	0	0	0	0	82	22	45	0	0	149	2	43	0	0	0	45	0	51	8	0	0	59	253
06:30 AM	0	0	0	0	0	0	71	36	48	0	0	155	6	50	0	1	1	58	0	62	2	0	3	67	280
06:45 AM	0	0	0	0	0	0	87	51	74	0	0	212	7	57	0	0	0	64	0	135	6	0	0	141	417
Total	0	0	0	0	0	0	271	123	188	0	0	582	18	183	0	1	1	203	0	293	20	0	3	316	1101
07:00 AM	0	0	0	0	0	0	78	68	59	0	0	205	14	76	0	0	0	90	0	154	6	0	0	160	455
07:15 AM	0	0	0	0	0	0	136	104	70	0	0	310	10	109	0	0	1	120	0	152	10	0	0	162	592
07:30 AM	0	0	0	0	0	0	143	99	64	0	0	306	20	137	0	0	0	157	0	205	12	1	1	219	682
07:45 AM	0	0	0	0	1	1	130	108	90	0	0	328	15	138	0	0	2	155	0	172	4	1	0	177	661
Total	0	0	0	0	1	1	487	379	283	0	0	1149	59	460	0	0	3	522	0	683	32	2	1	718	2390
08:00 AM	0	0	0	0	0	0	117	85	77	0	0	279	15	99	0	0	0	114	0	146	16	0	0	162	555
08:15 AM	0	0	0	1	0	1	95	69	57	0	0	221	10	93	0	1	1	105	0	185	6	0	0	191	518
08:30 AM	0	0	0	0	0	0	106	84	47	0	0	237	11	95	0	0	1	107	0	170	9	1	0	180	524
08:45 AM	0	0	0	1	0	1	141	78	58	0	0	277	17	93	0	0	0	110	0	174	8	1	1	184	572
Total	0	0	0	2	0	2	459	316	239	0	0	1014	53	380	0	1	2	436	0	675	39	2	1	717	2169
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	37	56	53	0	0	146	62	194	0	1	0	257	0	104	17	0	3	124	527
04:15 PM	0	0	0	0	0	0	46	46	54	0	0	146	76	243	0	0	7	326	0	128	13	1	1	143	615
04:30 PM	0	0	0	0	0	0	42	46	45	0	1	134	69	233	0	0	1	303	0	141	12	0	1	154	591
04:45 PM	0	0	0	0	0	0	44	45	70	0	0	159	65	227	0	1	0	293	0	136	14	0	2	152	604
Total	0	0	0	0	0	0	169	193	222	0	1	585	272	897	0	2	8	1179	0	509	56	1	7	573	2337
05:00 PM	0	0	0	0	0	0	37	41	40	0	0	118	85	310	0	0	2	397	0	141	20	0	0	161	676
05:15 PM	0	0	0	0	0	0	39	53	28	1	0	121	77	324	0	0	1	402	0	128	10	1	2	141	664
05:30 PM	0	0	0	0	0	0	42	41	46	0	0	129	49	260	0	0	0	309	0	116	18	1	4	139	577
05:45 PM	0	0	0	0	0	0	50	34	55	0	1	140	52	263	0	1	0	316	0	114	8	0	2	124	580
Total	0	0	0	0	0	0	168	169	169	1	1	508	263	1157	0	1	3	1424	0	499	56	2	8	565	2497
06:00 PM	0	0	0	0	0	0	32	19	43	0	1	95	52	142	0	0	0	194	0	97	6	0	6	109	398
06:15 PM	0	0	0	0	0	0	43	17	34	0	0	94	20	131	0	0	1	152	0	77	7	0	4	88	334
06:30 PM	0	0	0	0	0	0	38	25	26	0	1	90	36	109	0	0	3	148	0	81	5	1	5	92	330
06:45 PM	0	0	0	0	0	0	38	24	20	0	0	82	25	99	0	0	0	124	0	73	6	0	2	81	287
Total	0	0	0	0	0	0	151	85	123	0	2	361	133	481	0	0	4	618	0	328	24	1	17	370	1349
Grand Total	0	0	0	2	1	3	1705	1265	1224	1	4	4199	798	3558	0	5	21	4382	0	2987	227	8	37	3259	11843
Apprch %	0	0	0	66.7	33.3		40.6	30.1	29.1	0	0.1		18.2	81.2	0	0.1	0.5		0	91.7	7	0.2	1.1		
Total %	0	0	0	0	0	0	14.4	10.7	10.3	0	0	35.5	6.7	30	0	0	0.2	37	0	25.2	1.9	0.1	0.3	27.5	

Cleland Counts

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

File Name : University and North Frontage Rd
Site Code : 03192019
Start Date : 3/19/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Eastbound						North Frontage Rd. Westbound						University Blvd Northbound						University Blvd Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	0	0	0	2	1	3	1700	1253	1177	1	4	4135	798	3516	0	5	21	4340	0	2925	203	8	37	3173	11651
% Cars	0	0	0	100	100	100	99.7	99.1	96.2	100	100	98.5	100	98.8	0	100	100	99	0	97.9	89.4	100	100	97.4	98.4
Trucks	0	0	0	0	0	0	1	4	47	0	0	52	0	26	0	0	0	26	0	44	21	0	0	65	143
% Trucks	0	0	0	0	0	0	0.1	0.3	3.8	0	0	1.2	0	0.7	0	0	0	0.6	0	1.5	9.3	0	0	2	1.2
Buses	0	0	0	0	0	0	4	8	0	0	0	12	0	16	0	0	0	16	0	18	3	0	0	21	49
% Buses	0	0	0	0	0	0	0.2	0.6	0	0	0	0.3	0	0.4	0	0	0	0.4	0	0.6	1.3	0	0	0.6	0.4

Cleland Counts

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

File Name : University and North Frontage Rd
Site Code : 03192019
Start Date : 3/19/2019
Page No : 3

	Eastbound						North Frontage Rd. Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	0	0	0	0	0	136	104	70	0	0	310	10	109	0	0	1	120	0	152	10	0	0	162	592
07:30 AM	0	0	0	0	0	0	143	99	64	0	0	306	20	137	0	0	0	157	0	205	12	1	1	219	682
07:45 AM	0	0	0	0	1	1	130	108	90	0	0	328	15	138	0	0	2	155	0	172	4	1	0	177	661
08:00 AM	0	0	0	0	0	0	117	85	77	0	0	279	15	99	0	0	0	114	0	146	16	0	0	162	555
Total Volume	0	0	0	0	1	1	526	396	301	0	0	1223	60	483	0	0	3	546	0	675	42	2	1	720	2490
% App. Total	0	0	0	0	100		43	32.4	24.6	0	0		11	88.5	0	0	0.5		0	93.8	5.8	0.3	0.1		
PHF	.000	.000	.000	.000	.250	.250	.920	.917	.836	.000	.000	.932	.750	.875	.000	.000	.375	.869	.000	.823	.656	.500	.250	.822	.913
Cars	0	0	0	0	1	1	526	394	292	0	0	1212	60	472	0	0	3	535	0	656	33	2	1	692	2440
% Cars	0	0	0	0	100	100	100	99.5	97.0	0	0	99.1	100	97.7	0	0	100	98.0	0	97.2	78.6	100	100	96.1	98.0
Trucks	0	0	0	0	0	0	0	1	9	0	0	10	0	9	0	0	0	9	0	12	8	0	0	20	39
% Trucks	0	0	0	0	0	0	0	0.3	3.0	0	0	0.8	0	1.9	0	0	0	1.6	0	1.8	19.0	0	0	2.8	1.6
Buses	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	0	7	1	0	0	8	11
% Buses	0	0	0	0	0	0	0	0.3	0	0	0	0.1	0	0.4	0	0	0	0.4	0	1.0	2.4	0	0	1.1	0.4
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	0	0	0	0	0	42	46	45	0	1	134	69	233	0	0	1	303	0	141	12	0	1	154	591
04:45 PM	0	0	0	0	0	0	44	45	70	0	0	159	65	227	0	1	0	293	0	136	14	0	2	152	604
05:00 PM	0	0	0	0	0	0	37	41	40	0	0	118	85	310	0	0	2	397	0	141	20	0	0	161	676
05:15 PM	0	0	0	0	0	0	39	53	28	1	0	121	77	324	0	0	1	402	0	128	10	1	2	141	664
Total Volume	0	0	0	0	0	0	162	185	183	1	1	532	296	1094	0	1	4	1395	0	546	56	1	5	608	2535
% App. Total	0	0	0	0	0		30.5	34.8	34.4	0.2	0.2		21.2	78.4	0	0.1	0.3		0	89.8	9.2	0.2	0.8		
PHF	.000	.000	.000	.000	.000	.000	.920	.873	.654	.250	.250	.836	.871	.844	.000	.250	.500	.868	.000	.968	.700	.250	.625	.944	.938
Cars	0	0	0	0	0	0	161	184	171	1	1	518	296	1083	0	1	4	1384	0	538	55	1	5	599	2501
% Cars	0	0	0	0	0	0	99.4	99.5	93.4	100	100	97.4	100	99.0	0	100	100	99.2	0	98.5	98.2	100	100	98.5	98.7
Trucks	0	0	0	0	0	0	0	0	12	0	0	12	0	5	0	0	0	5	0	7	0	0	0	7	24
% Trucks	0	0	0	0	0	0	0	0	6.6	0	0	2.3	0	0.5	0	0	0	0.4	0	1.3	0	0	0	1.2	0.9
Buses	0	0	0	0	0	0	1	1	0	0	0	2	0	6	0	0	0	6	0	1	1	0	0	2	10
% Buses	0	0	0	0	0	0	0.6	0.5	0	0	0	0.4	0	0.5	0	0	0	0.4	0	0.2	1.8	0	0	0.3	0.4

Cleland Counts

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

Counter R.C.

File Name : University and South Frontage Rd.
Site Code : 03192019
Start Date : 3/19/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	South Frontage Rd. Eastbound						Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	8	22	12	0	0	42	0	0	0	0	0	0	0	28	6	0	0	34	12	64	0	0	0	76	152
06:15 AM	7	19	24	0	0	50	0	0	0	0	0	0	0	36	9	0	0	45	14	120	0	0	0	134	229
06:30 AM	14	20	34	0	0	68	0	0	0	0	0	0	0	34	25	1	0	60	14	102	0	0	1	117	245
06:45 AM	4	35	37	0	0	76	0	0	0	0	0	0	0	59	24	0	0	83	33	202	0	0	2	237	396
Total	33	96	107	0	0	236	0	0	0	0	0	0	0	157	64	1	0	222	73	488	0	0	3	564	1022
07:00 AM	7	47	41	0	0	95	0	0	0	0	0	0	0	90	31	0	0	121	46	190	0	0	0	236	452
07:15 AM	8	58	68	0	0	134	0	0	0	0	0	0	0	104	36	0	0	140	44	256	0	0	0	300	574
07:30 AM	14	65	58	0	0	137	0	0	0	0	0	0	0	142	48	0	0	190	44	305	0	0	1	350	677
07:45 AM	21	79	64	0	0	164	0	0	0	0	0	0	0	131	33	0	0	164	45	267	0	0	0	312	640
Total	50	249	231	0	0	530	0	0	0	0	0	0	0	467	148	0	0	615	179	1018	0	0	1	1198	2343
08:00 AM	12	81	53	0	0	146	0	0	0	0	0	0	0	99	32	0	0	131	43	229	0	0	0	272	549
08:15 AM	13	78	58	0	0	149	0	0	0	0	0	0	0	87	33	0	0	120	48	239	0	0	1	288	557
08:30 AM	8	67	51	0	0	126	0	0	0	0	1	1	0	98	19	0	0	117	38	230	0	1	2	271	515
08:45 AM	14	71	63	0	0	148	0	0	0	0	0	0	0	95	31	0	0	126	48	274	0	0	1	323	597
Total	47	297	225	0	0	569	0	0	0	0	1	1	0	379	115	0	0	494	177	972	0	1	4	1154	2218
*** BREAK ***																									
04:00 PM	16	136	12	0	1	165	0	0	0	0	0	0	0	244	86	1	0	331	42	100	0	0	2	144	640
04:15 PM	15	107	12	0	0	134	0	0	0	0	1	1	0	298	118	0	0	416	49	127	0	0	6	182	733
04:30 PM	16	128	23	0	0	167	0	0	0	0	0	0	0	272	103	0	1	376	57	132	0	0	2	191	734
04:45 PM	10	98	22	0	0	130	0	0	0	0	1	1	0	293	106	0	0	399	59	123	0	0	3	185	715
Total	57	469	69	0	1	596	0	0	0	0	2	2	0	1107	413	1	1	1522	207	482	0	0	13	702	2822
05:00 PM	56	68	46	0	2	172	0	0	0	0	0	0	0	315	48	0	0	363	57	122	0	0	1	180	715
05:15 PM	46	63	64	0	1	174	0	0	0	0	2	2	0	354	35	0	1	390	34	136	0	0	5	175	741
05:30 PM	54	73	55	0	0	182	0	0	0	0	0	0	0	244	32	0	0	276	26	132	0	0	6	164	622
05:45 PM	47	63	68	0	0	178	0	0	0	0	0	0	0	261	28	0	1	290	28	135	0	0	2	165	633
Total	203	267	233	0	3	706	0	0	0	0	2	2	0	1174	143	0	2	1319	145	525	0	0	14	684	2711
06:00 PM	19	88	12	0	0	119	0	0	0	0	0	0	0	177	53	0	0	230	30	100	0	0	5	135	484
06:15 PM	12	53	14	0	1	80	0	0	0	0	0	0	0	141	49	0	0	190	27	91	0	0	6	124	394
06:30 PM	8	44	20	0	2	74	0	0	0	0	0	0	0	134	69	0	0	203	25	96	0	0	4	125	402
06:45 PM	10	34	12	0	0	56	0	0	0	0	0	0	0	113	58	0	0	171	18	95	0	0	4	117	344
Total	49	219	58	0	3	329	0	0	0	0	0	0	0	565	229	0	0	794	100	382	0	0	19	501	1624
Grand Total	439	1597	923	0	7	2966	0	0	0	0	5	5	0	3849	1112	2	3	4966	881	3867	0	1	54	4803	12740
Apprch %	14.8	53.8	31.1	0	0.2		0	0	0	0	100		0	77.5	22.4	0	0.1		18.3	80.5	0	0	1.1		
Total %	3.4	12.5	7.2	0	0.1	23.3	0	0	0	0	0	0	0	30.2	8.7	0	0	39	6.9	30.4	0	0	0.4	37.7	

Cleland Counts

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

File Name : University and South Frontage Rd.
Site Code : 03192019
Start Date : 3/19/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	South Frontage Rd. Eastbound						Westbound						University Blvd Northbound						University Blvd Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	415	1574	920	0	7	2916	0	0	0	0	5	5	0	3839	1106	2	3	4950	833	3853	0	1	54	4741	12612
% Cars	94.5	98.6	99.7	0	100	98.3	0	0	0	0	100	100	0	99.7	99.5	100	100	99.7	94.6	99.6	0	100	100	98.7	99
Trucks	20	21	2	0	0	43	0	0	0	0	0	0	0	6	6	0	0	12	43	7	0	0	0	50	105
% Trucks	4.6	1.3	0.2	0	0	1.4	0	0	0	0	0	0	0	0.2	0.5	0	0	0.2	4.9	0.2	0	0	0	1	0.8
Buses	4	2	1	0	0	7	0	0	0	0	0	0	0	4	0	0	0	4	5	7	0	0	0	12	23
% Buses	0.9	0.1	0.1	0	0	0.2	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0.6	0.2	0	0	0	0.2	0.2

Cleland Counts

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

File Name : University and South Frontage Rd.
Site Code : 03192019
Start Date : 3/19/2019
Page No : 3

	South Frontage Rd. Eastbound						Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	8	58	68	0	0	134	0	0	0	0	0	0	0	104	36	0	0	140	44	256	0	0	0	300	574
07:30 AM	14	65	58	0	0	137	0	0	0	0	0	0	0	142	48	0	0	190	44	305	0	0	1	350	677
07:45 AM	21	79	64	0	0	164	0	0	0	0	0	0	0	131	33	0	0	164	45	267	0	0	0	312	640
08:00 AM	12	81	53	0	0	146	0	0	0	0	0	0	0	99	32	0	0	131	43	229	0	0	0	272	549
Total Volume	55	283	243	0	0	581	0	0	0	0	0	0	0	476	149	0	0	625	176	1057	0	0	1	1234	2440
% App. Total	9.5	48.7	41.8	0	0		0	0	0	0	0		0	76.2	23.8	0	0		14.3	85.7	0	0	0.1		
PHF	.655	.873	.893	.000	.000	.886	.000	.000	.000	.000	.000	.000	.000	.838	.776	.000	.000	.822	.978	.866	.000	.000	.250	.881	.901
Cars	51	276	242	0	0	569	0	0	0	0	0	0	0	473	147	0	0	620	164	1053	0	0	1	1218	2407
% Cars	92.7	97.5	99.6	0	0	97.9	0	0	0	0	0	0	0	99.4	98.7	0	0	99.2	93.2	99.6	0	0	100	98.7	98.6
Trucks	4	6	1	0	0	11	0	0	0	0	0	0	0	3	2	0	0	5	10	2	0	0	0	12	28
% Trucks	7.3	2.1	0.4	0	0	1.9	0	0	0	0	0	0	0	0.6	1.3	0	0	0.8	5.7	0.2	0	0	0	1.0	1.1
Buses	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	5
% Buses	0	0.4	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0.2	0	0	0	0.3	0.2
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	16	128	23	0	0	167	0	0	0	0	0	0	0	272	103	0	1	376	57	132	0	0	2	191	734
04:45 PM	10	98	22	0	0	130	0	0	0	0	1	1	0	293	106	0	0	399	59	123	0	0	3	185	715
05:00 PM	56	68	46	0	2	172	0	0	0	0	0	0	0	315	48	0	0	363	57	122	0	0	1	180	715
05:15 PM	46	63	64	0	1	174	0	0	0	0	2	2	0	354	35	0	1	390	34	136	0	0	5	175	741
Total Volume	128	357	155	0	3	643	0	0	0	0	3	3	0	1234	292	0	2	1528	207	513	0	0	11	731	2905
% App. Total	19.9	55.5	24.1	0	0.5		0	0	0	0	100		0	80.8	19.1	0	0.1		28.3	70.2	0	0	1.5		
PHF	.571	.697	.605	.000	.375	.924	.000	.000	.000	.000	.375	.375	.000	.871	.689	.000	.500	.957	.877	.943	.000	.000	.550	.957	.980
Cars	120	355	155	0	3	633	0	0	0	0	3	3	0	1231	292	0	2	1525	199	513	0	0	11	723	2884
% Cars	93.8	99.4	100	0	100	98.4	0	0	0	0	100	100	0	99.8	100	0	100	99.8	96.1	100	0	0	100	98.9	99.3
Trucks	6	2	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	8	0	0	0	0	8	17
% Trucks	4.7	0.6	0	0	0	1.2	0	0	0	0	0	0	0	0.1	0	0	0	0.1	3.9	0	0	0	0	1.1	0.6
Buses	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
% Buses	1.6	0	0	0	0	0.3	0	0	0	0	0	0	0	0.2	0	0	0	0.1	0	0	0	0	0	0	0.1

Cleland Counts

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

Counter R.C.

File Name : University and Indian School
Site Code : 03192019
Start Date : 3/19/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Indian School Eastbound						Indian School Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	9	6	11	0	0	26	17	12	5	2	0	36	7	21	2	0	0	30	2	57	8	0	0	67	159
06:15 AM	11	8	17	0	0	36	11	21	5	0	1	38	3	26	2	0	0	31	1	101	16	0	0	118	223
06:30 AM	16	14	26	0	0	56	22	34	7	0	0	63	13	31	3	0	0	47	3	115	8	0	0	126	292
06:45 AM	24	21	27	1	0	73	22	31	8	2	1	64	17	48	14	0	1	80	10	177	22	0	1	210	427
Total	60	49	81	1	0	191	72	98	25	4	2	201	40	126	21	0	1	188	16	450	54	0	1	521	1101
07:00 AM	23	51	38	1	0	113	23	72	15	0	0	110	30	68	8	0	0	106	6	178	28	0	0	212	541
07:15 AM	51	60	66	1	0	178	58	91	14	0	0	163	38	94	12	0	1	145	7	228	35	0	0	270	756
07:30 AM	33	55	62	1	0	151	50	64	23	0	0	137	15	115	24	0	0	154	12	251	21	0	0	284	726
07:45 AM	25	47	58	3	0	133	70	50	30	0	0	150	20	132	14	0	2	168	8	263	13	0	0	284	735
Total	132	213	224	6	0	575	201	277	82	0	0	560	103	409	58	0	3	573	33	920	97	0	0	1050	2758
08:00 AM	17	32	42	0	0	91	43	65	13	1	0	122	28	97	19	0	0	144	15	225	17	1	0	258	615
08:15 AM	17	32	38	0	0	87	46	68	12	0	2	128	20	90	19	0	2	131	13	199	12	0	1	225	571
08:30 AM	13	47	40	1	0	101	45	47	19	0	0	111	17	89	24	0	0	130	11	217	15	0	1	244	586
08:45 AM	15	47	45	0	0	107	41	60	18	0	1	120	20	93	17	0	0	130	8	273	14	0	0	295	652
Total	62	158	165	1	0	386	175	240	62	1	3	481	85	369	79	0	2	535	47	914	58	1	2	1022	2424
*** BREAK ***																									
04:00 PM	33	47	27	1	4	112	27	71	22	0	0	120	42	240	53	0	0	335	15	86	19	0	0	120	687
04:15 PM	27	57	21	1	0	106	21	63	23	0	0	107	42	293	42	0	0	377	8	109	18	0	0	135	725
04:30 PM	30	61	24	2	0	117	30	57	22	0	2	111	30	269	47	0	2	348	23	107	16	0	0	146	722
04:45 PM	26	52	19	4	1	102	22	55	24	1	0	102	46	275	57	1	0	379	15	113	22	0	0	150	733
Total	116	217	91	8	5	437	100	246	91	1	2	440	160	1077	199	1	2	1439	61	415	75	0	0	551	2867
05:00 PM	25	63	28	1	0	117	37	52	18	3	0	110	40	244	54	0	0	338	38	119	24	0	0	181	746
05:15 PM	28	104	32	1	2	167	35	91	22	0	0	148	43	222	76	0	0	341	45	113	34	1	0	193	849
05:30 PM	33	86	22	1	2	144	20	63	24	0	0	107	43	217	96	0	0	356	36	104	16	0	0	156	763
05:45 PM	37	82	20	1	3	143	19	55	27	0	0	101	51	220	96	0	0	367	49	117	18	0	0	184	795
Total	123	335	102	4	7	571	111	261	91	3	0	466	177	903	322	0	0	1402	168	453	92	1	0	714	3153
06:00 PM	24	55	17	1	1	98	26	61	26	0	0	113	31	166	44	1	0	242	14	52	24	0	0	90	543
06:15 PM	5	42	13	0	1	61	21	48	19	0	0	88	31	143	25	0	0	199	9	75	19	0	2	105	453
06:30 PM	13	38	18	0	1	70	9	44	13	1	0	67	29	144	22	0	1	196	7	99	14	1	0	121	454
06:45 PM	11	24	9	0	0	44	14	43	19	0	1	77	25	117	18	0	0	160	6	71	24	0	0	101	382
Total	53	159	57	1	3	273	70	196	77	1	1	345	116	570	109	1	1	797	36	297	81	1	2	417	1832
Grand Total	546	1131	720	21	15	2433	729	1318	428	10	8	2493	681	3454	788	2	9	4934	361	3449	457	3	5	4275	14135
Apprch %	22.4	46.5	29.6	0.9	0.6		29.2	52.9	17.2	0.4	0.3		13.8	70	16	0	0.2		8.4	80.7	10.7	0.1	0.1		
Total %	3.9	8	5.1	0.1	0.1	17.2	5.2	9.3	3	0.1	0.1	17.6	4.8	24.4	5.6	0	0.1	34.9	2.6	24.4	3.2	0	0	30.2	

Cleland Counts

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

File Name : University and Indian School
Site Code : 03192019
Start Date : 3/19/2019

Groups Printed- Cars - Trucks - Buses

	Indian School Eastbound						Indian School Westbound						University Blvd Northbound						University Blvd Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	543	1124	705	21	15	2408	725	1308	425	10	8	2476	665	3427	783	2	9	4886	359	3411	454	3	5	4232	14002
% Cars	99.5	99.4	97.9	100	100	99	99.5	99.2	99.3	100	100	99.3	97.7	99.2	99.4	100	100	99	99.4	98.9	99.3	100	100	99	99.1
Trucks	2	1	0	0	0	3	0	2	2	0	0	4	0	9	2	0	0	11	1	17	2	0	0	20	38
% Trucks	0.4	0.1	0	0	0	0.1	0	0.2	0.5	0	0	0.2	0	0.3	0.3	0	0	0.2	0.3	0.5	0.4	0	0	0.5	0.3
Buses	1	6	15	0	0	22	4	8	1	0	0	13	16	18	3	0	0	37	1	21	1	0	0	23	95
% Buses	0.2	0.5	2.1	0	0	0.9	0.5	0.6	0.2	0	0	0.5	2.3	0.5	0.4	0	0	0.7	0.3	0.6	0.2	0	0	0.5	0.7

Cleland Counts

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

File Name : University and Indian School
Site Code : 03192019
Start Date : 3/19/2019
Page No : 3

	Indian School Eastbound						Indian School Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	51	60	66	1	0	178	58	91	14	0	0	163	38	94	12	0	1	145	7	228	35	0	0	270	756
07:30 AM	33	55	62	1	0	151	50	64	23	0	0	137	15	115	24	0	0	154	12	251	21	0	0	284	726
07:45 AM	25	47	58	3	0	133	70	50	30	0	0	150	20	132	14	0	2	168	8	263	13	0	0	284	735
08:00 AM	17	32	42	0	0	91	43	65	13	1	0	122	28	97	19	0	0	144	15	225	17	1	0	258	615
Total Volume	126	194	228	5	0	553	221	270	80	1	0	572	101	438	69	0	3	611	42	967	86	1	0	1096	2832
% App. Total	22.8	35.1	41.2	0.9	0		38.6	47.2	14	0.2	0		16.5	71.7	11.3	0	0.5		3.8	88.2	7.8	0.1	0		
PHF	.618	.808	.864	.417	.000	.777	.789	.742	.667	.250	.000	.877	.664	.830	.719	.000	.375	.909	.700	.919	.614	.250	.000	.965	.937
Cars	126	193	223	5	0	547	220	268	79	1	0	568	97	431	69	0	3	600	42	956	85	1	0	1084	2799
% Cars	100	99.5	97.8	100	0	98.9	99.5	99.3	98.8	100	0	99.3	96.0	98.4	100	0	100	98.2	100	98.9	98.8	100	0	98.9	98.8
Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	0	3	0	5	0	0	0	5	9
% Trucks	0	0	0	0	0	0	0	0	1.3	0	0	0.2	0	0.7	0	0	0	0.5	0	0.5	0	0	0	0.5	0.3
Buses	0	1	5	0	0	6	1	2	0	0	0	3	4	4	0	0	0	8	0	6	1	0	0	7	24
% Buses	0	0.5	2.2	0	0	1.1	0.5	0.7	0	0	0	0.5	4.0	0.9	0	0	0	1.3	0	0.6	1.2	0	0	0.6	0.8
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	25	63	28	1	0	117	37	52	18	3	0	110	40	244	54	0	0	338	38	119	24	0	0	181	746
05:15 PM	28	104	32	1	2	167	35	91	22	0	0	148	43	222	76	0	0	341	45	113	34	1	0	193	849
05:30 PM	33	86	22	1	2	144	20	63	24	0	0	107	43	217	96	0	0	356	36	104	16	0	0	156	763
05:45 PM	37	82	20	1	3	143	19	55	27	0	0	101	51	220	96	0	0	367	49	117	18	0	0	184	795
Total Volume	123	335	102	4	7	571	111	261	91	3	0	466	177	903	322	0	0	1402	168	453	92	1	0	714	3153
% App. Total	21.5	58.7	17.9	0.7	1.2		23.8	56	19.5	0.6	0		12.6	64.4	23	0	0		23.5	63.4	12.9	0.1	0		
PHF	.831	.805	.797	1.00	.583	.855	.750	.717	.843	.250	.000	.787	.868	.925	.839	.000	.000	.955	.857	.952	.676	.250	.000	.925	.928
Cars	123	333	100	4	7	567	111	261	91	3	0	466	175	898	322	0	0	1395	168	448	92	1	0	709	3137
% Cars	100	99.4	98.0	100	100	99.3	100	100	100	100	0	100	98.9	99.4	100	0	0	99.5	100	98.9	100	100	0	99.3	99.5
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.1	0	0.4	0	0	0	0.3	0.1
Buses	0	2	2	0	0	4	0	0	0	0	0	0	2	3	0	0	0	5	0	3	0	0	0	3	12
% Buses	0	0.6	2.0	0	0	0.7	0	0	0	0	0	0	1.1	0.3	0	0	0	0.4	0	0.7	0	0	0	0.4	0.4

Cleland Counts

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

Counter R.C.

File Name : University and Camino De Salude
Site Code : 03212019
Start Date : 3/21/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Camino De Salud Eastbound						Camino De Salud Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	3	0	10	0	0	13	0	2	0	0	1	3	32	21	1	0	0	54	1	51	28	0	0	80	150
06:15 AM	4	0	7	0	0	11	0	0	0	0	1	1	43	34	0	0	0	77	0	78	51	1	0	130	219
06:30 AM	8	1	11	1	0	21	0	0	0	1	2	3	54	53	1	0	0	108	1	106	64	0	0	171	303
06:45 AM	8	4	16	1	1	30	0	0	0	0	1	1	28	65	3	0	0	96	0	141	43	0	0	184	311
Total	23	5	44	2	1	75	0	2	0	1	5	8	157	173	5	0	0	335	2	376	186	1	0	565	983
07:00 AM	7	2	16	0	0	25	0	0	1	0	1	2	31	97	10	0	0	138	3	166	38	0	0	207	372
07:15 AM	9	9	21	0	0	39	2	0	2	2	1	7	37	94	9	0	0	140	7	232	57	0	1	297	483
07:30 AM	4	12	32	0	0	48	11	0	3	1	0	15	30	131	13	0	1	175	19	250	55	0	0	324	562
07:45 AM	10	10	31	0	0	51	16	1	6	0	0	23	46	141	21	0	0	208	9	275	53	0	0	337	619
Total	30	33	100	0	0	163	29	1	12	3	2	47	144	463	53	0	1	661	38	923	203	0	1	1165	2036
08:00 AM	12	8	26	0	0	46	15	0	4	0	0	19	40	133	13	0	0	186	5	214	39	0	0	258	509
08:15 AM	15	3	32	0	0	50	10	0	4	0	0	14	35	105	8	0	0	148	4	205	30	0	0	239	451
08:30 AM	14	4	31	0	0	49	8	0	1	0	0	9	23	83	17	0	1	124	6	252	27	0	1	286	468
08:45 AM	10	6	34	0	0	50	12	2	3	0	0	17	32	106	27	0	0	165	10	224	31	0	0	265	497
Total	51	21	123	0	0	195	45	2	12	0	0	59	130	427	65	0	1	623	25	895	127	0	1	1048	1925
*** BREAK ***																									
04:00 PM	51	0	45	0	0	96	11	2	2	0	2	17	14	281	7	0	1	303	5	131	9	0	0	145	561
04:15 PM	55	1	65	0	0	121	11	3	10	0	1	25	12	232	9	0	1	254	7	158	5	0	0	170	570
04:30 PM	77	1	80	1	0	159	19	0	15	0	6	40	23	236	8	0	3	270	7	142	7	0	5	161	630
04:45 PM	51	2	64	0	1	118	15	2	11	0	4	32	16	287	18	0	0	321	7	145	3	0	0	155	626
Total	234	4	254	1	1	494	56	7	38	0	13	114	65	1036	42	0	5	1148	26	576	24	0	5	631	2387
05:00 PM	75	3	68	0	3	149	16	0	28	0	1	45	10	272	14	0	2	298	6	180	5	0	1	192	684
05:15 PM	42	3	58	1	1	105	24	1	26	0	2	53	10	294	27	0	2	333	7	150	5	1	0	163	654
05:30 PM	52	0	50	0	0	102	22	0	26	1	0	49	11	214	4	0	1	230	2	159	4	0	2	167	548
05:45 PM	33	1	26	0	2	62	5	0	6	0	2	13	9	171	2	1	0	183	0	130	2	0	0	132	390
Total	202	7	202	1	6	418	67	1	86	1	5	160	40	951	47	1	5	1044	15	619	16	1	3	654	2276
06:00 PM	32	0	26	0	0	58	7	0	4	0	0	11	8	177	2	0	0	187	0	115	2	0	0	117	373
06:15 PM	23	0	15	0	0	38	5	0	4	0	2	11	6	137	1	0	0	144	0	135	0	0	0	135	328
06:30 PM	36	0	31	0	0	67	3	0	1	0	0	4	4	115	2	0	0	121	1	126	2	0	1	130	322
06:45 PM	14	0	13	1	0	28	8	0	1	0	0	9	5	133	4	0	0	142	1	112	0	0	1	114	293
Total	105	0	85	1	0	191	23	0	10	0	2	35	23	562	9	0	0	594	2	488	4	0	2	496	1316
Grand Total	645	70	808	5	8	1536	220	13	158	5	27	423	559	3612	221	1	12	4405	108	3877	560	2	12	4559	10923
Apprch %	42	4.6	52.6	0.3	0.5		52	3.1	37.4	1.2	6.4		12.7	82	5	0	0.3		2.4	85	12.3	0	0.3		
Total %	5.9	0.6	7.4	0	0.1	14.1	2	0.1	1.4	0	0.2	3.9	5.1	33.1	2	0	0.1	40.3	1	35.5	5.1	0	0.1	41.7	

Cleland Counts

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

File Name : University and Camino De Salude
Site Code : 03212019
Start Date : 3/21/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Camino De Salud Eastbound						Camino De Salud Westbound						University Blvd Northbound						University Blvd Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	645	69	685	5	8	1412	215	13	156	5	27	416	444	3564	217	1	12	4238	104	3822	554	2	12	4494	10560
% Cars	100	98.6	84.8	100	100	91.9	97.7	100	98.7	100	100	98.3	79.4	98.7	98.2	100	100	96.2	96.3	98.6	98.9	100	100	98.6	96.7
Trucks	0	0	3	0	0	3	0	0	1	0	0	1	1	9	0	0	0	10	2	17	1	0	0	20	34
% Trucks	0	0	0.4	0	0	0.2	0	0	0.6	0	0	0.2	0.2	0.2	0	0	0	0.2	1.9	0.4	0.2	0	0	0.4	0.3
Buses	0	1	120	0	0	121	5	0	1	0	0	6	114	39	4	0	0	157	2	38	5	0	0	45	329
% Buses	0	1.4	14.9	0	0	7.9	2.3	0	0.6	0	0	1.4	20.4	1.1	1.8	0	0	3.6	1.9	1	0.9	0	0	1	3

Cleland Counts

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

File Name : University and Camino De Salude
Site Code : 03212019
Start Date : 3/21/2019
Page No : 3

	Camino De Salud Eastbound						Camino De Salud Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	9	9	21	0	0	39	2	0	2	2	1	7	37	94	9	0	0	140	7	232	57	0	1	297	483
07:30 AM	4	12	32	0	0	48	11	0	3	1	0	15	30	131	13	0	1	175	19	250	55	0	0	324	562
07:45 AM	10	10	31	0	0	51	16	1	6	0	0	23	46	141	21	0	0	208	9	275	53	0	0	337	619
08:00 AM	12	8	26	0	0	46	15	0	4	0	0	19	40	133	13	0	0	186	5	214	39	0	0	258	509
Total Volume	35	39	110	0	0	184	44	1	15	3	1	64	153	499	56	0	1	709	40	971	204	0	1	1216	2173
% App. Total	19	21.2	59.8	0	0		68.8	1.6	23.4	4.7	1.6		21.6	70.4	7.9	0	0.1		3.3	79.9	16.8	0	0.1		
PHF	.729	.813	.859	.000	.000	.902	.688	.250	.625	.375	.250	.696	.832	.885	.667	.000	.250	.852	.526	.883	.895	.000	.250	.902	.878
Cars	35	38	92	0	0	165	43	1	15	3	1	63	135	491	55	0	1	682	39	955	203	0	1	1198	2108
% Cars	100	97.4	83.6	0	0	89.7	97.7	100	100	100	100	98.4	88.2	98.4	98.2	0	100	96.2	97.5	98.4	99.5	0	100	98.5	97.0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	7	0	0	0	7	8
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.1	0	0.7	0	0	0	0.6	0.4
Buses	0	1	18	0	0	19	1	0	0	0	0	1	18	7	1	0	0	26	1	9	1	0	0	11	57
% Buses	0	2.6	16.4	0	0	10.3	2.3	0	0	0	0	1.6	11.8	1.4	1.8	0	0	3.7	2.5	0.9	0.5	0	0	0.9	2.6
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	77	1	80	1	0	159	19	0	15	0	6	40	23	236	8	0	3	270	7	142	7	0	5	161	630
04:45 PM	51	2	64	0	1	118	15	2	11	0	4	32	16	287	18	0	0	321	7	145	3	0	0	155	626
05:00 PM	75	3	68	0	3	149	16	0	28	0	1	45	10	272	14	0	2	298	6	180	5	0	1	192	684
05:15 PM	42	3	58	1	1	105	24	1	26	0	2	53	10	294	27	0	2	333	7	150	5	1	0	163	654
Total Volume	245	9	270	2	5	531	74	3	80	0	13	170	59	1089	67	0	7	1222	27	617	20	1	6	671	2594
% App. Total	46.1	1.7	50.8	0.4	0.9		43.5	1.8	47.1	0	7.6		4.8	89.1	5.5	0	0.6		4	92	3	0.1	0.9		
PHF	.795	.750	.844	.500	.417	.835	.771	.375	.714	.000	.542	.802	.641	.926	.620	.000	.583	.917	.964	.857	.714	.250	.300	.874	.948
Cars	245	9	255	2	5	516	73	3	80	0	13	169	42	1081	66	0	7	1196	27	612	20	1	6	666	2547
% Cars	100	100	94.4	100	100	97.2	98.6	100	100	0	100	99.4	71.2	99.3	98.5	0	100	97.9	100	99.2	100	100	100	99.3	98.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0.2	0	0	0	0	0	0	0.1
Buses	0	0	15	0	0	15	1	0	0	0	0	1	17	6	1	0	0	24	0	5	0	0	0	5	45
% Buses	0	0	5.6	0	0	2.8	1.4	0	0	0	0	0.6	28.8	0.6	1.5	0	0	2.0	0	0.8	0	0	0	0.7	1.7

Cleland Counts

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

Counter R.C.

File Name : University Blvd and Tucker Ave.
Site Code : 03282019
Start Date : 3/28/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Eastbound						Tucker Ave. Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	48	8	0	1	57	12	42	0	0	0	54	115
06:15 AM	0	0	0	0	0	0	1	0	12	0	0	13	0	67	12	0	0	79	20	51	0	0	0	71	163
06:30 AM	0	0	0	0	0	0	1	0	15	0	1	17	0	101	9	1	0	111	32	66	0	0	0	98	226
06:45 AM	0	0	0	0	0	0	3	0	17	1	0	21	0	109	28	1	2	140	65	104	0	0	0	169	330
Total	0	0	0	0	0	0	5	0	48	1	1	55	0	325	57	2	3	387	129	263	0	0	0	392	834
07:00 AM	0	0	0	0	0	0	2	0	23	0	0	25	0	130	28	0	3	161	45	106	0	0	0	151	337
07:15 AM	0	0	0	0	0	0	1	0	36	0	0	37	0	152	36	0	3	191	54	173	0	0	0	227	455
07:30 AM	0	0	0	0	0	0	0	0	56	0	0	56	0	209	61	1	6	277	59	205	0	0	0	264	597
07:45 AM	0	0	0	0	0	0	3	0	36	0	0	39	0	206	68	0	8	282	76	192	0	0	0	268	589
Total	0	0	0	0	0	0	6	0	151	0	0	157	0	697	193	1	20	911	234	676	0	0	0	910	1978
08:00 AM	0	0	0	0	0	0	2	0	26	0	0	28	0	187	41	0	6	234	85	170	0	0	0	255	517
08:15 AM	0	0	0	0	0	0	4	0	29	0	0	33	0	168	59	0	8	235	72	197	0	0	0	269	537
08:30 AM	0	0	0	0	0	0	5	0	25	0	1	31	0	145	48	0	3	196	66	207	0	0	0	273	500
08:45 AM	0	0	0	0	0	0	9	0	25	0	0	34	0	189	51	0	2	242	63	243	0	0	0	306	582
Total	0	0	0	0	0	0	20	0	105	0	1	126	0	689	199	0	19	907	286	817	0	0	0	1103	2136
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	7	0	74	0	0	81	0	196	17	0	3	216	22	225	0	0	0	247	544
04:15 PM	0	0	0	0	0	0	10	0	59	0	0	69	0	198	16	1	1	216	26	224	0	0	0	250	535
04:30 PM	0	0	0	0	2	2	7	0	63	0	0	70	0	183	15	0	2	200	29	274	0	0	0	303	575
04:45 PM	0	0	0	0	0	0	8	0	54	0	0	62	0	210	19	0	3	232	25	277	0	0	0	302	596
Total	0	0	0	0	2	2	32	0	250	0	0	282	0	787	67	1	9	864	102	1000	0	0	0	1102	2250
05:00 PM	0	0	0	0	0	0	7	0	78	0	0	85	0	215	32	0	4	251	22	281	0	0	0	303	639
05:15 PM	0	0	0	0	1	1	12	0	54	0	0	66	0	223	14	0	5	242	39	278	0	0	0	317	626
05:30 PM	0	0	0	0	0	0	8	0	49	0	0	57	0	144	16	0	2	162	29	189	0	0	0	218	437
05:45 PM	0	0	0	0	0	0	10	0	44	0	0	54	0	113	20	0	3	136	30	167	0	0	0	197	387
Total	0	0	0	0	1	1	37	0	225	0	0	262	0	695	82	0	14	791	120	915	0	0	0	1035	2089
06:00 PM	0	0	0	0	0	0	11	0	35	0	0	46	0	119	10	0	0	129	13	135	0	0	0	148	323
06:15 PM	0	0	0	0	0	0	2	0	36	0	0	38	0	109	11	0	1	121	20	124	0	0	0	144	303
06:30 PM	0	0	0	0	0	0	9	0	34	0	0	43	0	112	12	0	0	124	39	128	0	0	0	167	334
06:45 PM	0	0	0	0	0	0	6	0	29	0	0	35	0	131	13	0	1	145	27	126	0	0	0	153	333
Total	0	0	0	0	0	0	28	0	134	0	0	162	0	471	46	0	2	519	99	513	0	0	0	612	1293
Grand Total	0	0	0	0	3	3	128	0	913	1	2	1044	0	3664	644	4	67	4379	970	4184	0	0	0	5154	10580
Apprch %	0	0	0	0	100		12.3	0	87.5	0.1	0.2		0	83.7	14.7	0.1	1.5		18.8	81.2	0	0	0		
Total %	0	0	0	0	0	0	1.2	0	8.6	0	0	9.9	0	34.6	6.1	0	0.6	41.4	9.2	39.5	0	0	0	48.7	

Cleland Counts

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

File Name : University Blvd and Tucker Ave.
Site Code : 03282019
Start Date : 3/28/2019

Groups Printed- Cars - Trucks - Buses

	Eastbound						Tucker Ave. Westbound						University Blvd Northbound						University Blvd Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	0	0	0	0	0	0	127	0	863	1	2	993	0	3533	641	4	67	4245	921	4049	0	0	0	4970	10208
% Cars	0	0	0	0	0	0	99.2	0	94.5	100	100	95.1	0	96.4	99.5	100	100	96.9	94.9	96.8	0	0	0	96.4	96.5
Trucks	0	0	0	0	3	3	1	0	1	0	0	2	0	11	3	0	0	14	3	16	0	0	0	19	38
% Trucks	0	0	0	0	100	100	0.8	0	0.1	0	0	0.2	0	0.3	0.5	0	0	0.3	0.3	0.4	0	0	0	0.4	0.4
Buses	0	0	0	0	0	0	0	0	49	0	0	49	0	120	0	0	0	120	46	119	0	0	0	165	334
% Buses	0	0	0	0	0	0	0	0	5.4	0	0	4.7	0	3.3	0	0	0	2.7	4.7	2.8	0	0	0	3.2	3.2

Cleland Counts

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

File Name : University Blvd and Tucker Ave.
Site Code : 03282019
Start Date : 3/28/2019
Page No : 3

	Eastbound						Tucker Ave. Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	0	0	0	0	0	0	0	0	56	0	0	56	0	209	61	1	6	277	59	205	0	0	0	264	597
07:45 AM	0	0	0	0	0	0	3	0	36	0	0	39	0	206	68	0	8	282	76	192	0	0	0	268	589
08:00 AM	0	0	0	0	0	0	2	0	26	0	0	28	0	187	41	0	6	234	85	170	0	0	0	255	517
08:15 AM	0	0	0	0	0	0	4	0	29	0	0	33	0	168	59	0	8	235	72	197	0	0	0	269	537
Total Volume	0	0	0	0	0	0	9	0	147	0	0	156	0	770	229	1	28	1028	292	764	0	0	0	1056	2240
% App. Total	0	0	0	0	0		5.8	0	94.2	0	0		0	74.9	22.3	0.1	2.7		27.7	72.3	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.563	.000	.656	.000	.000	.696	.000	.921	.842	.250	.875	.911	.859	.932	.000	.000	.000	.981	.938
Cars	0	0	0	0	0	0	9	0	134	0	0	143	0	749	228	1	28	1006	284	738	0	0	0	1022	2171
% Cars	0	0	0	0	0	0	100	0	91.2	0	0	91.7	0	97.3	99.6	100	100	97.9	97.3	96.6	0	0	0	96.8	96.9
Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	4	1	0	0	5	1	5	0	0	0	6	12
% Trucks	0	0	0	0	0	0	0	0	0.7	0	0	0.6	0	0.5	0.4	0	0	0.5	0.3	0.7	0	0	0	0.6	0.5
Buses	0	0	0	0	0	0	0	0	12	0	0	12	0	17	0	0	0	17	7	21	0	0	0	28	57
% Buses	0	0	0	0	0	0	0	0	8.2	0	0	7.7	0	2.2	0	0	0	1.7	2.4	2.7	0	0	0	2.7	2.5
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	0	0	0	2	2	7	0	63	0	0	70	0	183	15	0	2	200	29	274	0	0	0	303	575
04:45 PM	0	0	0	0	0	0	8	0	54	0	0	62	0	210	19	0	3	232	25	277	0	0	0	302	596
05:00 PM	0	0	0	0	0	0	7	0	78	0	0	85	0	215	32	0	4	251	22	281	0	0	0	303	639
05:15 PM	0	0	0	0	1	1	12	0	54	0	0	66	0	223	14	0	5	242	39	278	0	0	0	317	626
Total Volume	0	0	0	0	3	3	34	0	249	0	0	283	0	831	80	0	14	925	115	1110	0	0	0	1225	2436
% App. Total	0	0	0	0	100		12	0	88	0	0		0	89.8	8.6	0	1.5		9.4	90.6	0	0	0		
PHF	.000	.000	.000	.000	.375	.375	.708	.000	.798	.000	.000	.832	.000	.932	.625	.000	.700	.921	.737	.988	.000	.000	.000	.966	.953
Cars	0	0	0	0	0	0	34	0	242	0	0	276	0	813	80	0	14	907	106	1093	0	0	0	1199	2382
% Cars	0	0	0	0	0	0	100	0	97.2	0	0	97.5	0	97.8	100	0	100	98.1	92.2	98.5	0	0	0	97.9	97.8
Trucks	0	0	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	6
% Trucks	0	0	0	0	100	100	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0	0.2	0	0	0	0.2	0.2
Buses	0	0	0	0	0	0	0	0	7	0	0	7	0	17	0	0	0	17	9	15	0	0	0	24	48
% Buses	0	0	0	0	0	0	0	0	2.8	0	0	2.5	0	2.0	0	0	0	1.8	7.8	1.4	0	0	0	2.0	2.0

Cleland Counts

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

Counter R.C.

File Name : University blvd and Lomas blvd
Site Code : 03282019
Start Date : 3/28/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	29	73	6	0	0	108	6	27	16	0	0	49	2	11	3	0	1	17	16	19	7	0	0	42	216
06:15 AM	37	126	4	0	0	167	15	42	22	0	0	79	3	21	23	0	0	47	17	29	5	0	0	51	344
06:30 AM	59	137	7	0	2	205	16	65	25	0	1	107	5	32	10	1	0	48	23	38	8	0	0	69	429
06:45 AM	63	234	10	0	1	308	22	119	32	0	2	175	11	43	17	0	3	74	30	53	16	0	0	99	656
Total	188	570	27	0	3	788	59	253	95	0	3	410	21	107	53	1	4	186	86	139	36	0	0	261	1645
07:00 AM	67	187	28	0	3	285	25	114	32	0	0	171	14	58	29	0	1	102	37	63	14	0	0	114	672
07:15 AM	80	233	27	0	2	342	42	146	54	0	0	242	24	51	28	0	4	107	44	103	26	1	1	175	866
07:30 AM	96	262	45	0	1	404	61	193	62	0	0	316	20	111	39	1	5	176	55	121	32	0	1	209	1105
07:45 AM	74	303	37	0	9	423	46	237	64	0	1	348	24	136	38	0	8	206	53	107	39	0	5	204	1181
Total	317	985	137	0	15	1454	174	690	212	0	1	1077	82	356	134	1	18	591	189	394	111	1	7	702	3824
08:00 AM	72	293	29	0	5	399	55	262	57	0	0	374	34	99	44	0	9	186	55	87	29	0	2	173	1132
08:15 AM	100	287	35	0	5	427	45	195	32	0	1	273	20	94	30	2	8	154	51	125	25	0	1	202	1056
08:30 AM	96	266	41	0	4	407	34	162	26	0	1	223	31	68	29	0	2	130	54	123	30	0	1	208	968
08:45 AM	98	261	44	0	2	405	43	149	40	0	0	232	25	107	41	0	2	175	63	158	36	0	0	257	1069
Total	366	1107	149	0	16	1638	177	768	155	0	2	1102	110	368	144	2	21	645	223	493	120	0	4	840	4225
*** BREAK ***																									
04:00 PM	42	239	19	0	7	307	44	286	45	0	0	375	41	132	62	0	3	238	44	119	59	0	2	224	1144
04:15 PM	34	221	19	0	3	277	58	222	49	0	0	329	49	133	70	1	3	256	41	148	46	0	0	235	1097
04:30 PM	44	257	41	0	1	343	64	271	43	0	0	378	42	110	58	0	3	213	52	140	81	0	2	275	1209
04:45 PM	28	222	38	0	4	292	45	279	36	0	2	362	52	161	68	0	9	290	51	158	79	0	0	288	1232
Total	148	939	117	0	15	1219	211	1058	173	0	2	1444	184	536	258	1	18	997	188	565	265	0	4	1022	4682
05:00 PM	45	291	32	0	22	390	59	312	49	0	0	420	54	152	76	0	11	293	58	136	66	1	0	261	1364
05:15 PM	37	247	44	0	11	339	47	314	41	0	0	402	65	163	85	0	5	318	61	154	85	0	1	301	1360
05:30 PM	30	205	30	0	5	270	64	210	36	0	0	310	40	93	63	1	2	199	37	122	54	0	0	213	992
05:45 PM	26	204	19	1	0	250	50	189	22	0	1	262	27	94	67	0	2	190	42	97	39	0	0	178	880
Total	138	947	125	1	38	1249	220	1025	148	0	1	1394	186	502	291	1	20	1000	198	509	244	1	1	953	4596
06:00 PM	19	195	15	0	5	234	43	187	33	0	1	264	21	77	42	0	1	141	40	76	24	0	0	140	779
06:15 PM	17	182	18	0	1	218	37	137	24	0	2	200	24	79	31	0	1	135	45	65	27	0	3	140	693
06:30 PM	23	213	19	1	1	257	37	139	33	0	0	209	19	75	43	0	0	137	47	66	29	0	3	145	748
06:45 PM	22	165	18	1	3	209	44	170	36	0	0	250	23	85	47	0	0	155	39	78	22	0	1	140	754
Total	81	755	70	2	10	918	161	633	126	0	3	923	87	316	163	0	2	568	171	285	102	0	7	565	2974
Grand Total	1238	5303	625	3	97	7266	1002	4427	909	0	12	6350	670	2185	1043	6	83	3987	1055	2385	878	2	23	4343	21946
Apprch %	17	73	8.6	0	1.3		15.8	69.7	14.3	0	0.2		16.8	54.8	26.2	0.2	2.1		24.3	54.9	20.2	0	0.5		
Total %	5.6	24.2	2.8	0	0.4	33.1	4.6	20.2	4.1	0	0.1	28.9	3.1	10	4.8	0	0.4	18.2	4.8	10.9	4	0	0.1	19.8	

Cleland Counts

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

File Name : University blvd and Lomas blvd
Site Code : 03282019
Start Date : 3/28/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						University Blvd Northbound						University Blvd Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	1226	5193	624	3	97	7143	987	4365	831	0	12	6195	648	2156	1029	6	83	3922	964	2352	870	2	23	4211	21471
% Cars	99	97.9	99.8	100	100	98.3	98.5	98.6	91.4	0	100	97.6	96.7	98.7	98.7	100	100	98.4	91.4	98.6	99.1	100	100	97	97.8
Trucks	1	4	1	0	0	6	1	13	1	0	0	15	0	6	2	0	0	8	4	12	1	0	0	17	46
% Trucks	0.1	0.1	0.2	0	0	0.1	0.1	0.3	0.1	0	0	0.2	0	0.3	0.2	0	0	0.2	0.4	0.5	0.1	0	0	0.4	0.2
Buses	11	106	0	0	0	117	14	49	77	0	0	140	22	23	12	0	0	57	87	21	7	0	0	115	429
% Buses	0.9	2	0	0	0	1.6	1.4	1.1	8.5	0	0	2.2	3.3	1.1	1.2	0	0	1.4	8.2	0.9	0.8	0	0	2.6	2

Cleland Counts

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

File Name : University blvd and Lomas blvd
Site Code : 03282019
Start Date : 3/28/2019
Page No : 3

	Lomas Blvd Eastbound						Lomas Blvd Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	96	262	45	0	1	404	61	193	62	0	0	316	20	111	39	1	5	176	55	121	32	0	1	209	1105
07:45 AM	74	303	37	0	9	423	46	237	64	0	1	348	24	136	38	0	8	206	53	107	39	0	5	204	1181
08:00 AM	72	293	29	0	5	399	55	262	57	0	0	374	34	99	44	0	9	186	55	87	29	0	2	173	1132
08:15 AM	100	287	35	0	5	427	45	195	32	0	1	273	20	94	30	2	8	154	51	125	25	0	1	202	1056
Total Volume	342	1145	146	0	20	1653	207	887	215	0	2	1311	98	440	151	3	30	722	214	440	125	0	9	788	4474
% App. Total	20.7	69.3	8.8	0	1.2		15.8	67.7	16.4	0	0.2		13.6	60.9	20.9	0.4	4.2		27.2	55.8	15.9	0	1.1		
PHF	.855	.945	.811	.000	.556	.968	.848	.846	.840	.000	.500	.876	.721	.809	.858	.375	.833	.876	.973	.880	.801	.000	.450	.943	.947
Cars	339	1122	146	0	20	1627	203	875	203	0	2	1283	94	436	148	3	30	711	197	433	123	0	9	762	4383
% Cars	99.1	98.0	100	0	100	98.4	98.1	98.6	94.4	0	100	97.9	95.9	99.1	98.0	100	100	98.5	92.1	98.4	98.4	0	100	96.7	98.0
Trucks	1	1	0	0	0	2	0	4	0	0	0	4	0	1	1	0	0	2	2	4	0	0	0	6	14
% Trucks	0.3	0.1	0	0	0	0.1	0	0.5	0	0	0	0.3	0	0.2	0.7	0	0	0.3	0.9	0.9	0	0	0	0.8	0.3
Buses	2	22	0	0	0	24	4	8	12	0	0	24	4	3	2	0	0	9	15	3	2	0	0	20	77
% Buses	0.6	1.9	0	0	0	1.5	1.9	0.9	5.6	0	0	1.8	4.1	0.7	1.3	0	0	1.2	7.0	0.7	1.6	0	0	2.5	1.7
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	44	257	41	0	1	343	64	271	43	0	0	378	42	110	58	0	3	213	52	140	81	0	2	275	1209
04:45 PM	28	222	38	0	4	292	45	279	36	0	2	362	52	161	68	0	9	290	51	158	79	0	0	288	1232
05:00 PM	45	291	32	0	22	390	59	312	49	0	0	420	54	152	76	0	11	293	58	136	66	1	0	261	1364
05:15 PM	37	247	44	0	11	339	47	314	41	0	0	402	65	163	85	0	5	318	61	154	85	0	1	301	1360
Total Volume	154	1017	155	0	38	1364	215	1176	169	0	2	1562	213	586	287	0	28	1114	222	588	311	1	3	1125	5165
% App. Total	11.3	74.6	11.4	0	2.8		13.8	75.3	10.8	0	0.1		19.1	52.6	25.8	0	2.5		19.7	52.3	27.6	0.1	0.3		
PHF	.856	.874	.881	.000	.432	.874	.840	.936	.862	.000	.250	.930	.819	.899	.844	.000	.636	.876	.910	.930	.915	.250	.375	.934	.947
Cars	154	1000	155	0	38	1347	214	1163	155	0	2	1534	207	581	284	0	28	1100	212	584	308	1	3	1108	5089
% Cars	100	98.3	100	0	100	98.8	99.5	98.9	91.7	0	100	98.2	97.2	99.1	99.0	0	100	98.7	95.5	99.3	99.0	100	100	98.5	98.5
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.2	0	0.3	0	0	0	0.2	0.1
Buses	0	17	0	0	0	17	1	13	14	0	0	28	6	3	3	0	0	12	10	2	3	0	0	15	72
% Buses	0	1.7	0	0	0	1.2	0.5	1.1	8.3	0	0	1.8	2.8	0.5	1.0	0	0	1.1	4.5	0.3	1.0	0	0	1.3	1.4

Cleland Counts

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

Counter R.C.

File Name : University and Las Lomas
Site Code : 04032019
Start Date : 4/3/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Las Lomas Eastbound						Las Lomas Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	1	0	0	0	1	2	2	0	1	0	2	5	0	23	4	0	0	27	4	32	0	0	0	36	70
06:15 AM	0	1	0	0	2	3	3	0	0	1	0	4	0	23	4	0	0	27	4	48	3	0	1	56	90
06:30 AM	0	0	0	0	2	2	10	0	4	1	2	17	0	34	1	1	0	36	6	56	1	0	0	63	118
06:45 AM	0	0	1	0	1	2	10	2	5	1	0	18	1	69	17	0	0	87	10	92	3	1	1	107	214
Total	1	1	1	0	6	9	25	2	10	3	4	44	1	149	26	1	0	177	24	228	7	1	2	262	492
07:00 AM	0	0	2	2	0	4	13	1	6	0	0	20	2	73	7	0	0	82	5	93	1	0	1	100	206
07:15 AM	2	2	0	0	2	6	6	2	7	0	2	17	2	128	16	0	2	148	8	142	7	0	1	158	329
07:30 AM	2	0	1	0	4	7	29	4	14	0	4	51	3	124	18	0	3	148	23	141	5	0	6	175	381
07:45 AM	1	3	2	1	3	10	23	5	17	1	0	46	7	158	21	0	0	186	21	152	6	0	2	181	423
Total	5	5	5	3	9	27	71	12	44	1	6	134	14	483	62	0	5	564	57	528	19	0	10	614	1339
08:00 AM	3	0	1	0	5	9	19	3	10	2	2	36	5	131	21	0	0	157	23	128	7	0	3	161	363
08:15 AM	4	3	1	0	3	11	20	2	11	2	2	37	1	109	12	1	0	123	21	137	8	0	4	170	341
08:30 AM	5	0	2	0	7	14	16	2	9	1	3	31	1	106	28	0	0	135	23	168	10	1	4	206	386
08:45 AM	7	4	4	0	6	21	22	3	22	2	11	60	6	113	26	1	0	146	44	179	8	0	5	236	463
Total	19	7	8	0	21	55	77	10	52	7	18	164	13	459	87	2	0	561	111	612	33	1	16	773	1553
*** BREAK ***																									
04:00 PM	5	3	0	0	6	14	41	4	15	1	3	64	4	183	22	0	2	211	19	187	7	1	4	218	507
04:15 PM	4	1	0	0	0	5	46	5	23	0	0	74	1	174	23	0	0	198	9	175	6	0	0	190	467
04:30 PM	2	1	2	2	0	7	49	4	17	0	0	70	2	183	12	0	1	198	18	183	8	0	3	212	487
04:45 PM	6	1	1	0	1	9	40	6	21	2	3	72	2	157	20	0	0	179	16	202	8	0	2	228	488
Total	17	6	3	2	7	35	176	19	76	3	6	280	9	697	77	0	3	786	62	747	29	1	9	848	1949
05:00 PM	2	1	0	2	5	10	50	12	24	1	4	91	1	197	18	0	2	218	19	221	10	1	4	255	574
05:15 PM	9	3	0	2	1	15	50	8	20	1	4	83	3	203	34	0	0	240	20	196	13	1	0	230	568
05:30 PM	4	3	2	1	1	11	36	4	23	0	5	68	2	161	28	0	1	192	9	200	8	0	1	218	489
05:45 PM	1	2	1	0	3	7	44	6	25	0	7	82	2	120	7	0	0	129	12	137	6	0	4	159	377
Total	16	9	3	5	10	43	180	30	92	2	20	324	8	681	87	0	3	779	60	754	37	2	9	862	2008
06:00 PM	6	0	0	0	5	11	46	2	21	0	0	69	3	105	10	0	3	121	11	130	2	0	0	143	344
06:15 PM	4	1	1	1	5	12	39	1	19	1	6	66	5	86	16	0	1	108	9	119	7	0	1	136	322
06:30 PM	2	0	0	0	3	5	63	4	38	0	3	108	1	121	20	0	0	142	14	99	6	0	2	121	376
06:45 PM	1	3	1	1	1	7	39	3	24	1	1	68	2	105	31	0	1	139	11	124	5	0	0	140	354
Total	13	4	2	2	14	35	187	10	102	2	10	311	11	417	77	0	5	510	45	472	20	0	3	540	1396
Grand Total	71	32	22	12	67	204	716	83	376	18	64	1257	56	2886	416	3	16	3377	359	3341	145	5	49	3899	8737
Apprch %	34.8	15.7	10.8	5.9	32.8		57	6.6	29.9	1.4	5.1		1.7	85.5	12.3	0.1	0.5		9.2	85.7	3.7	0.1	1.3		
Total %	0.8	0.4	0.3	0.1	0.8	2.3	8.2	0.9	4.3	0.2	0.7	14.4	0.6	33	4.8	0	0.2	38.7	4.1	38.2	1.7	0.1	0.6	44.6	

Cleland Counts

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

File Name : University and Las Lomas
Site Code : 04032019
Start Date : 4/3/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Las Lomas Eastbound						Las Lomas Westbound						University Blvd Northbound						University Blvd Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	69	32	22	12	67	202	700	83	346	18	64	1211	55	2829	413	3	16	3316	359	3300	142	5	49	3855	8584
% Cars	97.2	100	100	100	100	99	97.8	100	92	100	100	96.3	98.2	98	99.3	100	100	98.2	100	98.8	97.9	100	100	98.9	98.2
Trucks	1	0	0	0	0	1	1	0	1	0	0	2	1	8	2	0	0	11	0	8	3	0	0	11	25
% Trucks	1.4	0	0	0	0	0.5	0.1	0	0.3	0	0	0.2	1.8	0.3	0.5	0	0	0.3	0	0.2	2.1	0	0	0.3	0.3
Buses	1	0	0	0	0	1	15	0	29	0	0	44	0	49	1	0	0	50	0	33	0	0	0	33	128
% Buses	1.4	0	0	0	0	0.5	2.1	0	7.7	0	0	3.5	0	1.7	0.2	0	0	1.5	0	1	0	0	0	0.8	1.5

Cleland Counts

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

File Name : University and Las Lomas
Site Code : 04032019
Start Date : 4/3/2019
Page No : 3

	Las Lomas Eastbound						Las Lomas Westbound						University Blvd Northbound						University Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	3	0	1	0	5	9	19	3	10	2	2	36	5	131	21	0	0	157	23	128	7	0	3	161	363
08:15 AM	4	3	1	0	3	11	20	2	11	2	2	37	1	109	12	1	0	123	21	137	8	0	4	170	341
08:30 AM	5	0	2	0	7	14	16	2	9	1	3	31	1	106	28	0	0	135	23	168	10	1	4	206	386
08:45 AM	7	4	4	0	6	21	22	3	22	2	11	60	6	113	26	1	0	146	44	179	8	0	5	236	463
Total Volume	19	7	8	0	21	55	77	10	52	7	18	164	13	459	87	2	0	561	111	612	33	1	16	773	1553
% App. Total	34.5	12.7	14.5	0	38.2		47	6.1	31.7	4.3	11		2.3	81.8	15.5	0.4	0		14.4	79.2	4.3	0.1	2.1		
PHF	.679	.438	.500	.000	.750	.655	.875	.833	.591	.875	.409	.683	.542	.876	.777	.500	.000	.893	.631	.855	.825	.250	.800	.819	.839
Cars	17	7	8	0	21	53	74	10	46	7	18	155	12	449	87	2	0	550	111	603	31	1	16	762	1520
% Cars	89.5	100	100	0	100	96.4	96.1	100	88.5	100	100	94.5	92.3	97.8	100	100	0	98.0	100	98.5	93.9	100	100	98.6	97.9
Trucks	1	0	0	0	0	1	1	0	1	0	0	2	1	1	0	0	0	2	0	2	2	0	0	4	9
% Trucks	5.3	0	0	0	0	1.8	1.3	0	1.9	0	0	1.2	7.7	0.2	0	0	0	0.4	0	0.3	6.1	0	0	0.5	0.6
Buses	1	0	0	0	0	1	2	0	5	0	0	7	0	9	0	0	0	9	0	7	0	0	0	7	24
% Buses	5.3	0	0	0	0	1.8	2.6	0	9.6	0	0	4.3	0	2.0	0	0	0	1.6	0	1.1	0	0	0	0.9	1.5
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	6	1	1	0	1	9	40	6	21	2	3	72	2	157	20	0	0	179	16	202	8	0	2	228	488
05:00 PM	2	1	0	2	5	10	50	12	24	1	4	91	1	197	18	0	2	218	19	221	10	1	4	255	574
05:15 PM	9	3	0	2	1	15	50	8	20	1	4	83	3	203	34	0	0	240	20	196	13	1	0	230	568
05:30 PM	4	3	2	1	1	11	36	4	23	0	5	68	2	161	28	0	1	192	9	200	8	0	1	218	489
Total Volume	21	8	3	5	8	45	176	30	88	4	16	314	8	718	100	0	3	829	64	819	39	2	7	931	2119
% App. Total	46.7	17.8	6.7	11.1	17.8		56.1	9.6	28	1.3	5.1		1	86.6	12.1	0	0.4		6.9	88	4.2	0.2	0.8		
PHF	.583	.667	.375	.625	.400	.750	.880	.625	.917	.500	.800	.863	.667	.884	.735	.000	.375	.864	.800	.926	.750	.500	.438	.913	.923
Cars	21	8	3	5	8	45	172	30	82	4	16	304	8	707	100	0	3	818	64	815	39	2	7	927	2094
% Cars	100	100	100	100	100	100	97.7	100	93.2	100	100	96.8	100	98.5	100	0	100	98.7	100	99.5	100	100	100	99.6	98.8
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0	0.1	0	0	0	0.1	0.1
Buses	0	0	0	0	0	0	4	0	6	0	0	10	0	10	0	0	0	10	0	3	0	0	0	3	23
% Buses	0	0	0	0	0	0	2.3	0	6.8	0	0	3.2	0	1.4	0	0	0	1.2	0	0.4	0	0	0	0.3	1.1

Cleland Counts

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

Counter R.C.

File Name : Camino De Salud and Childrens Campus
Site Code : 03212019
Start Date : 3/21/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Camino De Salud Eastbound						Camino De Salud Westbound						KNME Northbound						Childrens Campus Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	2	1	0	1	0	4	1	0	0	1	1	3	0	1	0	0	1	2	0	0	0	0	0	0	9
06:45 AM	4	2	0	1	0	7	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	3	11
Total	6	3	0	2	1	12	1	1	0	1	3	6	0	1	0	0	1	2	0	3	0	0	0	3	23
07:00 AM	9	3	4	0	0	16	0	1	0	0	1	2	0	1	0	0	1	2	0	2	1	0	1	4	24
07:15 AM	16	5	5	0	0	26	0	0	0	2	1	3	3	1	0	0	0	4	0	1	1	0	0	2	35
07:30 AM	37	6	4	0	0	47	0	0	0	2	0	2	1	0	0	1	0	2	1	0	12	0	0	13	64
07:45 AM	26	12	2	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	62
Total	88	26	15	0	0	129	0	1	0	4	2	7	4	2	0	1	1	8	1	3	36	0	1	41	185
08:00 AM	21	7	1	0	0	29	0	2	0	0	0	2	0	1	0	0	0	1	0	1	18	0	2	21	53
08:15 AM	8	0	4	0	0	12	0	0	0	0	0	0	1	1	0	0	0	2	0	1	10	0	0	11	25
08:30 AM	19	5	2	0	0	26	0	1	0	0	0	1	0	1	0	0	1	2	0	0	7	0	0	7	36
08:45 AM	30	10	4	0	0	44	0	3	0	0	0	3	3	0	0	0	0	3	1	0	11	0	0	12	62
Total	78	22	11	0	0	111	0	6	0	0	0	6	4	3	0	0	1	8	1	2	46	0	2	51	176
*** BREAK ***																									
04:00 PM	7	2	0	0	1	10	0	1	0	0	1	2	3	0	0	0	1	4	0	0	10	0	0	10	26
04:15 PM	13	2	0	0	0	15	0	4	0	0	0	4	4	0	0	0	0	4	0	0	13	0	1	14	37
04:30 PM	10	6	0	2	0	18	0	3	0	0	4	7	9	0	0	1	1	11	0	0	21	0	0	21	57
04:45 PM	20	4	0	0	0	24	0	4	0	0	0	4	4	0	0	0	0	4	0	0	22	0	0	22	54
Total	50	14	0	2	1	67	0	12	0	0	5	17	20	0	0	1	2	23	0	0	66	0	1	67	174
05:00 PM	18	4	1	0	0	23	0	7	0	0	1	8	8	1	0	0	1	10	0	1	25	0	1	27	68
05:15 PM	32	7	1	1	0	41	0	8	1	0	0	9	6	1	0	1	0	8	0	1	38	0	2	41	99
05:30 PM	5	1	0	0	0	6	0	11	0	0	0	11	4	0	1	0	0	5	0	1	25	0	0	26	48
05:45 PM	1	0	1	0	0	2	0	2	0	0	3	5	2	0	0	0	0	2	0	0	3	0	0	3	12
Total	56	12	3	1	0	72	0	28	1	0	4	33	20	2	1	1	1	25	0	3	91	0	3	97	227
06:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	0	0	6	0	1	7	11
06:15 PM	1	0	0	0	0	1	0	1	0	0	2	3	2	0	0	0	1	3	0	0	7	0	0	7	14
06:30 PM	1	2	0	0	0	3	1	2	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	8
06:45 PM	4	0	0	1	0	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	9	0	1	10	16
Total	6	2	0	1	0	9	1	7	0	0	2	10	3	0	0	0	1	4	0	0	24	0	2	26	49
Grand Total	284	79	29	6	2	400	2	55	1	5	16	79	51	8	1	3	7	70	2	11	263	0	9	285	834
Apprch %	71	19.8	7.2	1.5	0.5		2.5	69.6	1.3	6.3	20.3		72.9	11.4	1.4	4.3	10		0.7	3.9	92.3	0	3.2		
Total %	34.1	9.5	3.5	0.7	0.2	48	0.2	6.6	0.1	0.6	1.9	9.5	6.1	1	0.1	0.4	0.8	8.4	0.2	1.3	31.5	0	1.1	34.2	

Cleland Counts

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

File Name : Camino De Salud and Childrens Campus
Site Code : 03212019
Start Date : 3/21/2019

Groups Printed- Cars - Trucks - Buses

	Camino De Salud Eastbound						Camino De Salud Westbound						KNME Northbound						Childrens Campus Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	284	78	26	6	2	396	1	55	1	5	16	78	49	8	1	3	7	68	2	11	263	0	9	285	827
% Cars	100	98.7	89.7	100	100	99	50	100	100	100	100	98.7	96.1	100	100	100	100	97.1	100	100	100	0	100	100	99.2
Trucks	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	1.3	0	0	0	0.2	50	0	0	0	0	1.3	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Buses	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	5
% Buses	0	0	10.3	0	0	0.8	0	0	0	0	0	0	3.9	0	0	0	0	2.9	0	0	0	0	0	0	0.6

Cleland Counts

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

File Name : Camino De Salud and Childrens Campus
Site Code : 03212019
Start Date : 3/21/2019
Page No : 3

	Camino De Salud Eastbound						Camino De Salud Westbound						KNME Northbound						Childrens Campus Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	16	5	5	0	0	26	0	0	0	2	1	3	3	1	0	0	0	4	0	1	1	0	0	2	35
07:30 AM	37	6	4	0	0	47	0	0	0	2	0	2	1	0	0	1	0	2	1	0	12	0	0	13	64
07:45 AM	26	12	2	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	62
08:00 AM	21	7	1	0	0	29	0	2	0	0	0	2	0	1	0	0	0	1	0	1	18	0	2	21	53
Total Volume	100	30	12	0	0	142	0	2	0	4	1	7	4	2	0	1	0	7	1	2	53	0	2	58	214
% App. Total	70.4	21.1	8.5	0	0		0	28.6	0	57.1	14.3		57.1	28.6	0	14.3	0		1.7	3.4	91.4	0	3.4		
PHF	.676	.625	.600	.000	.000	.755	.000	.250	.000	.500	.250	.583	.333	.500	.000	.250	.000	.438	.250	.500	.602	.000	.250	.659	.836
Cars	100	30	10	0	0	140	0	2	0	4	1	7	4	2	0	1	0	7	1	2	53	0	2	58	212
% Cars	100	100	83.3	0	0	98.6	0	100	0	100	100	100	100	100	0	100	0	100	100	100	100	0	100	100	99.1
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	16.7	0	0	1.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	10	6	0	2	0	18	0	3	0	0	4	7	9	0	0	1	1	11	0	0	21	0	0	21	57
04:45 PM	20	4	0	0	0	24	0	4	0	0	0	4	4	0	0	0	0	4	0	0	22	0	0	22	54
05:00 PM	18	4	1	0	0	23	0	7	0	0	1	8	8	1	0	0	1	10	0	1	25	0	1	27	68
05:15 PM	32	7	1	1	0	41	0	8	1	0	0	9	6	1	0	1	0	8	0	1	38	0	2	41	99
Total Volume	80	21	2	3	0	106	0	22	1	0	5	28	27	2	0	2	2	33	0	2	106	0	3	111	278
% App. Total	75.5	19.8	1.9	2.8	0		0	78.6	3.6	0	17.9		81.8	6.1	0	6.1	6.1		0	1.8	95.5	0	2.7		
PHF	.625	.750	.500	.375	.000	.646	.000	.688	.250	.000	.313	.778	.750	.500	.000	.500	.500	.750	.000	.500	.697	.000	.375	.677	.702
Cars	80	21	2	3	0	106	0	22	1	0	5	28	27	2	0	2	2	33	0	2	106	0	3	111	278
% Cars	100	100	100	100	0	100	0	100	100	0	100	100	100	100	0	100	100	100	0	100	100	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cleland Counts

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

Counter R.C.

File Name : Tucker Ave. and Camino De Salud
Site Code : 03272019
Start Date : 3/27/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Tucker Ave. Eastbound						Tucker Ave. Westbound						Camino De Salud Northbound						Camino De Salud Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	10	5	1	0	16	0	2	0	0	2	4	2	0	0	0	1	3	0	0	0	0	0	0	23
06:15 AM	1	17	13	0	3	34	0	6	0	0	4	10	10	0	0	0	1	11	0	0	0	0	0	0	55
06:30 AM	0	29	26	1	2	58	1	13	0	0	2	16	14	0	0	0	4	18	0	0	0	0	1	1	93
06:45 AM	0	55	39	0	3	97	0	14	0	1	5	20	9	0	1	0	5	15	0	0	0	0	0	0	132
Total	1	111	83	2	8	205	1	35	0	1	13	50	35	0	1	0	11	47	0	0	0	0	1	1	303
07:00 AM	0	42	22	1	3	68	0	24	0	2	4	30	12	0	0	0	3	15	0	0	0	1	0	1	114
07:15 AM	0	59	18	1	2	80	0	24	0	1	7	32	19	0	0	0	6	25	0	0	0	0	1	1	138
07:30 AM	0	68	22	2	2	94	0	32	0	2	14	48	33	1	0	1	6	41	0	0	0	0	0	0	183
07:45 AM	0	94	30	1	6	131	0	43	0	0	23	66	25	0	0	0	15	40	0	0	1	0	2	3	240
Total	0	263	92	5	13	373	0	123	0	5	48	176	89	1	0	1	30	121	0	0	1	1	3	5	675
08:00 AM	0	81	38	0	7	126	1	30	0	3	10	44	25	0	1	1	7	34	0	0	1	0	1	2	206
08:15 AM	0	74	38	0	5	117	0	29	0	3	18	50	15	0	1	2	12	30	0	0	0	0	1	1	198
08:30 AM	0	69	44	0	4	117	1	26	0	0	9	36	15	0	0	0	8	23	0	0	0	0	0	0	176
08:45 AM	0	80	44	1	1	126	0	30	0	0	15	45	10	0	0	0	5	15	0	0	0	0	3	3	189
Total	0	304	164	1	17	486	2	115	0	6	52	175	65	0	2	3	32	102	0	0	1	0	5	6	769
*** BREAK ***																									
04:00 PM	0	39	23	0	6	68	2	61	1	2	7	73	27	0	2	1	6	36	0	0	0	0	1	1	178
04:15 PM	0	38	18	2	7	65	0	49	0	2	9	60	19	0	1	0	3	23	1	0	0	0	2	3	151
04:30 PM	0	36	20	1	11	68	1	51	0	3	11	66	40	1	3	2	6	52	0	1	0	0	4	5	191
04:45 PM	0	34	18	1	2	55	0	53	0	3	9	65	31	0	3	1	7	42	0	0	0	0	1	1	163
Total	0	147	79	4	26	256	3	214	1	10	36	264	117	1	9	4	22	153	1	1	0	0	8	10	683
05:00 PM	1	38	23	1	8	71	1	52	0	3	20	76	39	0	3	3	15	60	0	1	0	0	1	2	209
05:15 PM	0	43	29	0	9	81	1	43	0	4	9	57	26	0	1	2	11	40	0	0	0	0	1	1	179
05:30 PM	0	31	21	0	4	56	0	36	0	12	11	59	21	0	3	9	7	40	0	0	0	0	3	3	158
05:45 PM	0	24	19	1	4	48	0	44	0	1	10	55	13	0	0	1	3	17	0	0	0	0	5	5	125
Total	1	136	92	2	25	256	2	175	0	20	50	247	99	0	7	15	36	157	0	1	0	0	10	11	671
06:00 PM	0	15	12	1	1	29	0	32	0	4	5	41	24	0	0	3	4	31	0	0	0	0	1	1	102
06:15 PM	0	26	15	0	4	45	0	28	0	0	2	30	21	0	1	0	1	23	0	0	0	0	1	1	99
06:30 PM	0	13	30	1	3	47	1	25	0	3	6	35	22	0	0	1	5	28	0	0	0	0	0	0	110
06:45 PM	0	19	21	0	1	41	0	23	0	0	2	25	14	0	0	0	0	14	0	0	0	0	1	1	81
Total	0	73	78	2	9	162	1	108	0	7	15	131	81	0	1	4	10	96	0	0	0	0	3	3	392
Grand Total	2	1034	588	16	98	1738	9	770	1	49	214	1043	486	2	20	27	141	676	1	2	2	1	30	36	3493
Apprch %	0.1	59.5	33.8	0.9	5.6		0.9	73.8	0.1	4.7	20.5		71.9	0.3	3	4	20.9		2.8	5.6	5.6	2.8	83.3		
Total %	0.1	29.6	16.8	0.5	2.8	49.8	0.3	22	0	1.4	6.1	29.9	13.9	0.1	0.6	0.8	4	19.4	0	0.1	0.1	0	0.9	1	

Cleland Counts

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

File Name : Tucker Ave. and Camino De Salud
Site Code : 03272019
Start Date : 3/27/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Tucker Ave. Eastbound						Tucker Ave. Westbound						Camino De Salud Northbound						Camino De Salud Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	2	936	558	16	98	1610	9	675	1	49	214	948	460	2	20	27	141	650	1	2	1	1	30	35	3243
% Cars	100	90.5	94.9	100	100	92.6	100	87.7	100	100	100	90.9	94.7	100	100	100	100	96.2	100	100	50	100	100	97.2	92.8
Trucks	0	3	4	0	0	7	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	10
% Trucks	0	0.3	0.7	0	0	0.4	0	0.3	0	0	0	0.2	0.2	0	0	0	0	0.1	0	0	0	0	0	0	0.3
Buses	0	95	26	0	0	121	0	93	0	0	0	93	25	0	0	0	0	25	0	0	1	0	0	1	240
% Buses	0	9.2	4.4	0	0	7	0	12.1	0	0	0	8.9	5.1	0	0	0	0	3.7	0	0	50	0	0	2.8	6.9

Cleland Counts

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

File Name : Tucker Ave. and Camino De Salud
Site Code : 03272019
Start Date : 3/27/2019
Page No : 3

	Tucker Ave. Eastbound						Tucker Ave. Westbound						Camino De Salud Northbound						Camino De Salud Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	0	68	22	2	2	94	0	32	0	2	14	48	33	1	0	1	6	41	0	0	0	0	0	0	183
07:45 AM	0	94	30	1	6	131	0	43	0	0	23	66	25	0	0	0	15	40	0	0	1	0	2	3	240
08:00 AM	0	81	38	0	7	126	1	30	0	3	10	44	25	0	1	1	7	34	0	0	1	0	1	2	206
08:15 AM	0	74	38	0	5	117	0	29	0	3	18	50	15	0	1	2	12	30	0	0	0	0	1	1	198
Total Volume	0	317	128	3	20	468	1	134	0	8	65	208	98	1	2	4	40	145	0	0	2	0	4	6	827
% App. Total	0	67.7	27.4	0.6	4.3		0.5	64.4	0	3.8	31.2		67.6	0.7	1.4	2.8	27.6		0	0	33.3	0	66.7		
PHF	.000	.843	.842	.375	.714	.893	.250	.779	.000	.667	.707	.788	.742	.250	.500	.500	.667	.884	.000	.000	.500	.000	.500	.500	.861
Cars	0	294	122	3	20	439	1	114	0	8	65	188	94	1	2	4	40	141	0	0	1	0	4	5	773
% Cars	0	92.7	95.3	100	100	93.8	100	85.1	0	100	100	90.4	95.9	100	100	100	100	97.2	0	0	50.0	0	100	83.3	93.5
Trucks	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Trucks	0	0.6	0.8	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4
Buses	0	21	5	0	0	26	0	20	0	0	0	20	4	0	0	0	0	4	0	0	1	0	0	1	51
% Buses	0	6.6	3.9	0	0	5.6	0	14.9	0	0	0	9.6	4.1	0	0	0	0	2.8	0	0	50.0	0	0	16.7	6.2
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	36	20	1	11	68	1	51	0	3	11	66	40	1	3	2	6	52	0	1	0	0	4	5	191
04:45 PM	0	34	18	1	2	55	0	53	0	3	9	65	31	0	3	1	7	42	0	0	0	0	1	1	163
05:00 PM	1	38	23	1	8	71	1	52	0	3	20	76	39	0	3	3	15	60	0	1	0	0	1	2	209
05:15 PM	0	43	29	0	9	81	1	43	0	4	9	57	26	0	1	2	11	40	0	0	0	0	1	1	179
Total Volume	1	151	90	3	30	275	3	199	0	13	49	264	136	1	10	8	39	194	0	2	0	0	7	9	742
% App. Total	0.4	54.9	32.7	1.1	10.9		1.1	75.4	0	4.9	18.6		70.1	0.5	5.2	4.1	20.1		0	22.2	0	0	77.8		
PHF	.250	.878	.776	.750	.682	.849	.750	.939	.000	.813	.613	.868	.850	.250	.833	.667	.650	.808	.000	.500	.000	.000	.438	.450	.888
Cars	1	137	86	3	30	257	3	186	0	13	49	251	131	1	10	8	39	189	0	2	0	0	7	9	706
% Cars	100	90.7	95.6	100	100	93.5	100	93.5	0	100	100	95.1	96.3	100	100	100	100	97.4	0	100	0	0	100	100	95.1
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	14	4	0	0	18	0	13	0	0	0	13	5	0	0	0	0	5	0	0	0	0	0	0	36
% Buses	0	9.3	4.4	0	0	6.5	0	6.5	0	0	0	4.9	3.7	0	0	0	0	2.6	0	0	0	0	0	0	4.9

Cleland Counts

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

Counter R.C.

File Name : Yale and Camino De Salud Roundabout
Site Code : 04112019
Start Date : 4/11/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Camino De Salud Eastbound						Camino De Salud Westbound						Yale Blvd Northbound						Yale Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	3	4	0	0	7	7	2	0	0	0	9	2	4	14	0	0	20	2	3	0	1	0	6	42
06:15 AM	0	9	9	0	0	18	17	5	2	0	0	24	5	5	29	0	0	39	2	5	0	0	0	7	88
06:30 AM	0	18	13	1	1	33	25	15	3	0	0	43	6	9	64	1	0	80	4	7	2	1	0	14	170
06:45 AM	1	28	11	1	2	43	19	11	3	0	2	35	4	20	83	0	2	109	8	7	2	3	1	21	208
Total	1	58	37	2	3	101	68	33	8	0	2	111	17	38	190	1	2	248	16	22	4	5	1	48	508
07:00 AM	0	20	6	1	1	28	29	6	10	1	1	47	5	15	55	1	1	77	3	12	2	0	0	17	169
07:15 AM	0	9	11	4	2	26	40	23	5	3	1	72	8	18	69	1	1	97	8	13	1	4	0	26	221
07:30 AM	1	14	7	0	4	26	79	43	13	0	6	141	10	28	63	0	3	104	6	14	2	1	2	25	296
07:45 AM	0	16	12	0	8	36	43	10	2	1	9	65	18	31	75	1	4	129	10	22	6	1	1	40	270
Total	1	59	36	5	15	116	191	82	30	5	17	325	41	92	262	3	9	407	27	61	11	6	3	108	956
08:00 AM	4	13	15	1	16	49	34	14	13	1	6	68	10	32	83	3	2	130	8	24	2	1	3	38	285
08:15 AM	2	14	13	0	2	31	27	6	9	1	5	48	9	31	91	2	7	140	6	22	8	2	0	38	257
08:30 AM	2	14	8	1	7	32	27	10	9	2	4	52	7	32	78	2	1	120	5	24	3	2	1	35	239
08:45 AM	0	21	13	2	5	41	28	13	5	2	8	56	10	19	67	2	3	101	6	23	3	4	1	37	235
Total	8	62	49	4	30	153	116	43	36	6	23	224	36	114	319	9	13	491	25	93	16	9	5	148	1016
*** BREAK ***																									
04:00 PM	0	16	9	0	2	27	71	14	5	1	2	93	6	17	73	1	5	102	7	46	5	1	2	61	283
04:15 PM	1	13	13	0	5	32	65	21	11	0	1	98	5	10	60	0	4	79	4	33	1	1	0	39	248
04:30 PM	0	13	23	0	6	42	78	21	11	1	2	113	2	11	39	2	4	58	4	40	1	1	0	46	259
04:45 PM	2	11	20	2	5	40	83	19	8	2	4	116	2	16	64	5	9	96	3	33	1	0	2	39	291
Total	3	53	65	2	18	141	297	75	35	4	9	420	15	54	236	8	22	335	18	152	8	3	4	185	1081
05:00 PM	0	10	31	0	9	50	81	12	17	1	3	114	3	20	50	3	7	83	8	49	2	2	0	61	308
05:15 PM	2	8	26	2	7	45	76	20	13	0	8	117	1	23	59	1	5	89	4	45	1	1	1	52	303
05:30 PM	3	11	17	0	3	34	69	14	10	0	3	96	3	18	48	3	2	74	1	29	0	0	2	32	236
05:45 PM	0	12	15	0	4	31	53	9	5	0	3	70	3	15	47	2	4	71	5	35	0	0	0	40	212
Total	5	41	89	2	23	160	279	55	45	1	17	397	10	76	204	9	18	317	18	158	3	3	3	185	1059
06:00 PM	0	7	15	0	4	26	50	10	6	0	1	67	2	14	46	7	6	75	3	31	1	0	0	35	203
06:15 PM	1	18	5	1	0	25	39	14	8	1	1	63	1	11	65	3	1	81	5	15	0	1	1	22	191
06:30 PM	0	29	12	0	2	43	69	17	5	0	0	91	3	4	89	0	0	96	7	24	0	1	2	34	264
06:45 PM	1	12	6	0	3	22	60	15	7	0	0	82	2	10	69	0	0	81	3	30	0	0	0	33	218
Total	2	66	38	1	9	116	218	56	26	1	2	303	8	39	269	10	7	333	18	100	1	2	3	124	876
Grand Total	20	339	314	16	98	787	1169	344	180	17	70	1780	127	413	1480	40	71	2131	122	586	43	28	19	798	5496
Apprch %	2.5	43.1	39.9	2	12.5		65.7	19.3	10.1	1	3.9		6	19.4	69.5	1.9	3.3		15.3	73.4	5.4	3.5	2.4		
Total %	0.4	6.2	5.7	0.3	1.8	14.3	21.3	6.3	3.3	0.3	1.3	32.4	2.3	7.5	26.9	0.7	1.3	38.8	2.2	10.7	0.8	0.5	0.3	14.5	

Cleland Counts

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

File Name : Yale and Camino De Salud Roundabout
Site Code : 04112019
Start Date : 4/11/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Camino De Salud Eastbound						Camino De Salud Westbound						Yale Blvd Northbound						Yale Blvd Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	20	337	288	16	98	759	1157	340	178	17	70	1762	108	374	1466	40	71	2059	122	551	42	28	19	762	5342
% Cars	100	99.4	91.7	100	100	96.4	99	98.8	98.9	100	100	99	85	90.6	99.1	100	100	96.6	100	94	97.7	100	100	95.5	97.2
Trucks	0	0	3	0	0	3	1	0	0	0	0	1	0	3	2	0	0	5	0	1	0	0	0	1	10
% Trucks	0	0	1	0	0	0.4	0.1	0	0	0	0	0.1	0	0.7	0.1	0	0	0.2	0	0.2	0	0	0	0.1	0.2
Buses	0	2	23	0	0	25	11	4	2	0	0	17	19	36	12	0	0	67	0	34	1	0	0	35	144
% Buses	0	0.6	7.3	0	0	3.2	0.9	1.2	1.1	0	0	1	15	8.7	0.8	0	0	3.1	0	5.8	2.3	0	0	4.4	2.6

Cleland Counts

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

File Name : Yale and Camino De Salud Roundabout
Site Code : 04112019
Start Date : 4/11/2019
Page No : 3

	Camino De Salud Eastbound						Camino De Salud Westbound						Yale Blvd Northbound						Yale Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	1	14	7	0	4	26	79	43	13	0	6	141	10	28	63	0	3	104	6	14	2	1	2	25	296
07:45 AM	0	16	12	0	8	36	43	10	2	1	9	65	18	31	75	1	4	129	10	22	6	1	1	40	270
08:00 AM	4	13	15	1	16	49	34	14	13	1	6	68	10	32	83	3	2	130	8	24	2	1	3	38	285
08:15 AM	2	14	13	0	2	31	27	6	9	1	5	48	9	31	91	2	7	140	6	22	8	2	0	38	257
Total Volume	7	57	47	1	30	142	183	73	37	3	26	322	47	122	312	6	16	503	30	82	18	5	6	141	1108
% App. Total	4.9	40.1	33.1	0.7	21.1		56.8	22.7	11.5	0.9	8.1		9.3	24.3	62	1.2	3.2		21.3	58.2	12.8	3.5	4.3		
PHF	.438	.891	.783	.250	.469	.724	.579	.424	.712	.750	.722	.571	.653	.953	.857	.500	.571	.898	.750	.854	.563	.625	.500	.881	.936
Cars	7	57	41	1	30	136	180	73	37	3	26	319	44	112	308	6	16	486	30	73	17	5	6	131	1072
% Cars	100	100	87.2	100	100	95.8	98.4	100	100	100	100	99.1	93.6	91.8	98.7	100	100	96.6	100	89.0	94.4	100	100	92.9	96.8
Trucks	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	0	1	5
% Trucks	0	0	4.3	0	0	1.4	0	0	0	0	0	0	0	0.8	0.3	0	0	0.4	0	1.2	0	0	0	0.7	0.5
Buses	0	0	4	0	0	4	3	0	0	0	0	3	3	9	3	0	0	15	0	8	1	0	0	9	31
% Buses	0	0	8.5	0	0	2.8	1.6	0	0	0	0	0.9	6.4	7.4	1.0	0	0	3.0	0	9.8	5.6	0	0	6.4	2.8
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	13	23	0	6	42	78	21	11	1	2	113	2	11	39	2	4	58	4	40	1	1	0	46	259
04:45 PM	2	11	20	2	5	40	83	19	8	2	4	116	2	16	64	5	9	96	3	33	1	0	2	39	291
05:00 PM	0	10	31	0	9	50	81	12	17	1	3	114	3	20	50	3	7	83	8	49	2	2	0	61	308
05:15 PM	2	8	26	2	7	45	76	20	13	0	8	117	1	23	59	1	5	89	4	45	1	1	1	52	303
Total Volume	4	42	100	4	27	177	318	72	49	4	17	460	8	70	212	11	25	326	19	167	5	4	3	198	1161
% App. Total	2.3	23.7	56.5	2.3	15.3		69.1	15.7	10.7	0.9	3.7		2.5	21.5	65	3.4	7.7		9.6	84.3	2.5	2	1.5		
PHF	.500	.808	.806	.500	.750	.885	.958	.857	.721	.500	.531	.983	.667	.761	.828	.550	.694	.849	.594	.852	.625	.500	.375	.811	.942
Cars	4	41	96	4	27	172	316	71	49	4	17	457	4	63	212	11	25	315	19	162	5	4	3	193	1137
% Cars	100	97.6	96.0	100	100	97.2	99.4	98.6	100	100	100	99.3	50.0	90.0	100	100	100	96.6	100	97.0	100	100	100	97.5	97.9
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	0	0.3	0	0	0	0	0	0	0.1
Buses	0	1	4	0	0	5	2	1	0	0	0	3	4	6	0	0	0	10	0	5	0	0	0	5	23
% Buses	0	2.4	4.0	0	0	2.8	0.6	1.4	0	0	0	0.7	50.0	8.6	0	0	0	3.1	0	3.0	0	0	0	2.5	2.0

Cleland Counts

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

Counter R.C.

File Name : Lomas and Yale
Site Code : 04112019
Start Date : 4/11/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Yale Blvd Northbound						Yale Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	12	73	11	0	0	96	3	45	4	0	0	52	0	0	0	2	0	2	2	5	9	2	1	19	169
06:15 AM	29	94	5	0	1	129	3	63	9	0	4	79	0	2	0	0	2	4	2	7	18	0	1	28	240
06:30 AM	51	127	11	0	0	189	3	110	17	0	5	135	1	8	0	1	1	11	8	13	24	1	2	48	383
06:45 AM	58	174	21	0	2	255	8	137	36	1	12	194	1	9	1	0	1	12	4	8	20	5	0	37	498
Total	150	468	48	0	3	669	17	355	66	1	21	460	2	19	1	3	4	29	16	33	71	8	4	132	1290
07:00 AM	46	136	15	0	1	198	7	164	21	0	0	192	5	6	4	1	2	18	12	12	23	2	2	51	459
07:15 AM	51	207	28	2	1	289	8	199	29	0	0	236	4	12	4	3	5	28	7	9	47	3	1	67	620
07:30 AM	52	275	36	0	3	366	17	299	34	0	1	351	5	7	2	0	6	20	32	6	60	2	3	103	840
07:45 AM	70	275	29	0	2	376	31	286	35	1	5	358	8	16	9	1	11	45	11	11	59	7	7	95	874
Total	219	893	108	2	7	1229	63	948	119	1	6	1137	22	41	19	5	24	111	62	38	189	14	13	316	2793
08:00 AM	78	271	36	0	2	387	18	293	32	0	3	346	7	17	3	3	9	39	6	23	40	4	4	77	849
08:15 AM	95	215	33	0	0	343	10	220	38	0	5	273	8	8	4	4	10	34	9	19	40	1	3	72	722
08:30 AM	77	237	28	0	0	342	16	225	28	0	1	270	3	9	4	4	6	26	13	15	26	3	3	60	698
08:45 AM	59	259	29	1	1	349	25	221	27	0	0	273	5	6	9	3	14	37	12	20	32	3	6	73	732
Total	309	982	126	1	3	1421	69	959	125	0	9	1162	23	40	20	14	39	136	40	77	138	11	16	282	3001
*** BREAK ***																									
04:00 PM	53	250	17	0	0	320	14	219	32	1	2	268	22	10	11	1	6	50	23	6	92	1	3	125	763
04:15 PM	43	274	13	0	0	330	9	223	24	0	0	256	13	6	10	0	6	35	31	9	69	2	1	112	733
04:30 PM	32	266	22	0	5	325	13	242	16	0	1	272	28	5	12	8	11	64	37	15	92	3	3	150	811
04:45 PM	50	322	17	1	1	391	15	243	19	0	0	277	30	13	19	10	22	94	36	12	87	2	10	147	909
Total	178	1112	69	1	6	1366	51	927	91	1	3	1073	93	34	52	19	45	243	127	42	340	8	17	534	3216
05:00 PM	34	308	36	1	1	380	22	263	22	0	0	307	17	10	20	4	11	62	47	18	96	3	12	176	925
05:15 PM	50	308	29	1	2	390	10	253	23	1	1	288	26	8	18	4	9	65	46	15	95	4	6	166	909
05:30 PM	47	239	22	1	0	309	9	220	18	0	1	248	18	4	11	2	2	37	28	12	75	3	3	121	715
05:45 PM	48	238	11	1	1	299	7	207	18	0	2	234	9	4	12	1	3	29	27	12	64	2	3	108	670
Total	179	1093	98	4	4	1378	48	943	81	1	4	1077	70	26	61	11	25	193	148	57	330	12	24	571	3219
06:00 PM	35	164	15	0	3	217	11	156	15	0	0	182	17	8	4	4	13	46	26	10	59	0	1	96	541
06:15 PM	55	201	18	0	1	275	8	163	17	1	2	191	12	4	8	6	3	33	16	6	35	3	3	63	562
06:30 PM	67	196	24	0	0	287	13	135	32	1	1	182	25	5	13	2	5	50	27	12	60	1	5	105	624
06:45 PM	62	184	20	0	1	267	10	124	15	1	3	153	23	5	18	1	3	50	29	8	59	1	2	99	569
Total	219	745	77	0	5	1046	42	578	79	3	6	708	77	22	43	13	24	179	98	36	213	5	11	363	2296
Grand Total	1254	5293	526	8	28	7109	290	4710	561	7	49	5617	287	182	196	65	161	891	491	283	1281	58	85	2198	15815
Apprch %	17.6	74.5	7.4	0.1	0.4		5.2	83.9	10	0.1	0.9		32.2	20.4	22	7.3	18.1		22.3	12.9	58.3	2.6	3.9		
Total %	7.9	33.5	3.3	0.1	0.2	45	1.8	29.8	3.5	0	0.3	35.5	1.8	1.2	1.2	0.4	1	5.6	3.1	1.8	8.1	0.4	0.5	13.9	

Cleland Counts

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

File Name : Lomas and Yale
Site Code : 04112019
Start Date : 4/11/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Yale Blvd Northbound						Yale Blvd Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	1247	5115	483	8	28	6881	288	4555	551	7	49	5450	283	132	194	65	161	835	484	228	1273	58	85	2128	15294
% Cars	99.4	96.6	91.8	100	100	96.8	99.3	96.7	98.2	100	100	97	98.6	72.5	99	100	100	93.7	98.6	80.6	99.4	100	100	96.8	96.7
Trucks	0	6	0	0	0	6	1	9	2	0	0	12	0	0	0	0	0	0	0	3	2	0	0	5	23
% Trucks	0	0.1	0	0	0	0.1	0.3	0.2	0.4	0	0	0.2	0	0	0	0	0	0	0	1.1	0.2	0	0	0.2	0.1
Buses	7	172	43	0	0	222	1	146	8	0	0	155	4	50	2	0	0	56	7	52	6	0	0	65	498
% Buses	0.6	3.2	8.2	0	0	3.1	0.3	3.1	1.4	0	0	2.8	1.4	27.5	1	0	0	6.3	1.4	18.4	0.5	0	0	3	3.1

Cleland Counts

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

File Name : Lomas and Yale
Site Code : 04112019
Start Date : 4/11/2019
Page No : 3

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Yale Blvd Northbound						Yale Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	52	275	36	0	3	366	17	299	34	0	1	351	5	7	2	0	6	20	32	6	60	2	3	103	840
07:45 AM	70	275	29	0	2	376	31	286	35	1	5	358	8	16	9	1	11	45	11	11	59	7	7	95	874
08:00 AM	78	271	36	0	2	387	18	293	32	0	3	346	7	17	3	3	9	39	6	23	40	4	4	77	849
08:15 AM	95	215	33	0	0	343	10	220	38	0	5	273	8	8	4	4	10	34	9	19	40	1	3	72	722
Total Volume	295	1036	134	0	7	1472	76	1098	139	1	14	1328	28	48	18	8	36	138	58	59	199	14	17	347	3285
% App. Total	20	70.4	9.1	0	0.5		5.7	82.7	10.5	0.1	1.1		20.3	34.8	13	5.8	26.1		16.7	17	57.3	4	4.9		
PHF	.776	.942	.931	.000	.583	.951	.613	.918	.914	.250	.700	.927	.875	.706	.500	.500	.818	.767	.453	.641	.829	.500	.607	.842	.940
Cars	293	1002	127	0	7	1429	74	1067	137	1	14	1293	26	40	17	8	36	127	56	47	194	14	17	328	3177
% Cars	99.3	96.7	94.8	0	100	97.1	97.4	97.2	98.6	100	100	97.4	92.9	83.3	94.4	100	100	92.0	96.6	79.7	97.5	100	100	94.5	96.7
Trucks	0	1	0	0	0	1	1	2	1	0	0	4	0	0	0	0	0	0	0	1	2	0	0	3	8
% Trucks	0	0.1	0	0	0	0.1	1.3	0.2	0.7	0	0	0.3	0	0	0	0	0	0	0	1.7	1.0	0	0	0.9	0.2
Buses	2	33	7	0	0	42	1	29	1	0	0	31	2	8	1	0	0	11	2	11	3	0	0	16	100
% Buses	0.7	3.2	5.2	0	0	2.9	1.3	2.6	0.7	0	0	2.3	7.1	16.7	5.6	0	0	8.0	3.4	18.6	1.5	0	0	4.6	3.0
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	32	266	22	0	5	325	13	242	16	0	1	272	28	5	12	8	11	64	37	15	92	3	3	150	811
04:45 PM	50	322	17	1	1	391	15	243	19	0	0	277	30	13	19	10	22	94	36	12	87	2	10	147	909
05:00 PM	34	308	36	1	1	380	22	263	22	0	0	307	17	10	20	4	11	62	47	18	96	3	12	176	925
05:15 PM	50	308	29	1	2	390	10	253	23	1	1	288	26	8	18	4	9	65	46	15	95	4	6	166	909
Total Volume	166	1204	104	3	9	1486	60	1001	80	1	2	1144	101	36	69	26	53	285	166	60	370	12	31	639	3554
% App. Total	11.2	81	7	0.2	0.6		5.2	87.5	7	0.1	0.2		35.4	12.6	24.2	9.1	18.6		26	9.4	57.9	1.9	4.9		
PHF	.830	.935	.722	.750	.450	.950	.682	.952	.870	.250	.500	.932	.842	.692	.863	.650	.602	.758	.883	.833	.964	.750	.646	.908	.961
Cars	166	1179	98	3	9	1455	60	980	79	1	2	1122	101	25	69	26	53	274	164	52	370	12	31	629	3480
% Cars	100	97.9	94.2	100	100	97.9	100	97.9	98.8	100	100	98.1	100	69.4	100	100	100	96.1	98.8	86.7	100	100	100	98.4	97.9
Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Buses	0	24	6	0	0	30	0	21	1	0	0	22	0	11	0	0	0	11	2	8	0	0	0	10	73
% Buses	0	2.0	5.8	0	0	2.0	0	2.1	1.3	0	0	1.9	0	30.6	0	0	0	3.9	1.2	13.3	0	0	0	1.6	2.1

Cleland Counts

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

Counter R.C.

File Name : Lomas and Emergency Entrance
Site Code : 04102019
Start Date : 4/10/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Northbound						Emergency Entrance Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	64	0	0	0	64	0	46	0	0	0	46	0	0	0	0	1	1	0	0	1	0	0	1	112
06:15 AM	0	99	0	0	0	99	0	77	0	0	2	79	0	0	0	0	0	0	0	0	0	0	0	0	178
06:30 AM	1	110	0	0	1	112	0	136	0	2	1	139	0	0	0	0	3	3	0	0	0	1	1	2	256
06:45 AM	0	178	0	0	1	179	0	163	0	1	1	165	0	0	0	0	0	0	0	0	0	0	1	1	345
Total	1	451	0	0	2	454	0	422	0	3	4	429	0	0	0	0	4	4	0	0	1	1	2	4	891
07:00 AM	0	159	0	0	0	159	0	185	0	0	1	186	0	0	0	0	0	0	0	0	1	0	0	1	346
07:15 AM	1	224	0	0	0	225	0	239	1	2	0	242	0	0	0	0	0	0	0	0	1	0	0	1	468
07:30 AM	2	254	0	0	1	257	0	352	1	1	0	354	0	0	0	0	0	0	0	0	0	0	0	0	611
07:45 AM	2	295	0	0	1	298	0	376	1	3	2	382	0	0	0	0	0	0	0	0	3	0	3	6	686
Total	5	932	0	0	2	939	0	1152	3	6	3	1164	0	0	0	0	0	0	0	0	5	0	3	8	2111
08:00 AM	4	238	0	0	1	243	0	384	1	0	0	385	0	0	0	0	1	1	0	0	2	0	1	3	632
08:15 AM	1	215	0	0	2	218	0	329	1	0	0	330	0	0	0	0	0	0	0	0	0	0	0	0	548
08:30 AM	4	228	0	0	1	233	0	312	0	3	0	315	0	0	0	0	1	1	0	0	5	0	5	10	559
08:45 AM	1	248	0	0	1	250	0	301	0	0	0	301	0	0	0	0	0	0	0	0	1	0	0	1	552
Total	10	929	0	0	5	944	0	1326	2	3	0	1331	0	0	0	0	2	2	0	0	8	0	6	14	2291
*** BREAK ***																									
04:00 PM	0	295	0	0	0	295	0	255	0	0	0	255	0	0	0	0	0	0	0	0	1	0	0	1	551
04:15 PM	1	338	0	0	0	339	0	268	1	0	0	269	0	0	0	0	1	1	0	0	0	0	0	0	609
04:30 PM	0	313	0	0	0	313	0	283	0	0	0	283	0	0	0	0	0	0	0	0	0	0	0	0	596
04:45 PM	2	321	0	0	0	323	0	264	0	1	1	266	0	0	0	0	1	1	0	0	3	0	2	5	595
Total	3	1267	0	0	0	1270	0	1070	1	1	1	1073	0	0	0	0	2	2	0	0	4	0	2	6	2351
05:00 PM	0	388	0	0	0	388	0	316	1	0	0	317	0	0	0	0	0	0	0	0	2	0	0	2	707
05:15 PM	0	427	0	0	0	427	0	317	2	1	0	320	0	0	0	0	0	0	0	0	1	0	1	2	749
05:30 PM	4	281	0	0	0	285	0	206	0	1	0	207	0	0	0	0	0	0	0	0	0	0	0	0	492
05:45 PM	2	275	0	0	0	277	0	203	0	0	0	203	0	0	0	0	1	1	0	0	4	0	1	5	486
Total	6	1371	0	0	0	1377	0	1042	3	2	0	1047	0	0	0	0	1	1	0	0	7	0	2	9	2434
06:00 PM	5	233	0	0	0	238	0	217	2	0	0	219	0	0	0	0	0	0	0	0	1	0	0	1	458
06:15 PM	2	234	0	0	0	236	0	166	0	0	1	167	0	0	0	0	1	1	0	0	2	0	0	2	406
06:30 PM	2	273	0	0	0	275	0	201	0	0	2	203	0	0	0	0	0	0	0	0	2	0	1	3	481
06:45 PM	3	219	0	0	0	222	0	176	0	1	1	178	0	0	0	0	0	0	0	0	3	0	0	3	403
Total	12	959	0	0	0	971	0	760	2	1	4	767	0	0	0	0	1	1	0	0	8	0	1	9	1748
Grand Total	37	5909	0	0	9	5955	0	5772	11	16	12	5811	0	0	0	0	10	10	0	0	33	1	16	50	11826
Apprch %	0.6	99.2	0	0	0.2		0	99.3	0.2	0.3	0.2		0	0	0	0	100		0	0	66	2	32		
Total %	0.3	50	0	0	0.1	50.4	0	48.8	0.1	0.1	0.1	49.1	0	0	0	0	0.1	0.1	0	0	0.3	0	0.1	0.4	

Cleland Counts

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

File Name : Lomas and Emergency Entrance
Site Code : 04102019
Start Date : 4/10/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Northbound						Emergency Entrance Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	37	5729	0	0	9	5775	0	5621	10	16	12	5659	0	0	0	0	10	10	0	0	33	1	16	50	11494
% Cars	100	97	0	0	100	97	0	97.4	90.9	100	100	97.4	0	0	0	0	100	100	0	0	100	100	100	100	97.2
Trucks	0	7	0	0	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	14
% Trucks	0	0.1	0	0	0	0.1	0	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	173	0	0	0	173	0	144	1	0	0	145	0	0	0	0	0	0	0	0	0	0	0	0	318
% Buses	0	2.9	0	0	0	2.9	0	2.5	9.1	0	0	2.5	0	0	0	0	0	0	0	0	0	0	0	0	2.7

Cleland Counts

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

File Name : Lomas and Emergency Entrance
Site Code : 04102019
Start Date : 4/10/2019
Page No : 3

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Northbound						Emergency Entrance Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	2	254	0	0	1	257	0	352	1	1	0	354	0	0	0	0	0	0	0	0	0	0	0	0	611
07:45 AM	2	295	0	0	1	298	0	376	1	3	2	382	0	0	0	0	0	0	0	0	3	0	3	6	686
08:00 AM	4	238	0	0	1	243	0	384	1	0	0	385	0	0	0	0	1	1	0	0	2	0	1	3	632
08:15 AM	1	215	0	0	2	218	0	329	1	0	0	330	0	0	0	0	0	0	0	0	0	0	0	0	548
Total Volume	9	1002	0	0	5	1016	0	1441	4	4	2	1451	0	0	0	0	1	1	0	0	5	0	4	9	2477
% App. Total	0.9	98.6	0	0	0.5		0	99.3	0.3	0.3	0.1		0	0	0	0	100		0	0	55.6	0	44.4		
PHF	.563	.849	.000	.000	.625	.852	.000	.938	1.00	.333	.250	.942	.000	.000	.000	.000	.250	.250	.000	.000	.417	.000	.333	.375	.903
Cars	9	965	0	0	5	979	0	1411	3	4	2	1420	0	0	0	0	1	1	0	0	5	0	4	9	2409
% Cars	100	96.3	0	0	100	96.4	0	97.9	75.0	100	100	97.9	0	0	0	0	100	100	0	0	100	0	100	100	97.3
Trucks	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0.1	0	0	0	0.1	0	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	36	0	0	0	36	0	29	1	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	66
% Buses	0	3.6	0	0	0	3.5	0	2.0	25.0	0	0	2.1	0	0	0	0	0	0	0	0	0	0	0	0	2.7
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	313	0	0	0	313	0	283	0	0	0	283	0	0	0	0	0	0	0	0	0	0	0	0	596
04:45 PM	2	321	0	0	0	323	0	264	0	1	1	266	0	0	0	0	1	1	0	0	3	0	2	5	595
05:00 PM	0	388	0	0	0	388	0	316	1	0	0	317	0	0	0	0	0	0	0	0	2	0	0	2	707
05:15 PM	0	427	0	0	0	427	0	317	2	1	0	320	0	0	0	0	0	0	0	0	1	0	1	2	749
Total Volume	2	1449	0	0	0	1451	0	1180	3	2	1	1186	0	0	0	0	1	1	0	0	6	0	3	9	2647
% App. Total	0.1	99.9	0	0	0		0	99.5	0.3	0.2	0.1		0	0	0	0	100		0	0	66.7	0	33.3		
PHF	.250	.848	.000	.000	.000	.850	.000	.931	.375	.500	.250	.927	.000	.000	.000	.000	.250	.250	.000	.000	.500	.000	.375	.450	.884
Cars	2	1419	0	0	0	1421	0	1157	3	2	1	1163	0	0	0	0	1	1	0	0	6	0	3	9	2594
% Cars	100	97.9	0	0	0	97.9	0	98.1	100	100	100	98.1	0	0	0	0	100	100	0	0	100	0	100	100	98.0
Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Buses	0	29	0	0	0	29	0	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	52
% Buses	0	2.0	0	0	0	2.0	0	1.9	0	0	0	1.9	0	0	0	0	0	0	0	0	0	0	0	0	2.0

Cleland Counts

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

Counter R.C.

File Name : Lomas and Stanford
Site Code : 04102019
Start Date : 4/10/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Stanford Dr. Northbound						Hospital Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	35	27	0	1	63	9	46	0	0	1	56	0	0	0	0	3	3	0	0	0	0	0	0	122
06:15 AM	1	55	43	0	0	99	10	72	0	1	1	84	5	0	2	0	14	21	0	0	1	1	1	3	207
06:30 AM	0	56	57	0	2	115	5	130	2	2	4	143	8	1	2	4	14	29	1	1	0	1	2	5	292
06:45 AM	3	106	65	0	1	175	20	153	3	1	0	177	8	0	4	3	31	46	1	0	5	0	0	6	404
Total	4	252	192	0	4	452	44	401	5	4	6	460	21	1	8	7	62	99	2	1	6	2	3	14	1025
07:00 AM	3	109	42	0	0	154	8	163	1	0	2	174	21	0	5	2	15	43	0	0	1	0	2	3	374
07:15 AM	3	155	57	0	0	215	14	216	2	2	1	235	22	0	3	1	18	44	1	0	3	1	2	7	501
07:30 AM	2	177	66	0	1	246	4	305	0	1	4	314	43	1	15	3	14	76	1	0	3	0	6	10	646
07:45 AM	2	190	76	0	0	268	27	349	3	2	2	383	21	0	13	7	23	64	3	0	2	1	7	13	728
Total	10	631	241	0	1	883	53	1033	6	5	9	1106	107	1	36	13	70	227	5	0	9	2	17	33	2249
08:00 AM	0	177	44	0	0	221	21	361	3	0	5	390	31	0	9	3	23	66	2	0	2	1	5	10	687
08:15 AM	1	158	41	0	4	204	19	321	0	1	5	346	9	0	2	0	21	32	0	0	1	0	2	3	585
08:30 AM	1	174	38	2	2	217	15	290	0	4	7	316	19	0	3	4	26	52	0	0	0	0	12	12	597
08:45 AM	1	184	54	0	0	239	35	281	0	1	20	337	13	0	2	5	22	42	0	0	2	0	19	21	639
Total	3	693	177	2	6	881	90	1253	3	6	37	1389	72	0	16	12	92	192	2	0	5	1	38	46	2508
*** BREAK ***																									
04:00 PM	0	272	23	0	0	295	10	202	4	1	2	219	52	0	16	2	25	95	3	0	1	1	3	8	617
04:15 PM	1	307	30	0	2	340	12	227	0	0	3	242	38	0	11	3	14	66	1	0	3	2	3	9	657
04:30 PM	1	290	22	0	4	317	6	221	10	0	4	241	60	0	17	1	39	117	1	0	2	0	3	6	681
04:45 PM	2	303	16	0	6	327	16	220	1	1	0	238	40	1	17	1	33	92	0	0	4	2	7	13	670
Total	4	1172	91	0	12	1279	44	870	15	2	9	940	190	1	61	7	111	370	5	0	10	5	16	36	2625
05:00 PM	1	341	46	0	2	390	11	256	3	0	1	271	57	0	29	1	36	123	2	0	3	3	9	17	801
05:15 PM	6	380	41	0	0	427	10	268	1	1	2	282	44	0	21	1	13	79	3	0	5	0	6	14	802
05:30 PM	2	254	25	0	0	281	15	168	1	1	0	185	34	1	16	2	16	69	2	1	4	0	4	11	546
05:45 PM	4	230	31	0	0	265	8	179	1	0	1	189	22	0	12	0	17	51	2	0	2	2	1	7	512
Total	13	1205	143	0	2	1363	44	871	6	2	4	927	157	1	78	4	82	322	9	1	14	5	20	49	2661
06:00 PM	3	202	27	0	1	233	13	190	4	0	0	207	22	0	13	3	13	51	0	0	5	0	1	6	497
06:15 PM	5	206	27	0	2	240	12	135	1	1	2	151	29	0	15	0	14	58	1	0	2	1	1	5	454
06:30 PM	1	219	53	0	0	273	16	161	4	2	1	184	39	0	9	0	6	54	3	1	1	2	1	8	519
06:45 PM	5	179	35	0	1	220	12	142	3	3	2	162	28	1	16	0	12	57	3	1	6	2	2	14	453
Total	14	806	142	0	4	966	53	628	12	6	5	704	118	1	53	3	45	220	7	2	14	5	5	33	1923
Grand Total	48	4759	986	2	29	5824	328	5056	47	25	70	5526	665	5	252	46	462	1430	30	4	58	20	99	211	12991
Apprch %	0.8	81.7	16.9	0	0.5		5.9	91.5	0.9	0.5	1.3		46.5	0.3	17.6	3.2	32.3		14.2	1.9	27.5	9.5	46.9		
Total %	0.4	36.6	7.6	0	0.2	44.8	2.5	38.9	0.4	0.2	0.5	42.5	5.1	0	1.9	0.4	3.6	11	0.2	0	0.4	0.2	0.8	1.6	

Cleland Counts

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

File Name : Lomas and Stanford
Site Code : 04102019
Start Date : 4/10/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Stanford Dr. Northbound						Hospital Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	48	4587	978	2	29	5644	326	4904	47	25	70	5372	663	5	252	46	462	1428	28	4	58	20	99	209	12653
% Cars	100	96.4	99.2	100	100	96.9	99.4	97	100	100	100	97.2	99.7	100	100	100	100	99.9	93.3	100	100	100	100	99.1	97.4
Trucks	0	9	1	0	0	10	1	7	0	0	0	8	0	0	0	0	0	0	2	0	0	0	0	2	20
% Trucks	0	0.2	0.1	0	0	0.2	0.3	0.1	0	0	0	0.1	0	0	0	0	0	0	6.7	0	0	0	0	0.9	0.2
Buses	0	163	7	0	0	170	1	145	0	0	0	146	2	0	0	0	0	2	0	0	0	0	0	0	318
% Buses	0	3.4	0.7	0	0	2.9	0.3	2.9	0	0	0	2.6	0.3	0	0	0	0	0.1	0	0	0	0	0	0	2.4

Cleland Counts

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

File Name : Lomas and Stanford
Site Code : 04102019
Start Date : 4/10/2019
Page No : 3

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Stanford Dr. Northbound						Hospital Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	2	177	66	0	1	246	4	305	0	1	4	314	43	1	15	3	14	76	1	0	3	0	6	10	646
07:45 AM	2	190	76	0	0	268	27	349	3	2	2	383	21	0	13	7	23	64	3	0	2	1	7	13	728
08:00 AM	0	177	44	0	0	221	21	361	3	0	5	390	31	0	9	3	23	66	2	0	2	1	5	10	687
08:15 AM	1	158	41	0	4	204	19	321	0	1	5	346	9	0	2	0	21	32	0	0	1	0	2	3	585
Total Volume	5	702	227	0	5	939	71	1336	6	4	16	1433	104	1	39	13	81	238	6	0	8	2	20	36	2646
% App. Total	0.5	74.8	24.2	0	0.5		5	93.2	0.4	0.3	1.1		43.7	0.4	16.4	5.5	34		16.7	0	22.2	5.6	55.6		
PHF	.625	.924	.747	.000	.313	.876	.657	.925	.500	.500	.800	.919	.605	.250	.650	.464	.880	.783	.500	.000	.667	.500	.714	.692	.909
Cars	5	669	224	0	5	903	71	1304	6	4	16	1401	103	1	39	13	81	237	5	0	8	2	20	35	2576
% Cars	100	95.3	98.7	0	100	96.2	100	97.6	100	100	100	97.8	99.0	100	100	100	100	99.6	83.3	0	100	100	100	97.2	97.4
Trucks	0	3	1	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	7
% Trucks	0	0.4	0.4	0	0	0.4	0	0.1	0	0	0	0.1	0	0	0	0	0	0	16.7	0	0	0	0	2.8	0.3
Buses	0	30	2	0	0	32	0	30	0	0	0	30	1	0	0	0	0	1	0	0	0	0	0	0	63
% Buses	0	4.3	0.9	0	0	3.4	0	2.2	0	0	0	2.1	1.0	0	0	0	0	0.4	0	0	0	0	0	0	2.4
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	1	290	22	0	4	317	6	221	10	0	4	241	60	0	17	1	39	117	1	0	2	0	3	6	681
04:45 PM	2	303	16	0	6	327	16	220	1	1	0	238	40	1	17	1	33	92	0	0	4	2	7	13	670
05:00 PM	1	341	46	0	2	390	11	256	3	0	1	271	57	0	29	1	36	123	2	0	3	3	9	17	801
05:15 PM	6	380	41	0	0	427	10	268	1	1	2	282	44	0	21	1	13	79	3	0	5	0	6	14	802
Total Volume	10	1314	125	0	12	1461	43	965	15	2	7	1032	201	1	84	4	121	411	6	0	14	5	25	50	2954
% App. Total	0.7	89.9	8.6	0	0.8		4.2	93.5	1.5	0.2	0.7		48.9	0.2	20.4	1	29.4		12	0	28	10	50		
PHF	.417	.864	.679	.000	.500	.855	.672	.900	.375	.500	.438	.915	.838	.250	.724	1.00	.776	.835	.500	.000	.700	.417	.694	.735	.921
Cars	10	1286	123	0	12	1431	42	942	15	2	7	1008	201	1	84	4	121	411	6	0	14	5	25	50	2900
% Cars	100	97.9	98.4	0	100	97.9	97.7	97.6	100	100	100	97.7	100	100	100	100	100	100	100	0	100	100	100	100	98.2
Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Buses	0	27	2	0	0	29	1	23	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	53
% Buses	0	2.1	1.6	0	0	2.0	2.3	2.4	0	0	0	2.3	0	0	0	0	0	0	0	0	0	0	0	0	1.8

Cleland Counts

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

Counter R.C.

File Name : Lomas and Patient drop off Exit
Site Code : 04102019
Start Date : 4/10/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Northbound						Patient drop off exit Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	50	0	0	1	51	0	0	0	0	0	0	0	0	5	0	0	5	56
06:15 AM	0	0	0	0	0	0	0	73	0	0	0	73	0	0	0	0	2	2	0	0	7	0	0	7	82
06:30 AM	0	0	0	0	0	0	0	132	0	2	1	135	0	0	0	0	0	0	0	0	9	0	0	9	144
06:45 AM	0	0	0	0	0	0	0	142	0	0	1	143	0	0	0	0	0	0	0	0	29	0	0	29	172
Total	0	0	0	0	0	0	0	397	0	2	3	402	0	0	0	0	2	2	0	0	50	0	0	50	454
07:00 AM	0	0	0	0	0	0	0	155	0	0	0	155	0	0	0	0	2	2	0	0	12	0	0	12	169
07:15 AM	0	0	0	0	0	0	0	226	0	1	1	228	0	0	0	1	0	1	0	0	13	0	0	13	242
07:30 AM	0	0	0	0	0	0	0	303	0	0	0	303	0	0	0	0	1	1	0	0	25	0	0	25	329
07:45 AM	0	0	3	0	0	3	0	364	0	1	0	365	0	0	0	0	0	0	0	0	25	0	0	25	393
Total	0	0	3	0	0	3	0	1048	0	2	1	1051	0	0	0	1	3	4	0	0	75	0	0	75	1133
08:00 AM	0	0	0	0	0	0	0	375	0	0	1	376	0	0	0	0	0	0	0	0	15	0	2	17	393
08:15 AM	0	0	0	0	0	0	0	335	0	0	2	337	0	0	0	0	0	0	0	0	16	0	0	16	353
08:30 AM	0	0	0	0	0	0	0	279	0	1	3	283	0	0	0	0	0	0	0	0	9	0	0	9	292
08:45 AM	0	0	0	0	0	0	0	306	0	2	1	309	0	0	0	0	0	0	0	0	21	0	0	21	330
Total	0	0	0	0	0	0	0	1295	0	3	7	1305	0	0	0	0	0	0	0	0	61	0	2	63	1368
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	202	0	1	1	204	0	0	0	0	1	1	0	0	17	0	0	17	222
04:15 PM	0	0	0	0	0	0	0	229	0	0	1	230	0	0	0	0	3	3	0	0	12	0	0	12	245
04:30 PM	0	0	0	0	0	0	0	231	0	1	6	238	0	0	0	1	1	2	0	0	18	0	0	18	258
04:45 PM	0	0	0	0	0	0	0	200	0	0	3	203	0	0	0	0	2	2	0	0	21	0	1	22	227
Total	0	0	0	0	0	0	0	862	0	2	11	875	0	0	0	1	7	8	0	0	68	0	1	69	952
05:00 PM	0	0	0	0	0	0	0	276	0	1	2	279	0	0	0	0	2	2	0	0	18	0	0	18	299
05:15 PM	0	0	0	0	0	0	0	242	0	1	5	248	0	0	0	0	0	0	0	0	14	0	0	14	262
05:30 PM	0	0	0	0	0	0	0	176	0	1	1	178	0	0	0	1	0	1	0	0	18	0	0	18	197
05:45 PM	0	0	0	0	0	0	0	179	0	0	0	179	0	0	0	2	0	2	0	0	6	0	1	7	188
Total	0	0	0	0	0	0	0	873	0	3	8	884	0	0	0	3	2	5	0	0	56	0	1	57	946
06:00 PM	0	0	0	0	0	0	0	187	0	1	1	189	0	0	0	0	1	1	0	0	14	0	0	14	204
06:15 PM	0	0	0	0	0	0	0	137	0	0	1	138	0	0	0	0	1	1	0	0	10	0	0	10	149
06:30 PM	0	0	0	0	1	1	0	174	0	0	0	174	0	0	0	0	1	1	0	0	15	0	3	18	194
06:45 PM	0	0	0	0	0	0	0	148	0	1	0	149	0	0	0	0	0	0	0	0	11	0	0	11	160
Total	0	0	0	0	1	1	0	646	0	2	2	650	0	0	0	0	3	3	0	0	50	0	3	53	707
Grand Total	0	0	3	0	1	4	0	5121	0	14	32	5167	0	0	0	5	17	22	0	0	360	0	7	367	5560
Apprch %	0	0	75	0	25		0	99.1	0	0.3	0.6		0	0	0	22.7	77.3		0	0	98.1	0	1.9		
Total %	0	0	0.1	0	0	0.1	0	92.1	0	0.3	0.6	92.9	0	0	0	0.1	0.3	0.4	0	0	6.5	0	0.1	6.6	

Cleland Counts

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

File Name : Lomas and Patient drop off Exit
Site Code : 04102019
Start Date : 4/10/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Northbound						Patient drop off exit Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	0	0	3	0	1	4	0	5062	0	14	32	5108	0	0	0	5	17	22	0	0	257	0	7	264	5398
% Cars	0	0	100	0	100	100	0	98.8	0	100	100	98.9	0	0	0	100	100	100	0	0	71.4	0	100	71.9	97.1
Trucks	0	0	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	1	0	0	1	14
% Trucks	0	0	0	0	0	0	0	0.3	0	0	0	0.3	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0.3
Buses	0	0	0	0	0	0	0	46	0	0	0	46	0	0	0	0	0	0	0	0	102	0	0	102	148
% Buses	0	0	0	0	0	0	0	0.9	0	0	0	0.9	0	0	0	0	0	0	0	0	28.3	0	0	27.8	2.7

Cleland Counts

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

File Name : Lomas and Patient drop off Exit
Site Code : 04102019
Start Date : 4/10/2019
Page No : 3

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Northbound						Patient drop off exit Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	0	0	0	0	0	0	0	303	0	0	0	303	0	0	0	0	1	1	0	0	25	0	0	25	329
07:45 AM	0	0	3	0	0	3	0	364	0	1	0	365	0	0	0	0	0	0	0	0	25	0	0	25	393
08:00 AM	0	0	0	0	0	0	0	375	0	0	1	376	0	0	0	0	0	0	0	0	15	0	2	17	393
08:15 AM	0	0	0	0	0	0	0	335	0	0	2	337	0	0	0	0	0	0	0	0	16	0	0	16	353
Total Volume	0	0	3	0	0	3	0	1377	0	1	3	1381	0	0	0	0	1	1	0	0	81	0	2	83	1468
% App. Total	0	0	100	0	0		0	99.7	0	0.1	0.2		0	0	0	0	100		0	0	97.6	0	2.4		
PHF	.000	.000	.250	.000	.000	.250	.000	.918	.000	.250	.375	.918	.000	.000	.000	.000	.250	.250	.000	.000	.810	.000	.250	.830	.934
Cars	0	0	3	0	0	3	0	1364	0	1	3	1368	0	0	0	0	1	1	0	0	60	0	2	62	1434
% Cars	0	0	100	0	0	100	0	99.1	0	100	100	99.1	0	0	0	0	100	100	0	0	74.1	0	100	74.7	97.7
Trucks	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	21	0	0	21	32
% Buses	0	0	0	0	0	0	0	0.8	0	0	0	0.8	0	0	0	0	0	0	0	0	25.9	0	0	25.3	2.2
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	0	0	0	0	0	0	231	0	1	6	238	0	0	0	1	1	2	0	0	18	0	0	18	258
04:45 PM	0	0	0	0	0	0	0	200	0	0	3	203	0	0	0	0	2	2	0	0	21	0	1	22	227
05:00 PM	0	0	0	0	0	0	0	276	0	1	2	279	0	0	0	0	2	2	0	0	18	0	0	18	299
05:15 PM	0	0	0	0	0	0	0	242	0	1	5	248	0	0	0	0	0	0	0	0	14	0	0	14	262
Total Volume	0	0	0	0	0	0	0	949	0	3	16	968	0	0	0	1	5	6	0	0	71	0	1	72	1046
% App. Total	0	0	0	0	0		0	98	0	0.3	1.7		0	0	0	16.7	83.3		0	0	98.6	0	1.4		
PHF	.000	.000	.000	.000	.000	.000	.000	.860	.000	.750	.667	.867	.000	.000	.000	.250	.625	.750	.000	.000	.845	.000	.250	.818	.875
Cars	0	0	0	0	0	0	0	940	0	3	16	959	0	0	0	1	5	6	0	0	57	0	1	58	1023
% Cars	0	0	0	0	0	0	0	99.1	0	100	100	99.1	0	0	0	100	100	100	0	0	80.3	0	100	80.6	97.8
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	14	0	0	14	23
% Buses	0	0	0	0	0	0	0	0.9	0	0	0	0.9	0	0	0	0	0	0	0	0	19.7	0	0	19.4	2.2

Cleland Counts

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

Counter R.C.

File Name : Lomas and Patient drop off
Site Code : 04102019
Start Date : 4/10/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Northbound						Patient drop off Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	2	31	0	0	0	33	0	50	3	0	1	54	0	0	0	0	0	0	0	0	0	0	0	0	87
06:15 AM	8	51	0	0	0	59	0	73	4	0	0	77	0	0	0	0	2	2	0	0	0	0	0	0	138
06:30 AM	11	49	0	0	0	60	0	132	6	2	3	143	0	0	0	0	0	0	0	0	0	0	0	0	203
06:45 AM	21	98	0	0	0	119	0	142	12	0	1	155	0	0	0	0	0	0	0	0	0	0	0	0	274
Total	42	229	0	0	0	271	0	397	25	2	5	429	0	0	0	0	2	2	0	0	0	0	0	0	702
07:00 AM	10	102	0	0	0	112	0	155	5	0	0	160	0	0	0	0	2	2	0	0	0	0	0	0	274
07:15 AM	14	140	0	0	0	154	0	226	4	1	2	233	0	0	0	1	1	2	0	0	0	0	0	0	389
07:30 AM	15	181	0	0	0	196	0	303	7	0	0	310	0	0	0	0	1	1	0	0	0	0	0	0	507
07:45 AM	17	186	0	0	0	203	0	364	12	1	1	378	0	0	0	0	0	0	0	0	0	0	0	0	581
Total	56	609	0	0	0	665	0	1048	28	2	3	1081	0	0	0	1	4	5	0	0	0	0	0	0	1751
08:00 AM	11	176	0	0	0	187	0	375	8	0	1	384	0	0	0	0	0	0	0	0	0	0	2	2	573
08:15 AM	12	143	0	0	0	155	0	335	4	0	2	341	0	0	0	0	0	0	0	0	0	0	0	0	496
08:30 AM	8	172	0	0	0	180	0	279	6	1	4	290	0	0	0	0	0	0	0	0	0	0	0	0	470
08:45 AM	11	177	0	0	0	188	0	306	5	2	3	316	0	0	0	0	0	0	0	0	0	0	0	0	504
Total	42	668	0	0	0	710	0	1295	23	3	10	1331	0	0	0	0	0	0	0	0	0	0	2	2	2043
*** BREAK ***																									
04:00 PM	11	276	0	0	0	287	0	202	3	1	2	208	0	0	0	0	1	1	0	0	0	0	0	0	496
04:15 PM	11	306	0	0	0	317	0	229	4	0	1	234	0	0	0	0	3	3	0	0	0	0	0	0	554
04:30 PM	16	291	0	0	0	307	0	231	8	1	7	247	0	0	0	1	2	3	0	0	0	0	0	0	557
04:45 PM	15	305	0	0	0	320	0	200	15	0	3	218	0	0	0	0	2	2	0	0	0	0	1	1	541
Total	53	1178	0	0	0	1231	0	862	30	2	13	907	0	0	0	1	8	9	0	0	0	0	1	1	2148
05:00 PM	9	360	0	0	0	369	0	276	5	1	3	285	0	0	0	0	2	2	0	0	0	0	0	0	656
05:15 PM	10	394	0	0	0	404	0	242	6	1	6	255	0	0	0	0	0	0	0	0	0	0	0	0	659
05:30 PM	15	254	0	0	0	269	0	176	6	1	2	185	0	0	0	1	1	2	0	0	0	0	0	0	456
05:45 PM	10	235	0	0	0	245	0	179	2	0	0	181	0	0	0	2	2	4	0	0	0	0	1	1	431
Total	44	1243	0	0	0	1287	0	873	19	3	11	906	0	0	0	3	5	8	0	0	0	0	1	1	2202
06:00 PM	12	201	0	0	0	213	0	187	9	1	2	199	0	0	0	0	1	1	0	0	0	0	0	0	413
06:15 PM	11	209	0	0	0	220	0	137	1	0	1	139	0	0	0	0	1	1	0	0	0	0	0	0	360
06:30 PM	11	219	0	0	1	231	0	174	6	0	0	180	0	0	0	0	1	1	0	0	0	0	3	3	415
06:45 PM	11	181	0	0	0	192	0	148	3	1	1	153	0	0	0	0	0	0	0	0	0	0	0	0	345
Total	45	810	0	0	1	856	0	646	19	2	4	671	0	0	0	0	3	3	0	0	0	0	3	3	1533
Grand Total	282	4737	0	0	1	5020	0	5121	144	14	46	5325	0	0	0	5	22	27	0	0	0	0	7	7	10379
Apprch %	5.6	94.4	0	0	0		0	96.2	2.7	0.3	0.9		0	0	0	18.5	81.5		0	0	0	0	100		
Total %	2.7	45.6	0	0	0	48.4	0	49.3	1.4	0.1	0.4	51.3	0	0	0	0	0.2	0.3	0	0	0	0	0.1	0.1	

Cleland Counts

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

File Name : Lomas and Patient drop off
Site Code : 04102019
Start Date : 4/10/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Northbound						Patient drop off Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	177	4653	0	0	1	4831	0	5062	133	14	32	5241	0	0	0	5	17	22	0	0	0	0	7	7	10101
% Cars	62.8	98.2	0	0	100	96.2	0	98.8	92.4	100	69.6	98.4	0	0	0	100	77.3	81.5	0	0	0	0	100	100	97.3
Trucks	1	12	0	0	0	13	0	13	0	0	14	27	0	0	0	0	5	5	0	0	0	0	0	0	45
% Trucks	0.4	0.3	0	0	0	0.3	0	0.3	0	0	30.4	0.5	0	0	0	0	22.7	18.5	0	0	0	0	0	0	0.4
Buses	104	72	0	0	0	176	0	46	11	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	233
% Buses	36.9	1.5	0	0	0	3.5	0	0.9	7.6	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	2.2

Cleland Counts

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

File Name : Lomas and Patient drop off
Site Code : 04102019
Start Date : 4/10/2019
Page No : 3

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Northbound						Patient drop off Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	15	181	0	0	0	196	0	303	7	0	0	310	0	0	0	0	1	1	0	0	0	0	0	0	507
07:45 AM	17	186	0	0	0	203	0	364	12	1	1	378	0	0	0	0	0	0	0	0	0	0	0	0	581
08:00 AM	11	176	0	0	0	187	0	375	8	0	1	384	0	0	0	0	0	0	0	0	0	0	2	2	573
08:15 AM	12	143	0	0	0	155	0	335	4	0	2	341	0	0	0	0	0	0	0	0	0	0	0	0	496
Total Volume	55	686	0	0	0	741	0	1377	31	1	4	1413	0	0	0	0	1	1	0	0	0	0	2	2	2157
% App. Total	7.4	92.6	0	0	0		0	97.5	2.2	0.1	0.3		0	0	0	0	100		0	0	0	0	100		
PHF	.809	.922	.000	.000	.000	.913	.000	.918	.646	.250	.500	.920	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250	.250	.928
Cars	37	664	0	0	0	701	0	1364	28	1	3	1396	0	0	0	0	1	1	0	0	0	0	2	2	2100
% Cars	67.3	96.8	0	0	0	94.6	0	99.1	90.3	100	75.0	98.8	0	0	0	0	100	100	0	0	0	0	100	100	97.4
Trucks	1	5	0	0	0	6	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	9
% Trucks	1.8	0.7	0	0	0	0.8	0	0.1	0	0	25.0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.4
Buses	17	17	0	0	0	34	0	11	3	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	48
% Buses	30.9	2.5	0	0	0	4.6	0	0.8	9.7	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0	0	2.2
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	16	291	0	0	0	307	0	231	8	1	7	247	0	0	0	1	2	3	0	0	0	0	0	0	557
04:45 PM	15	305	0	0	0	320	0	200	15	0	3	218	0	0	0	0	2	2	0	0	0	0	1	1	541
05:00 PM	9	360	0	0	0	369	0	276	5	1	3	285	0	0	0	0	2	2	0	0	0	0	0	0	656
05:15 PM	10	394	0	0	0	404	0	242	6	1	6	255	0	0	0	0	0	0	0	0	0	0	0	0	659
Total Volume	50	1350	0	0	0	1400	0	949	34	3	19	1005	0	0	0	1	6	7	0	0	0	0	1	1	2413
% App. Total	3.6	96.4	0	0	0		0	94.4	3.4	0.3	1.9		0	0	0	14.3	85.7		0	0	0	0	100		
PHF	.781	.857	.000	.000	.000	.866	.000	.860	.567	.750	.679	.882	.000	.000	.000	.250	.750	.583	.000	.000	.000	.000	.250	.250	.915
Cars	33	1334	0	0	0	1367	0	940	32	3	16	991	0	0	0	1	5	6	0	0	0	0	1	1	2365
% Cars	66.0	98.8	0	0	0	97.6	0	99.1	94.1	100	84.2	98.6	0	0	0	100	83.3	85.7	0	0	0	0	100	100	98.0
Trucks	0	3	0	0	0	3	0	0	0	0	3	3	0	0	0	0	1	1	0	0	0	0	0	0	7
% Trucks	0	0.2	0	0	0	0.2	0	0	0	0	15.8	0.3	0	0	0	0	16.7	14.3	0	0	0	0	0	0	0.3
Buses	17	13	0	0	0	30	0	9	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	41
% Buses	34.0	1.0	0	0	0	2.1	0	0.9	5.9	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	1.7

Cleland Counts

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

Counter R.C.

File Name : Lomas and Girard
Site Code : 04032019
Start Date : 4/3/2019
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Girard Blvd Northbound						Girard Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
06:00 AM	2	24	4	0	1	31	13	40	3	0	0	56	2	2	3	0	0	7	2	14	7	0	0	23	117
06:15 AM	1	42	6	1	0	50	17	69	2	0	1	89	5	4	2	0	0	11	2	13	4	0	0	19	169
06:30 AM	1	48	6	0	0	55	19	99	3	0	0	121	12	5	6	0	0	23	2	12	2	0	0	16	215
06:45 AM	10	59	13	0	0	82	24	150	6	0	0	180	12	10	9	1	1	33	2	26	13	0	1	42	337
Total	14	173	29	1	1	218	73	358	14	0	1	446	31	21	20	1	1	74	8	65	26	0	1	100	838
07:00 AM	10	65	13	0	0	88	13	132	7	0	0	152	19	18	11	0	0	48	5	17	15	1	0	38	326
07:15 AM	16	94	15	1	0	126	24	173	24	0	1	222	14	26	1	0	2	43	11	40	27	0	1	79	470
07:30 AM	21	127	19	0	0	167	41	222	31	0	0	294	27	38	7	2	1	75	7	51	24	1	1	84	620
07:45 AM	38	122	15	0	0	175	43	301	41	0	1	386	29	54	13	2	6	104	8	66	35	3	0	112	777
Total	85	408	62	1	0	556	121	828	103	0	2	1054	89	136	32	4	9	270	31	174	101	5	2	313	2193
08:00 AM	35	122	15	0	0	172	45	292	57	2	3	399	22	70	6	2	3	103	9	56	27	3	0	95	769
08:15 AM	26	110	16	0	1	153	39	257	31	0	2	329	23	38	10	0	2	73	15	58	23	2	3	101	656
08:30 AM	11	119	25	0	1	156	24	232	17	1	0	274	15	28	11	3	0	57	14	56	23	0	3	96	583
08:45 AM	7	114	33	1	0	155	23	229	4	0	1	257	33	35	13	1	0	82	11	90	37	3	1	142	636
Total	79	465	89	1	2	636	131	1010	109	3	6	1259	93	171	40	6	5	315	49	260	110	8	7	434	2644
*** BREAK ***																									
04:00 PM	31	225	16	0	0	272	13	189	12	0	2	216	25	51	26	1	1	104	25	57	17	1	1	101	693
04:15 PM	17	227	41	0	0	285	19	140	16	0	0	175	20	59	30	0	0	109	30	39	15	2	0	86	655
04:30 PM	33	262	21	0	1	317	14	174	17	0	0	205	29	62	30	3	2	126	21	58	17	5	0	101	749
04:45 PM	39	223	30	0	0	292	19	172	18	0	0	209	23	85	26	4	3	141	28	77	19	1	1	126	768
Total	120	937	108	0	1	1166	65	675	63	0	2	805	97	257	112	8	6	480	104	231	68	9	2	414	2865
05:00 PM	49	286	53	0	2	390	15	169	20	0	0	204	22	65	27	1	0	115	33	72	25	2	0	132	841
05:15 PM	43	291	34	2	1	371	30	171	20	0	1	222	28	83	34	1	3	149	27	74	32	2	2	137	879
05:30 PM	24	205	24	0	0	253	24	167	25	0	3	219	27	63	24	2	0	116	25	58	11	1	2	97	685
05:45 PM	23	217	28	0	2	270	19	176	14	0	3	212	6	49	20	0	0	75	15	60	15	0	1	91	648
Total	139	999	139	2	5	1284	88	683	79	0	7	857	83	260	105	4	3	455	100	264	83	5	5	457	3053
06:00 PM	22	158	28	0	0	208	23	145	16	1	1	186	13	50	23	1	0	87	19	44	19	0	0	82	563
06:15 PM	14	141	31	0	0	186	24	140	11	0	0	175	16	60	23	0	4	103	15	68	16	0	0	99	563
06:30 PM	12	176	18	0	1	207	25	125	16	0	0	166	22	48	26	3	0	99	12	40	14	1	1	68	540
06:45 PM	15	158	19	0	0	192	27	122	3	0	2	154	17	36	24	1	1	79	9	34	9	1	0	53	478
Total	63	633	96	0	1	793	99	532	46	1	3	681	68	194	96	5	5	368	55	186	58	2	1	302	2144
Grand Total	500	3615	523	5	10	4653	577	4086	414	4	21	5102	461	1039	405	28	29	1962	347	1180	446	29	18	2020	13737
Apprch %	10.7	77.7	11.2	0.1	0.2		11.3	80.1	8.1	0.1	0.4		23.5	53	20.6	1.4	1.5		17.2	58.4	22.1	1.4	0.9		
Total %	3.6	26.3	3.8	0	0.1	33.9	4.2	29.7	3	0	0.2	37.1	3.4	7.6	2.9	0.2	0.2	14.3	2.5	8.6	3.2	0.2	0.1	14.7	

Cleland Counts

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

File Name : Lomas and Girard
Site Code : 04032019
Start Date : 4/3/2019
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Girard Blvd Northbound						Girard Blvd Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Cars	497	3571	499	5	10	4582	571	4031	410	4	21	5037	459	1036	403	28	29	1955	347	1177	439	29	18	2010	13584
% Cars	99.4	98.8	95.4	100	100	98.5	99	98.7	99	100	100	98.7	99.6	99.7	99.5	100	100	99.6	100	99.7	98.4	100	100	99.5	98.9
Trucks	0	6	2	0	0	8	1	12	1	0	0	14	2	1	1	0	0	4	0	0	0	0	0	0	26
% Trucks	0	0.2	0.4	0	0	0.2	0.2	0.3	0.2	0	0	0.3	0.4	0.1	0.2	0	0	0.2	0	0	0	0	0	0	0.2
Buses	3	38	22	0	0	63	5	43	3	0	0	51	0	2	1	0	0	3	0	3	7	0	0	10	127
% Buses	0.6	1.1	4.2	0	0	1.4	0.9	1.1	0.7	0	0	1	0	0.2	0.2	0	0	0.2	0	0.3	1.6	0	0	0.5	0.9

Cleland Counts

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

File Name : Lomas and Girard
Site Code : 04032019
Start Date : 4/3/2019
Page No : 3

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Girard Blvd Northbound						Girard Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	21	127	19	0	0	167	41	222	31	0	0	294	27	38	7	2	1	75	7	51	24	1	1	84	620
07:45 AM	38	122	15	0	0	175	43	301	41	0	1	386	29	54	13	2	6	104	8	66	35	3	0	112	777
08:00 AM	35	122	15	0	0	172	45	292	57	2	3	399	22	70	6	2	3	103	9	56	27	3	0	95	769
08:15 AM	26	110	16	0	1	153	39	257	31	0	2	329	23	38	10	0	2	73	15	58	23	2	3	101	656
Total Volume	120	481	65	0	1	667	168	1072	160	2	6	1408	101	200	36	6	12	355	39	231	109	9	4	392	2822
% App. Total	18	72.1	9.7	0	0.1		11.9	76.1	11.4	0.1	0.4		28.5	56.3	10.1	1.7	3.4		9.9	58.9	27.8	2.3	1		
PHF	.789	.947	.855	.000	.250	.953	.933	.890	.702	.250	.500	.882	.871	.714	.692	.750	.500	.853	.650	.875	.779	.750	.333	.875	.908
Cars	120	473	57	0	1	651	165	1059	159	2	6	1391	101	197	36	6	12	352	39	231	106	9	4	389	2783
% Cars	100	98.3	87.7	0	100	97.6	98.2	98.8	99.4	100	100	98.8	100	98.5	100	100	100	99.2	100	100	97.2	100	100	99.2	98.6
Trucks	0	1	1	0	0	2	1	3	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	7
% Trucks	0	0.2	1.5	0	0	0.3	0.6	0.3	0	0	0	0.3	0	0.5	0	0	0	0.3	0	0	0	0	0	0	0.2
Buses	0	7	7	0	0	14	2	10	1	0	0	13	0	2	0	0	0	2	0	0	3	0	0	3	32
% Buses	0	1.5	10.8	0	0	2.1	1.2	0.9	0.6	0	0	0.9	0	1.0	0	0	0	0.6	0	0	2.8	0	0	0.8	1.1
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	33	262	21	0	1	317	14	174	17	0	0	205	29	62	30	3	2	126	21	58	17	5	0	101	749
04:45 PM	39	223	30	0	0	292	19	172	18	0	0	209	23	85	26	4	3	141	28	77	19	1	1	126	768
05:00 PM	49	286	53	0	2	390	15	169	20	0	0	204	22	65	27	1	0	115	33	72	25	2	0	132	841
05:15 PM	43	291	34	2	1	371	30	171	20	0	1	222	28	83	34	1	3	149	27	74	32	2	2	137	879
Total Volume	164	1062	138	2	4	1370	78	686	75	0	1	840	102	295	117	9	8	531	109	281	93	10	3	496	3237
% App. Total	12	77.5	10.1	0.1	0.3		9.3	81.7	8.9	0	0.1		19.2	55.6	22	1.7	1.5		22	56.7	18.8	2	0.6		
PHF	.837	.912	.651	.250	.500	.878	.650	.986	.938	.000	.250	.946	.879	.868	.860	.563	.667	.891	.826	.912	.727	.500	.375	.905	.921
Cars	163	1055	135	2	4	1359	78	676	74	0	1	829	101	295	117	9	8	530	109	281	93	10	3	496	3214
% Cars	99.4	99.3	97.8	100	100	99.2	100	98.5	98.7	0	100	98.7	99.0	100	100	100	100	99.8	100	100	100	100	100	100	99.3
Trucks	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	3
% Trucks	0	0	0	0	0	0	0	0.1	1.3	0	0	0.2	1.0	0	0	0	0	0.2	0	0	0	0	0	0	0.1
Buses	1	7	3	0	0	11	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	20
% Buses	0.6	0.7	2.2	0	0	0.8	0	1.3	0	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0.6

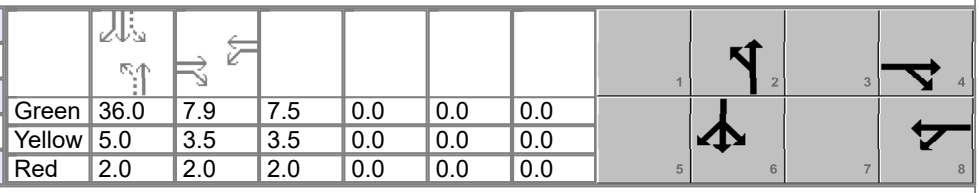
APPENDIX B
2019 EXISTING INTERSECTION CAPACITY ANALYSIS

Existing - AM

HCS7 Intersection Summary

#1 Locust & Mountain

Signal Information			
Cycle, s	72.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

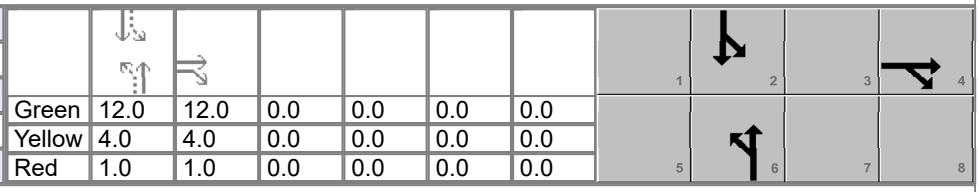


Green	36.0	7.9	7.5	0.0	0.0	0.0						
Yellow	5.0	3.5	3.5	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		123	94	1	131		0	0		274	1621	424
Phase Split, s		24.0			24.0			36.0			36.0	
Volume-to-Capacity Ratio (*X*)		0.571	0.621	0.006	0.716			0.000		0.296	0.306	0.312
Queue Storage Ratio (*RQ*) (95 th percentile)		0.18	0.17	0.00	0.56			0.00		0.10	0.10	0.09
Control Delay (*d*) , s/veh		30.0	30.6	27.6	31.7					10.2	10.4	10.5
Level of Service (LOS)		C	C	C	C					B	B	B
Approach Delay, s/veh / LOS	30.3	C		31.7	C		0.0			10.3	B	
Intersection Delay, s/veh / LOS	16.9						B					

#2 I25 SB Frontage & S I40 Frontage

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

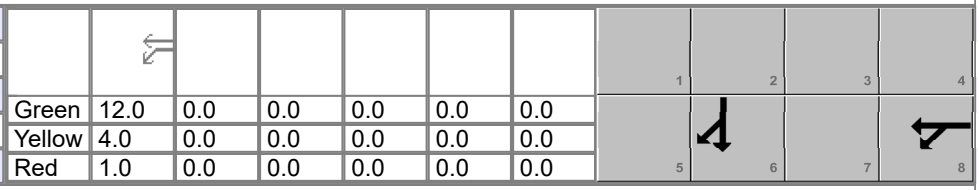


Green	12.0	12.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		457	320				0	0		47	415	
Phase Split, s		24.0						24.0			24.0	
Volume-to-Capacity Ratio (*X*)		0.392	0.617					0.000		0.061	0.359	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.04	0.20					0.00		0.01	0.06	
Control Delay (*d*) , s/veh		8.3	9.5							7.3	8.2	
Level of Service (LOS)		A	A							A	A	
Approach Delay, s/veh / LOS	8.8	A		0.0			0.0			8.1	A	
Intersection Delay, s/veh / LOS	8.6						A					

#3 I25 SB Frontage & N I40 Frontage

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



Green	12.0	0.0	0.0	0.0	0.0	0.0						
Yellow	4.0	0.0	0.0	0.0	0.0	0.0						
Red	1.0	0.0	0.0	0.0	0.0	0.0						

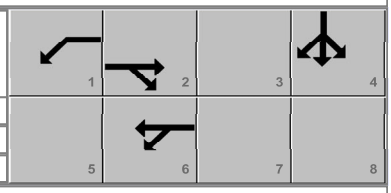
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				169	382						297	44
Phase Split, s					24.0						24.0	
Volume-to-Capacity Ratio (*X*)				0.293	0.334						0.257	0.087
Queue Storage Ratio (*RQ*) (95 th percentile)				0.03	0.03						0.02	0.02
Control Delay (*d*) , s/veh				8.0	8.1						7.8	7.4
Level of Service (LOS)				A	A						A	A
Approach Delay, s/veh / LOS	0.0			8.1	A		0.0			7.8	A	
Intersection Delay, s/veh / LOS	8.0						A					

Existing - AM

HCS7 Intersection Summary

#1 Lomas & Locust

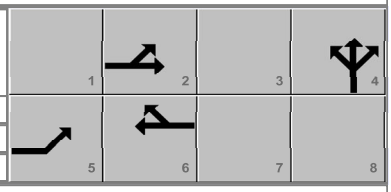
Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	58	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	6.0	40.9	47.1	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	2.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		873	106	98	1049					778	447	717
Phase Split, s		33.0		16.5	49.5						60.5	
Volume-to-Capacity Ratio (*X*)		0.528	0.530	0.418	0.492					0.880	0.533	0.911
Queue Storage Ratio (*RQ*) (95 th percentile)		0.53	0.53	0.19	0.48					0.63	0.32	2.40
Control Delay (*d*) , s/veh		23.3	25.0	21.0	14.4					37.2	23.4	42.0
Level of Service (LOS)		C	C	C	B					D	C	D
Approach Delay, s/veh / LOS	23.8	C		15.0	B		0.0			33.3	C	
Intersection Delay, s/veh / LOS	25.8						C					

#2 Lomas & Oak

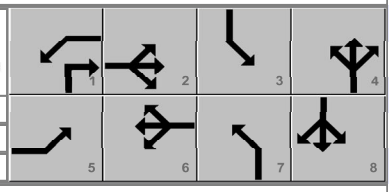
Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	45	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	7.8	64.7	22.5	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	235	1479			905	173	191	363	259			
Phase Split, s	27.5	67.1			39.6			42.9				
Volume-to-Capacity Ratio (*X*)	0.494	0.428			0.339	0.210	0.457	0.582	0.856			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.39			0.08	0.14	0.60	0.23	0.43			
Control Delay (*d*) , s/veh	7.4	6.5			5.0	1.4	38.7	39.8	45.1			
Level of Service (LOS)	A	A			A	A	D	D	D			
Approach Delay, s/veh / LOS	6.7	A		4.5	A		41.3	D		0.0		
Intersection Delay, s/veh / LOS	13.9						B					

#3 Lomas & University

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	11	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	9.9	0.9	45.8	7.1	1.3	20.0	
Yellow	3.0	3.0	4.5	3.0	3.0	4.5	
Red	0.5	0.5	1.0	0.5	0.5	1.0	

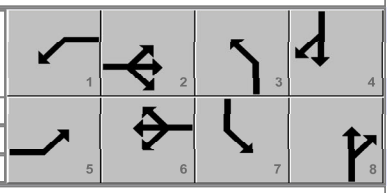
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	342	1145	146	207	887	215	98	440	151	214	440	125
Phase Split, s	23.1	41.8		19.8	38.5		15.4	33.0		15.4	33.0	
Volume-to-Capacity Ratio (*X*)	0.872	0.547	0.547	0.653	0.518	0.521	0.493	0.733	0.381	0.781	0.754	0.762
Queue Storage Ratio (*RQ*) (95 th percentile)	1.55	0.25	0.26	1.20	0.83	0.88	1.06	0.51	0.32	1.57	0.89	0.84
Control Delay (*d*) , s/veh	25.8	16.9	19.0	18.7	24.4	29.2	35.0	43.5	32.7	43.8	42.7	43.3
Level of Service (LOS)	C	B	B	B	C	C	D	D	C	D	D	D
Approach Delay, s/veh / LOS	19.3	B		24.7	C		40.0	D		43.2	D	
Intersection Delay, s/veh / LOS	28.5						C					

HCS7 Intersection Summary

#4 Lomas & Yale

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	46	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.3	62.4	2.4	2.7	14.8	
Yellow	3.0	3.0	4.0	3.0	0.0	3.5	
Red	0.5	0.5	1.5	0.5	0.0	2.0	

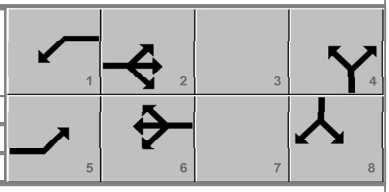


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	295	1036	134	76	1098	139	28	48	18	58	59	199
Phase Split, s	19.8	40.7		19.8	40.7		16.5	33.0		16.5	33.0	
Volume-to-Capacity Ratio (*X*)	0.776	0.367	0.368	0.223	0.427	0.428	0.815	0.235	0.094	0.776	0.254	0.865
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.19	0.14	0.18	0.25	0.24	0.41	0.19	0.90	0.86	0.41	2.86
Control Delay (*d*) , s/veh	14.9	5.7	4.7	9.5	13.7	13.9	68.1	42.7	41.8	57.7	40.7	48.6
Level of Service (LOS)	B	A	A	A	B	B	E	D	D	E	D	D
Approach Delay, s/veh / LOS	7.3	A		13.5	B		50.1	D		48.8	D	
Intersection Delay, s/veh / LOS	15.3						B					

#5 Lomas & Stanford

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	28	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	2.3	84.2	9.0	0.0	0.0	
Yellow	3.0	0.0	4.0	3.5	0.0	0.0	
Red	0.5	0.0	1.0	2.0	0.0	0.0	

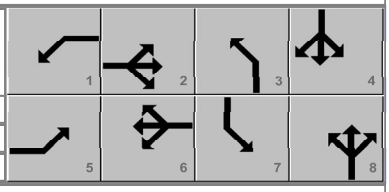


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	702	227	71	1336	6	104		39	6		8
Phase Split, s	16.5	60.5		16.5	60.5			33.0			33.0	
Volume-to-Capacity Ratio (*X*)	0.015	0.245	0.248	0.148	0.326	0.326	0.532		0.322	0.034		0.066
Queue Storage Ratio (*RQ*) (95 th percentile)	0.01	0.11	0.11	0.04	0.05	0.05	1.98		0.71	0.28		0.33
Control Delay (*d*) , s/veh	3.0	5.0	5.5	2.8	1.8	2.0	50.3		48.1	46.6		46.7
Level of Service (LOS)	A	A	A	A	A	A	D		D	D		D
Approach Delay, s/veh / LOS	5.1	A		1.9	A		49.7	D		46.7	D	
Intersection Delay, s/veh / LOS	6.1						A					

#6 Lomas & Girard

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	101	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	1.8	52.9	2.9	0.4	25.0	
Yellow	3.0	0.0	4.0	3.0	3.0	3.5	
Red	0.5	0.0	1.0	0.5	0.5	2.0	



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	481	65	168	1072	160	101	200	36	39	231	109
Phase Split, s	16.5	44.0		16.5	44.0		16.5	33.0		16.5	33.0	
Volume-to-Capacity Ratio (*X*)	0.411	0.216	0.221	0.329	0.487	0.487	0.537	0.527		0.165	0.904	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.11	0.11	0.94	0.21	0.21	0.99	0.28		0.39	0.41	
Control Delay (*d*) , s/veh	14.4	14.1	14.8	12.2	12.5	13.5	31.8	35.0		32.0	54.0	
Level of Service (LOS)	B	B	B	B	B	B	C	D		C	D	
Approach Delay, s/veh / LOS	14.4	B		12.7	B		34.1	C		51.7	D	
Intersection Delay, s/veh / LOS	21.0						C					

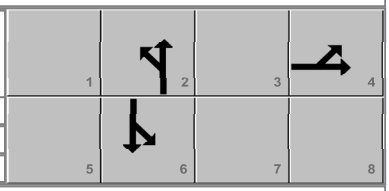
Existing - AM

HCS7 Intersection Summary

#1 Oak & Mountain

Signal Information			
Cycle, s	75.0	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	16.0	6.6	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	0.0	0.0	0.0	0.0	0.0



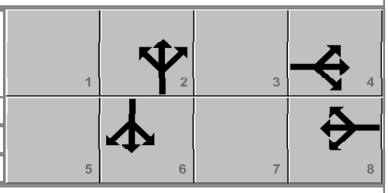
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	407	0					184	552		0	0	
Phase Split, s		30.0						36.0			36.0	
Volume-to-Capacity Ratio (*X*)	0.611	0.000					0.179	0.330			0.000	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00					0.03	0.04			0.00	
Control Delay (*d*) , s/veh	11.7	0.0					4.4	4.6				
Level of Service (LOS)	B						A	A				
Approach Delay, s/veh / LOS	11.7	B		0.0			4.6	A		0.0		
Intersection Delay, s/veh / LOS	7.1						A					

HCS7 Intersection Summary

#1 University & Las Lomas

Signal Information			
Cycle, s	66.0	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	32.0	7.4	0.0	0.0	0.0	0.0	
Yellow	3.5	3.5	0.0	0.0	0.0	0.0	
Red	1.0	2.0	0.0	0.0	0.0	0.0	

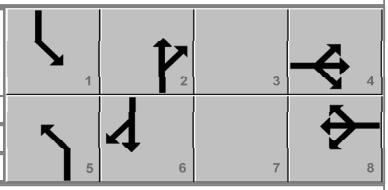


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	7	8	77	10	52	13	459	87	111	612	33
Phase Split, s		24.0			24.0			32.0			32.0	
Volume-to-Capacity Ratio (*X*)		0.104			0.264	0.259	0.036	0.166	0.171	0.320	0.347	0.347
Queue Storage Ratio (*RQ*) (95 th percentile)		0.04			0.12	0.64	0.01	0.01	0.01	0.30	0.05	0.05
Control Delay (*d*) , s/veh		18.3			19.2	18.8	2.4	1.4	1.6	5.4	4.2	4.5
Level of Service (LOS)		B			B	B	A	A	A	A	A	A
Approach Delay, s/veh / LOS	18.3	B		19.0	B		1.5	A		4.5	A	
Intersection Delay, s/veh / LOS	4.9						A					

#2 University & Camino de Salud

Signal Information			
Cycle, s	90.0	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	2.6	0.4	36.0	11.1	0.0	0.0	
Yellow	3.0	3.0	4.0	3.5	0.0	0.0	
Red	0.5	0.5	1.0	2.0	0.0	0.0	

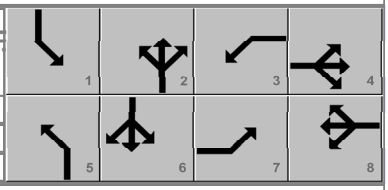


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	39	110	44	1	15	153	499	56	40	971	204
Phase Split, s		24.0			24.0		16.0	36.0		16.0	36.0	
Volume-to-Capacity Ratio (*X*)	0.116	0.599		0.243	0.065		0.795	0.193	0.049	0.793	0.685	0.321
Queue Storage Ratio (*RQ*) (95 th percentile)	0.21	0.11		0.30	0.03		1.33	0.05	0.10	0.18	0.20	0.62
Control Delay (*d*) , s/veh	24.8	26.9		30.4	23.9		33.4	6.6	6.0	33.9	12.1	9.1
Level of Service (LOS)	C	C		C	C		C	A	A	C	B	A
Approach Delay, s/veh / LOS	26.5	C		28.7	C		12.4	B		12.3	B	
Intersection Delay, s/veh / LOS	13.9						B					

#3 University & Indian School

Signal Information			
Cycle, s	137.5	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	2.9	1.3	32.0	7.6	0.8	22.5	
Yellow	3.0	0.0	4.0	3.0	3.0	4.0	
Red	3.0	0.0	4.0	0.5	3.0	1.5	



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	194	228	221	270	80	101	438	69	42	967	86
Phase Split, s	22.0	42.0		22.0	42.0		16.0	32.0		16.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.348	0.537	0.745	0.674	0.371	0.382	0.506	0.301	0.306	0.136	1.047	1.051
Queue Storage Ratio (*RQ*) (95 th percentile)	0.97	0.19	0.23	1.29	0.16	0.15	0.61	0.15	0.15	0.48	0.75	0.74
Control Delay (*d*) , s/veh	26.7	34.4	36.9	25.8	28.0	28.1	25.8	24.1	24.2	20.5	77.9	79.4
Level of Service (LOS)	C	C	D	C	C	C	C	C	C	C	F	F
Approach Delay, s/veh / LOS	33.7	C		27.2	C		24.4	C		76.4	E	
Intersection Delay, s/veh / LOS	50.0						D					

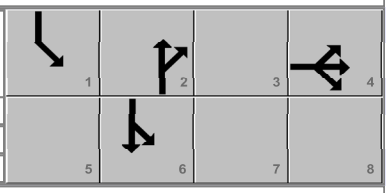
Existing - AM

HCS7 Intersection Summary

#4 University & I40 EB Ramp

Signal Information			
Cycle, s	91.0	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	5.5	32.0	16.0	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.5	0.0	0.0	0.0	

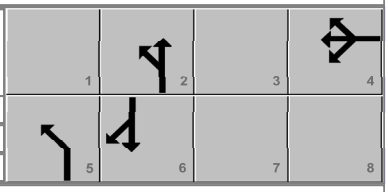


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	55	283	243					476	149	176	1057	
Phase Split, s		24.0						32.0		20.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.120	0.370	0.702					0.250	0.176	0.297	0.495	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.11	0.09	0.70					0.08	0.15	0.16	0.35	
Control Delay (*d*) , s/veh	20.8	22.1	25.0					11.4	11.1	7.4	8.1	
Level of Service (LOS)	C	C	C					B	B	A	A	
Approach Delay, s/veh / LOS	23.2	C		0.0			11.3	B		8.0	A	
Intersection Delay, s/veh / LOS	12.7						B					

#5 University & I40 WB Ramp

Signal Information			
Cycle, s	91.0	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	2.0	32.0	20.4	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.5	0.0	0.0	0.0	



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				526	396	301	60	483			675	42
Phase Split, s					24.0		20.0	32.0			32.0	
Volume-to-Capacity Ratio (*X*)				0.858	0.564	0.565	0.137	0.220			0.451	0.074
Queue Storage Ratio (*RQ*) (95 th percentile)				0.67	0.18	0.34	0.05	0.15			0.24	0.05
Control Delay (*d*) , s/veh				32.2	20.9	21.1	9.4	8.4			13.6	10.7
Level of Service (LOS)				C	C	C	A	A			B	B
Approach Delay, s/veh / LOS	0.0			24.8	C		8.5	A		13.5	B	
Intersection Delay, s/veh / LOS	18.4						B					

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	573	420	0	0
Future Vol, veh/h	0	3	573	420	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	637	467	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	552	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	477	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	477	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.6	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	477
HCM Lane V/C Ratio	-	-	0.007
HCM Control Delay (s)	-	-	12.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	147	770	229	292	764
Future Vol, veh/h	9	147	770	229	292	764
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	8	2	2	3	3
Mvmt Flow	10	156	819	244	311	813

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1970	532	0	0	1063	0
Stage 1	941	-	-	-	-	-
Stage 2	1029	-	-	-	-	-
Critical Hdwy	6.96	7.06	-	-	4.16	-
Critical Hdwy Stg 1	5.96	-	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-	-
Follow-up Hdwy	3.58	3.38	-	-	2.23	-
Pot Cap-1 Maneuver	51	477	-	-	645	-
Stage 1	326	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	26	477	-	-	645	-
Mov Cap-2 Maneuver	26	-	-	-	-	-
Stage 1	169	-	-	-	-	-
Stage 2	292	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	48.9	0	4.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	238	645	-
HCM Lane V/C Ratio	-	-	0.697	0.482	-
HCM Control Delay (s)	-	-	48.9	15.7	-
HCM Lane LOS	-	-	E	C	-
HCM 95th %tile Q(veh)	-	-	4.6	2.6	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	30	12	0	2	0	4	2	0	1	2	53
Future Vol, veh/h	100	30	12	0	2	0	4	2	0	1	2	53
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	119	36	14	0	2	0	5	2	0	1	2	63
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	7.3	7.6	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	70%	0%	2%
Vol Thru, %	33%	21%	100%	4%
Vol Right, %	0%	8%	0%	95%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	142	2	56
LT Vol	4	100	0	1
Through Vol	2	30	2	2
RT Vol	0	12	0	53
Lane Flow Rate	7	169	2	67
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.195	0.003	0.068
Departure Headway (Hd)	4.419	4.153	4.19	3.671
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	864	846	957
Service Time	2.518	2.177	2.254	1.764
HCM Lane V/C Ratio	0.009	0.196	0.002	0.07
HCM Control Delay	7.6	8.2	7.3	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.7	0	0.2

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	317	128	1	134	0	98	1	2	0	0	2
Future Vol, veh/h	0	317	128	1	134	0	98	1	2	0	0	2
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	10	10	10	3	3	3	17	17	17
Mvmt Flow	0	369	149	1	156	0	114	1	2	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	518	0	0	603	602	444	603	676	156
Stage 1	-	-	-	-	-	-	444	444	-	158	158	-
Stage 2	-	-	-	-	-	-	159	158	-	445	518	-
Critical Hdwy	4.16	-	-	4.2	-	-	7.13	6.53	6.23	7.27	6.67	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.27	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.27	5.67	-
Follow-up Hdwy	2.254	-	-	2.29	-	-	3.527	4.027	3.327	3.653	4.153	3.453
Pot Cap-1 Maneuver	1400	-	-	1008	-	-	409	412	612	390	357	852
Stage 1	-	-	-	-	-	-	591	573	-	810	739	-
Stage 2	-	-	-	-	-	-	841	765	-	564	509	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1400	-	-	1008	-	-	408	412	612	387	357	852
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	412	-	387	357	-
Stage 1	-	-	-	-	-	-	591	573	-	810	738	-
Stage 2	-	-	-	-	-	-	838	764	-	561	509	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	17.2	9.2
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	411	1400	-	-	1008	-	-	852
HCM Lane V/C Ratio	0.286	-	-	-	0.001	-	-	0.003
HCM Control Delay (s)	17.2	0	-	-	8.6	0	-	9.2
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	6.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	118	312	512	138
Demand Flow Rate, veh/h	122	319	528	147
Vehicles Circulating, veh/h	326	193	104	331
Vehicles Exiting, veh/h	152	439	344	181
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	5.9	7.3	5.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	122	319	528	147
Cap Entry Lane, veh/h	990	1133	1241	985
Entry HV Adj Factor	0.964	0.979	0.970	0.938
Flow Entry, veh/h	118	312	512	138
Cap Entry, veh/h	954	1110	1204	924
V/C Ratio	0.123	0.281	0.425	0.149
Control Delay, s/veh	4.9	5.9	7.3	5.3
LOS	A	A	A	A
95th %tile Queue, veh	0	1	2	1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1002	1441	4	0	5
Future Vol, veh/h	9	1002	1441	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	10	1113	1601	4	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1605	0	-	0	-	803
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.38	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.14	-	-	-	-	3.92
Pot Cap-1 Maneuver	194	-	-	-	0	280
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	194	-	-	-	-	280
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	194	-	-	-	280
HCM Lane V/C Ratio	0.052	-	-	-	0.02
HCM Control Delay (s)	24.6	-	-	-	18.1
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	1377	0	0	81
Future Vol, veh/h	0	0	1377	0	0	81
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	25	25
Mvmt Flow	0	0	1481	0	0	87

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	741
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.6
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	4.15
Pot Cap-1 Maneuver	0	-	-	0	0	270
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	270
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	270
HCM Lane V/C Ratio	-	-	0.323
HCM Control Delay (s)	-	-	24.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	686	1377	31	0	0
Future Vol, veh/h	55	686	1377	31	0	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	93	93	93	93	93	93
Heavy Vehicles, %	5	5	25	25	2	2
Mvmt Flow	59	738	1481	33	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1514	0	-	0	-	757
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.4	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.15	-	-	-	-	3.92
Pot Cap-1 Maneuver	213	-	-	-	0	300
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	213	-	-	-	-	300
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	0
HCM LOS			A

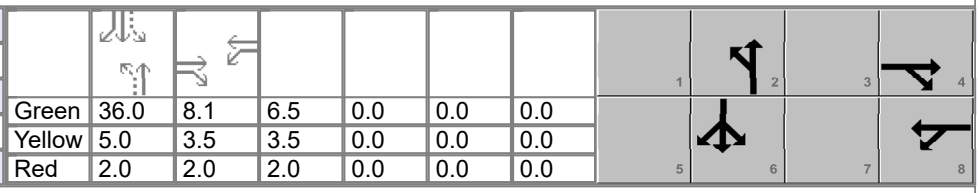
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	213	-	-	-	-
HCM Lane V/C Ratio	0.278	-	-	-	-
HCM Control Delay (s)	28.3	-	-	-	0
HCM Lane LOS	D	-	-	-	A
HCM 95th %tile Q(veh)	1.1	-	-	-	-

Existing - PM

HCS7 Intersection Summary

#1 Locust & Mountain

Signal Information			
Cycle, s	72.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

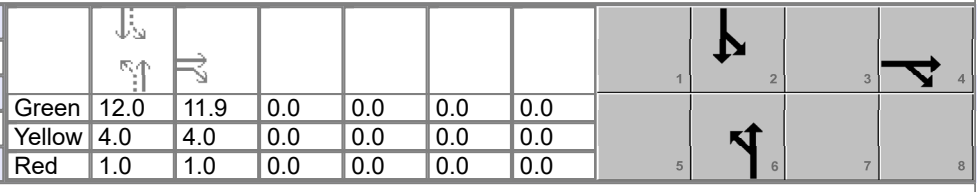


Green	36.0	8.1	6.5	0.0	0.0	0.0	
Yellow	5.0	3.5	3.5	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		209	69	0	81		0	0		28	631	142
Phase Split, s		24.0			24.0			36.0			36.0	
Volume-to-Capacity Ratio (*X*)		0.693	0.722	0.000	0.504			0.000		0.156	0.163	0.170
Queue Storage Ratio (*RQ*) (95 th percentile)		0.23	0.22	0.00	0.33			0.00		0.05	0.05	0.05
Control Delay (*d*) , s/veh		30.5	31.0	0.0	30.4					8.8	8.9	9.0
Level of Service (LOS)		C	C		C					A	A	A
Approach Delay, s/veh / LOS	30.7	C		30.4	C		0.0			8.9	A	
Intersection Delay, s/veh / LOS	19.0						B					

#2 I25 SB Frontage & S I40 Frontage

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

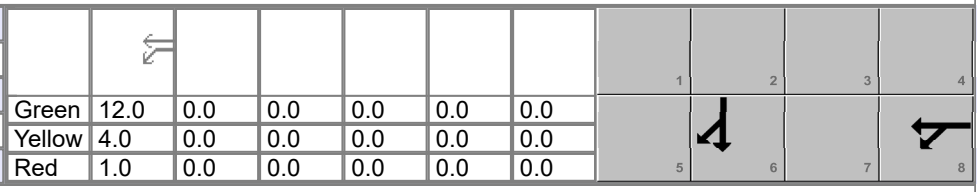


Green	12.0	11.9	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		335	101				0	0		67	291	
Phase Split, s		24.0						24.0			24.0	
Volume-to-Capacity Ratio (*X*)		0.292	0.195					0.000		0.092	0.266	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.03	0.05					0.00		0.02	0.04	
Control Delay (*d*) , s/veh		8.0	7.7							7.4	7.8	
Level of Service (LOS)		A	A							A	A	
Approach Delay, s/veh / LOS	7.9	A		0.0			0.0			7.8	A	
Intersection Delay, s/veh / LOS	7.9						A					

#3 I25 SB Frontage & N I40 Frontage

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



Green	12.0	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	0.0	0.0	0.0	0.0	0.0	
Red	1.0	0.0	0.0	0.0	0.0	0.0	

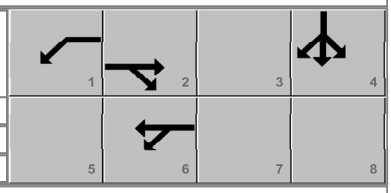
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				65	552						315	124
Phase Split, s					24.0						24.0	
Volume-to-Capacity Ratio (*X*)				0.113	0.470						0.274	0.241
Queue Storage Ratio (*RQ*) (95 th percentile)				0.01	0.05						0.03	0.07
Control Delay (*d*) , s/veh				7.4	8.6						7.9	7.9
Level of Service (LOS)				A	A						A	A
Approach Delay, s/veh / LOS	0.0			8.5	A		0.0			7.9	A	
Intersection Delay, s/veh / LOS	8.3						A					

Existing - PM

HCS7 Intersection Summary

#1 Lomas & Locust

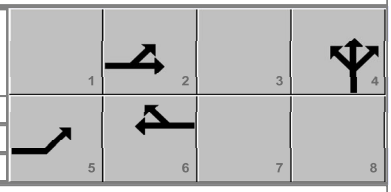
Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	64	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	7.6	74.8	21.5	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	2.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1131	242	225	1163					311	294	245
Phase Split, s		49.2		30.0	79.2						40.8	
Volume-to-Capacity Ratio (*X*)		0.443	0.443	0.774	0.337					0.846	0.669	0.743
Queue Storage Ratio (*RQ*) (95 th percentile)		0.27	0.27	0.53	0.22					0.33	0.26	1.02
Control Delay (*d*) , s/veh		5.6	6.3	20.9	3.8					51.2	46.3	48.0
Level of Service (LOS)		A	A	C	A					D	D	D
Approach Delay, s/veh / LOS	5.8	A		6.6	A		0.0			48.2	D	
Intersection Delay, s/veh / LOS	16.1						B					

#2 Lomas & Oak

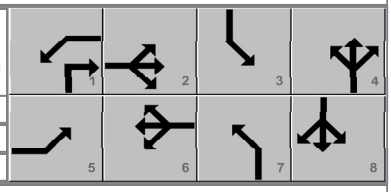
Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	49	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	10.5	79.1	15.4	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	1097			1266	436	123	321	146			
Phase Split, s	31.2	73.2			42.0			46.8				
Volume-to-Capacity Ratio (*X*)	0.834	0.291			0.400	0.443	0.460	0.802	0.768			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29	0.28			0.15	0.47	0.45	0.24	0.30			
Control Delay (*d*) , s/veh	11.4	4.4			7.2	2.3	49.0	52.0	52.8			
Level of Service (LOS)	B	A			A	A	D	D	D			
Approach Delay, s/veh / LOS	6.1	A		5.9	A		51.7	D		0.0		
Intersection Delay, s/veh / LOS	13.3						B					

#3 Lomas & University

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	12	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	9.1	2.5	41.4	12.9	0.5	35.5	
Yellow	3.0	0.0	4.5	3.0	0.0	4.5	
Red	0.5	0.0	1.0	0.5	0.0	1.0	

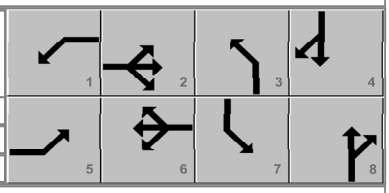
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	154	1017	155	215	1176	169	213	586	287	222	588	311
Phase Split, s	24.0	43.2		16.8	36.0		20.4	42.0		18.0	39.6	
Volume-to-Capacity Ratio (*X*)	0.688	0.659	0.660	0.743	0.709	0.709	0.887	0.599	0.498	0.658	0.916	0.916
Queue Storage Ratio (*RQ*) (95 th percentile)	0.93	0.35	0.32	1.63	1.27	1.34	2.51	0.63	0.55	1.36	1.64	1.50
Control Delay (*d*) , s/veh	29.9	29.3	30.4	31.0	37.3	45.2	49.1	36.7	27.8	29.4	58.3	60.1
Level of Service (LOS)	C	C	C	C	D	D	D	D	C	C	E	E
Approach Delay, s/veh / LOS	29.7	C		38.6	D		36.8	D		53.3	D	
Intersection Delay, s/veh / LOS	39.2						D					

HCS7 Intersection Summary

#4 Lomas & Yale

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	50	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	1.1	52.5	9.0	1.3	27.2	
Yellow	3.0	3.0	4.0	3.0	3.0	3.5	
Red	0.5	0.5	1.5	0.5	0.5	2.0	

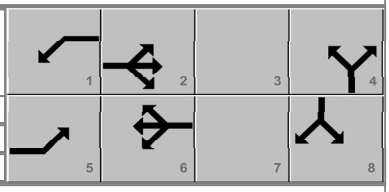


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	166	1204	104	60	1001	80	101	36	69	166	60	370
Phase Split, s	21.6	44.4		21.6	44.4		18.0	36.0		18.0	36.0	
Volume-to-Capacity Ratio (*X*)	0.542	0.530	0.530	0.265	0.482	0.483	0.808	0.120	0.206	0.871	0.143	0.936
Queue Storage Ratio (*RQ*) (95 th percentile)	0.28	0.40	0.35	0.22	0.33	0.32	1.35	0.15	3.29	2.84	0.37	5.75
Control Delay (*d*) , s/veh	17.5	15.5	14.3	18.7	26.4	26.9	59.1	37.0	37.8	79.6	33.6	66.4
Level of Service (LOS)	B	B	B	B	C	C	E	D	D	E	C	E
Approach Delay, s/veh / LOS	15.4	B		26.2	C		48.1	D		66.8	E	
Intersection Delay, s/veh / LOS	30.1						C					

#5 Lomas & Stanford

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	30	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.9	1.5	86.9	16.7	0.0	0.0	
Yellow	3.0	0.0	4.0	3.5	0.0	0.0	
Red	0.5	0.0	1.0	2.0	0.0	0.0	

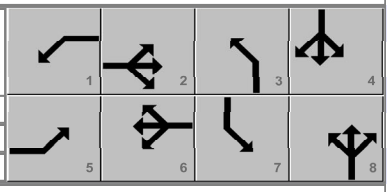


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	1314	125	43	965	15	201		84	6		14
Phase Split, s	18.0	66.0		18.0	66.0			36.0			36.0	
Volume-to-Capacity Ratio (*X*)	0.024	0.381	0.381	0.167	0.260	0.260	0.700		0.407	0.021		0.068
Queue Storage Ratio (*RQ*) (95 th percentile)	0.02	0.36	0.36	0.05	0.07	0.07	3.79		1.61	0.25		0.59
Control Delay (*d*) , s/veh	4.5	13.9	15.2	6.5	3.2	3.3	51.6		47.6	44.6		44.9
Level of Service (LOS)	A	B	B	A	A	A	D		D	D		D
Approach Delay, s/veh / LOS	14.2	B		3.4	A		50.4	D		44.8	D	
Intersection Delay, s/veh / LOS	14.2						B					

#6 Lomas & Girard

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	110	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.7	3.2	55.2	7.2	0.4	31.7	
Yellow	3.0	0.0	4.0	3.0	0.0	3.5	
Red	0.5	0.0	1.0	0.5	0.0	2.0	



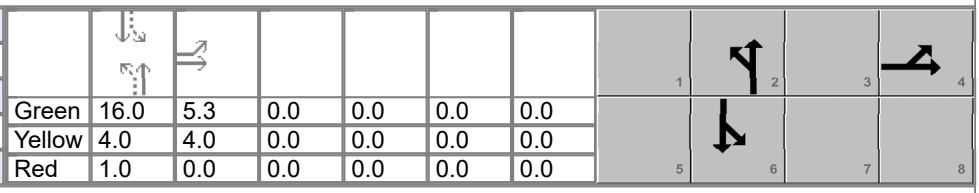
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	164	1062	138	78	686	75	102	295	117	109	281	93
Phase Split, s	18.0	52.0		18.0	52.0		18.0	32.0		18.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.396	0.470	0.471	0.291	0.322	0.325	0.535	0.938		0.606	0.837	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.11	0.20	0.21	0.54	0.16	0.16	1.07	0.65		1.14	0.46	
Control Delay (*d*) , s/veh	15.3	13.0	14.1	16.5	14.6	15.2	33.4	67.5		34.1	51.9	
Level of Service (LOS)	B	B	B	B	B	B	C	E		C	D	
Approach Delay, s/veh / LOS	13.6	B		15.0	B		60.7	E		47.9	D	
Intersection Delay, s/veh / LOS	26.8						C					

Existing - PM

HCS7 Intersection Summary

#1 Oak & Mountain

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



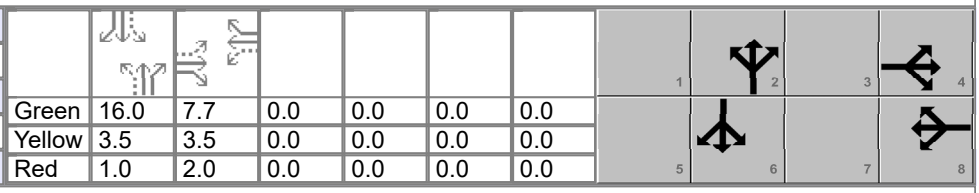
Green	16.0	5.3	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	0.0	0.0	0.0	0.0	0.0

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	235	0					81	987		0	0	
Phase Split, s		30.0						36.0			36.0	
Volume-to-Capacity Ratio (*X*)	0.415	0.000					0.076	0.571			0.000	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.12	0.00					0.01	0.06			0.00	
Control Delay (*d*) , s/veh	11.3	0.0					3.6	4.9				
Level of Service (LOS)	B						A	A				
Approach Delay, s/veh / LOS	11.3	B		0.0			4.8	A		0.0		
Intersection Delay, s/veh / LOS	6.0						A					

HCS7 Intersection Summary

#1 University & Las Lomas

Signal Information			
Cycle, s	66.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

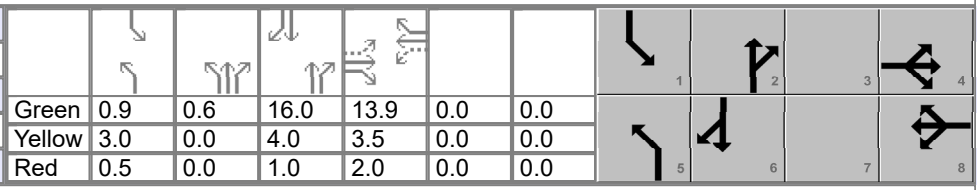


Green	16.0	7.7	0.0	0.0	0.0	0.0						
Yellow	3.5	3.5	0.0	0.0	0.0	0.0						
Red	1.0	2.0	0.0	0.0	0.0	0.0						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	8	3	176	30	88	8	718	100	64	819	39
Phase Split, s		24.0			24.0			32.0			32.0	
Volume-to-Capacity Ratio (*X*)		0.065			0.417	0.275	0.020	0.340	0.343	0.151	0.353	0.355
Queue Storage Ratio (*RQ*) (95 th percentile)		0.02			0.15	0.52	0.01	0.02	0.02	0.08	0.03	0.03
Control Delay (*d*) , s/veh		10.2			12.0	10.9	4.9	3.8	3.8	6.9	5.6	5.7
Level of Service (LOS)		B			B	B	A	A	A	A	A	A
Approach Delay, s/veh / LOS	10.2	B		11.7	B		3.8	A		5.7	A	
Intersection Delay, s/veh / LOS	5.9						A					

#2 University & Camino de Salud

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

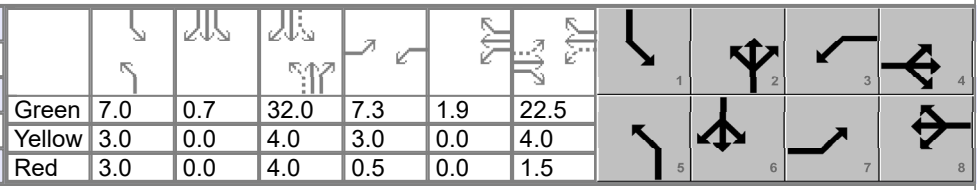


Green	0.9	0.6	16.0	13.9	0.0	0.0						
Yellow	3.0	0.0	4.0	3.5	0.0	0.0						
Red	0.5	0.0	1.0	2.0	0.0	0.0						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	245	9	270	74	3	80	59	1089	67	27	617	20
Phase Split, s		24.0			24.0		16.0	36.0		16.0	36.0	
Volume-to-Capacity Ratio (*X*)	0.525	0.614		0.256	0.182		0.973	0.614	0.085	0.787	0.503	0.036
Queue Storage Ratio (*RQ*) (95 th percentile)	0.86	0.10		0.28	0.06		0.59	0.12	0.10	0.08	0.09	0.04
Control Delay (*d*) , s/veh	15.7	13.9		18.1	11.6		53.0	11.9	9.4	34.0	11.6	9.6
Level of Service (LOS)	B	B		B	B		D	B	A	C	B	A
Approach Delay, s/veh / LOS	14.8	B		14.7	B		13.8	B		12.5	B	
Intersection Delay, s/veh / LOS	13.7						B					

#3 University & Indian School

Signal Information			
Cycle, s	137.5	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	7.0	0.7	32.0	7.3	1.9	22.5						
Yellow	3.0	0.0	4.0	3.0	0.0	4.0						
Red	3.0	0.0	4.0	0.5	0.0	1.5						

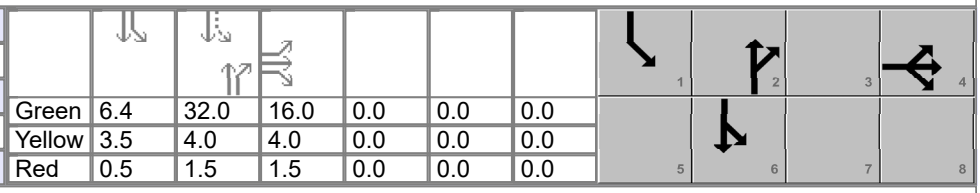
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	335	102	111	261	91	177	903	322	168	453	92
Phase Split, s	22.0	42.0		22.0	42.0		16.0	32.0		16.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.398	0.613	0.627	0.418	0.450	0.465	0.382	0.837	0.837	0.631	0.430	0.435
Queue Storage Ratio (*RQ*) (95 th percentile)	0.93	0.22	0.21	0.67	0.17	0.16	1.08	0.45	0.42	1.48	0.22	0.21
Control Delay (*d*) , s/veh	26.5	34.3	34.5	27.2	31.4	31.5	18.9	39.1	40.1	22.9	25.7	26.0
Level of Service (LOS)	C	C	C	C	C	C	B	D	D	C	C	C
Approach Delay, s/veh / LOS	32.7	C		30.4	C		37.0	D		25.1	C	
Intersection Delay, s/veh / LOS	32.2						C					

Existing - PM

HCS7 Intersection Summary

#4 University & I40 EB Ramp

Signal Information			
Cycle, s	91.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

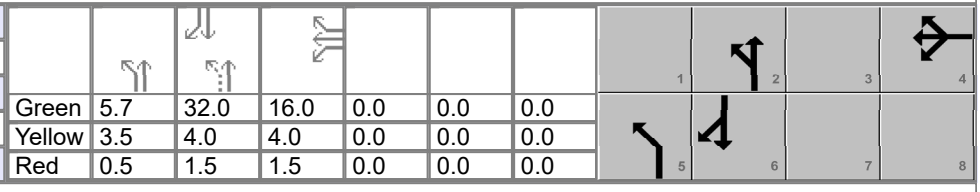


Green	6.4	32.0	16.0	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.5	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	128	357	155					1234	292	207	513	
Phase Split, s		24.0						32.0		20.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.282	0.482	0.454					0.475	0.252	0.466	0.248	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.28	0.13	0.42					0.16	0.22	0.20	0.16	
Control Delay (*d*) , s/veh	22.1	23.3	23.3					13.5	11.9	8.9	6.4	
Level of Service (LOS)	C	C	C					B	B	A	A	
Approach Delay, s/veh / LOS	23.1	C		0.0			13.2	B		7.1	A	
Intersection Delay, s/veh / LOS	14.1						B					

#5 University & I40 WB Ramp

Signal Information			
Cycle, s	91.0	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	5.7	32.0	16.0	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.5	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				162	185	183	296	1094			546	56
Phase Split, s					24.0		20.0	32.0			32.0	
Volume-to-Capacity Ratio (*X*)				0.337	0.323	0.425	0.357	0.336			0.358	0.082
Queue Storage Ratio (*RQ*) (95 th percentile)				0.18	0.08	0.20	0.17	0.23			0.17	0.05
Control Delay (*d*) , s/veh				22.1	22.0	22.7	7.8	7.0			12.4	10.4
Level of Service (LOS)				C	C	C	A	A			B	B
Approach Delay, s/veh / LOS	0.0			22.2	C		7.2	A		12.2	B	
Intersection Delay, s/veh / LOS	12.7						B					

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	67	1184	38	0	0
Future Vol, veh/h	0	67	1184	38	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	76	1345	43	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	694	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	385	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	385	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	16.6	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	385
HCM Lane V/C Ratio	-	-	0.198
HCM Control Delay (s)	-	-	16.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7

Intersection	
Int Delay, s/veh	13.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	249	831	80	115	1110
Future Vol, veh/h	34	249	831	80	115	1110
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	36	262	875	84	121	1168

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1743	480	0	0	959	0
Stage 1	917	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.22	-
Pot Cap-1 Maneuver	77	529	-	-	713	-
Stage 1	348	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	529	-	-	713	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	109.4	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	282	713	-
HCM Lane V/C Ratio	-	-	1.056	0.17	-
HCM Control Delay (s)	-	-	109.4	11.1	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	11.6	0.6	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	21	2	0	22	1	27	2	0	0	2	106
Future Vol, veh/h	80	21	2	0	22	1	27	2	0	0	2	106
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	114	30	3	0	31	1	39	3	0	0	3	151
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	7.7	8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	93%	78%	0%	0%
Vol Thru, %	7%	20%	96%	2%
Vol Right, %	0%	2%	4%	98%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	103	23	108
LT Vol	27	80	0	0
Through Vol	2	21	22	2
RT Vol	0	2	1	106
Lane Flow Rate	41	147	33	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0.054	0.182	0.041	0.164
Departure Headway (Hd)	4.699	4.442	4.484	3.821
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	766	796	801	944
Service Time	2.707	2.538	2.499	1.825
HCM Lane V/C Ratio	0.054	0.185	0.041	0.163
HCM Control Delay	8	8.5	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.7	0.1	0.6

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	151	90	3	199	0	136	1	10	0	2	0
Future Vol, veh/h	1	151	90	3	199	0	136	1	10	0	2	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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	7	7	7	5	5	5	3	3	3	2	2	2
Mvmt Flow	1	172	102	3	226	0	155	1	11	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	0	274	0	0	458	457	223	463	508	226
Stage 1	-	-	-	-	-	-	225	225	-	232	232	-
Stage 2	-	-	-	-	-	-	233	232	-	231	276	-
Critical Hdwy	4.17	-	-	4.15	-	-	7.13	6.53	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.245	-	-	3.527	4.027	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	1313	-	-	1272	-	-	511	498	814	509	468	813
Stage 1	-	-	-	-	-	-	775	716	-	771	713	-
Stage 2	-	-	-	-	-	-	768	711	-	772	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1313	-	-	1272	-	-	507	496	814	499	466	813
Mov Cap-2 Maneuver	-	-	-	-	-	-	507	496	-	499	466	-
Stage 1	-	-	-	-	-	-	774	715	-	770	711	-
Stage 2	-	-	-	-	-	-	763	709	-	759	681	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	15.2	12.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	520	1313	-	-	1272	-	-	466
HCM Lane V/C Ratio	0.321	0.001	-	-	0.003	-	-	0.005
HCM Control Delay (s)	15.2	7.7	0	-	7.8	0	-	12.8
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	6.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	155	467	309	203
Demand Flow Rate, veh/h	159	477	318	209
Vehicles Circulating, veh/h	549	89	71	433
Vehicles Exiting, veh/h	93	300	637	133
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.9	6.6	5.1	6.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	159	477	318	209
Cap Entry Lane, veh/h	788	1260	1283	887
Entry HV Adj Factor	0.973	0.980	0.971	0.970
Flow Entry, veh/h	155	467	309	203
Cap Entry, veh/h	767	1235	1246	860
V/C Ratio	0.202	0.379	0.248	0.236
Control Delay, s/veh	6.9	6.6	5.1	6.6
LOS	A	A	A	A
95th %tile Queue, veh	1	2	1	1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1449	1180	3	0	6
Future Vol, veh/h	2	1449	1180	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1628	1326	3	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1329	0	-	0	-	665
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	271	-	-	-	0	345
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	271	-	-	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	271	-	-	-	345
HCM Lane V/C Ratio	0.008	-	-	-	0.02
HCM Control Delay (s)	18.4	-	-	-	15.6
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	949	0	0	71
Future Vol, veh/h	0	0	949	0	0	71
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	19	19
Mvmt Flow	0	0	1078	0	0	81

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	539
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.48
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	4.09
Pot Cap-1 Maneuver	0	-	-	0	0	384
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	384
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	384
HCM Lane V/C Ratio	-	-	0.21
HCM Control Delay (s)	-	-	16.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	1350	949	34	0	0
Future Vol, veh/h	50	1350	949	34	0	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	16	16	2	2
Mvmt Flow	54	1467	1032	37	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1069	0	-	0	-	535
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	362	-	-	-	0	419
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	362	-	-	-	-	419
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

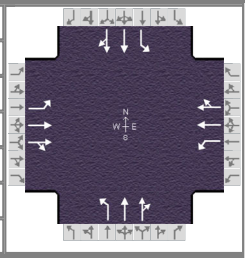
Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	362	-	-	-	-
HCM Lane V/C Ratio	0.15	-	-	-	-
HCM Control Delay (s)	16.7	-	-	-	0
HCM Lane LOS	C	-	-	-	A
HCM 95th %tile Q(veh)	0.5	-	-	-	-

MULTI-PERIOD ANALYSIS

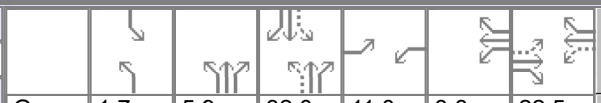
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2019	Analysis Period	1> 7:15
Intersection	University & Indian School	File Name	University-IndianSchool_EXAM_mp_hour.xus		
Project Description	Existing AM				

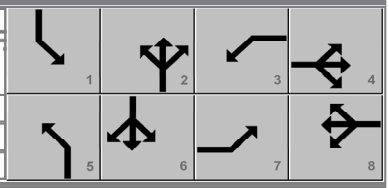


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	240	264	232	364	56	152	376	48	28	912	140

Signal Information			
Cycle, s	99.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	5.9	32.0	11.0	3.8	22.5
Yellow	3.0	0.0	4.0	3.0	0.0	4.0
Red	3.0	0.0	4.0	0.5	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	14.5	28.0	18.3	31.8	13.6	45.9	7.7	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	10.8	17.8	12.0	11.9	7.5	10.2	3.0	29.2
Green Extension Time (g_e), s	0.3	1.8	0.3	1.8	0.2	3.0	0.0	1.2
Phase Call Probability	1.00	1.00	1.00	1.00	0.99	1.00	0.54	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.02	0.00	1.00

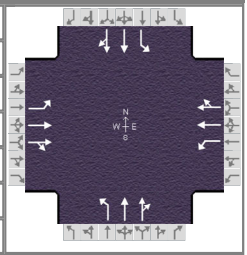
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	204	240	264	232	213	207	152	215	209	28	539	513
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1797	1753	1870	1796	1810	1885	1797
Queue Service Time (g_s), s	8.8	11.7	15.8	10.0	9.7	9.9	5.5	8.0	8.2	1.0	27.2	27.2
Cycle Queue Clearance Time (g_c), s	8.8	11.7	15.8	10.0	9.7	9.9	5.5	8.0	8.2	1.0	27.2	27.2
Green Ratio (*g/C*)	0.31	0.20	0.20	0.32	0.24	0.24	0.42	0.38	0.38	0.34	0.32	0.32
Capacity (*c*), veh/h	389	377	320	331	450	429	231	710	682	374	604	576
Volume-to-Capacity Ratio (*X*)	0.525	0.636	0.825	0.700	0.475	0.482	0.659	0.303	0.307	0.075	0.892	0.892
Back of Queue (*Q*), ft/ln (95 th percentile)	167.5	229.5	258	192.3	196.5	190.6	104.6	166.3	159.9	19.6	535.2	513.3
Back of Queue (*Q*), veh/ln (95 th percentile)	6.7	9.1	10.3	7.6	7.8	7.6	4.1	6.5	6.4	0.8	21.2	20.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.52	0.23	0.26	1.37	0.20	0.19	1.23	0.17	0.16	0.28	0.54	0.52
Uniform Delay (d_1), s/veh	27.2	36.6	38.3	27.9	32.7	32.7	24.0	21.7	21.8	22.4	32.3	32.3
Incremental Delay (d_2), s/veh	0.4	0.7	2.1	1.0	0.3	0.3	1.2	1.1	1.2	0.0	18.0	18.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.6	37.3	40.4	28.9	33.0	33.0	25.2	22.8	22.9	22.4	50.3	51.0
Level of Service (LOS)	C	D	D	C	C	C	C	C	C	C	D	D
Approach Delay, s/veh / LOS	35.6	D		31.6	C		23.5	C		49.9	D	
Intersection Delay, s/veh / LOS	37.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	1.07	A	1.03	A	0.96	A	1.38	A

MULTI-PERIOD ANALYSIS

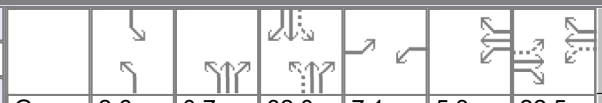
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2019	Analysis Period	2> 7:30
Intersection	University & Indian School	File Name	University-IndianSchool_EXAM_mp_hour.xus		
Project Description	Existing AM				

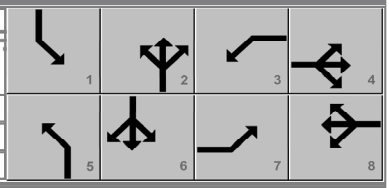


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	220	248	200	256	92	60	460	96	48	1004	84

Signal Information			
Cycle, s	93.2	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	2.6	0.7	32.0	7.1	5.3	22.5
Yellow	3.0	0.0	4.0	3.0	0.0	4.0
Red	3.0	0.0	4.0	0.5	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.6	28.0	16.0	33.3	9.2	40.7	8.6	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.2	15.5	9.8	9.4	4.1	13.0	3.6	27.3
Green Extension Time (g_e), s	0.2	1.6	0.3	1.6	0.1	3.4	0.0	1.9
Phase Call Probability	0.97	1.00	0.99	1.00	0.79	1.00	0.71	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.73

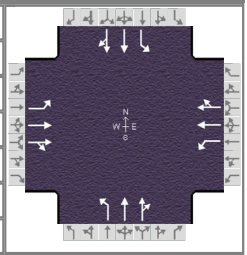
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	132	220	248	200	179	169	60	285	271	48	551	537
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1717	1753	1870	1758	1810	1885	1834
Queue Service Time (g_s), s	5.2	9.7	13.5	7.8	7.1	7.4	2.1	10.9	11.0	1.6	25.3	25.3
Cycle Queue Clearance Time (g_c), s	5.2	9.7	13.5	7.8	7.1	7.4	2.1	10.9	11.0	1.6	25.3	25.3
Green Ratio (*g/C*)	0.29	0.21	0.21	0.34	0.27	0.27	0.38	0.35	0.35	0.37	0.34	0.34
Capacity (*c*), veh/h	395	404	343	335	513	467	175	655	616	310	647	629
Volume-to-Capacity Ratio (*X*)	0.334	0.544	0.723	0.597	0.349	0.362	0.344	0.435	0.440	0.155	0.852	0.852
Back of Queue (*Q*), ft/ln (95 th percentile)	98.3	195.6	222.4	146.1	142.1	133.8	38.3	219.8	209	29.4	484.2	471.2
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	7.8	8.9	5.8	5.6	5.4	1.5	8.7	8.4	1.2	19.2	18.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.89	0.20	0.22	1.04	0.14	0.13	0.45	0.22	0.21	0.42	0.48	0.47
Uniform Delay (d_1), s/veh	25.4	32.6	34.0	24.6	27.3	27.4	22.6	23.2	23.3	19.8	28.4	28.4
Incremental Delay (d_2), s/veh	0.2	0.4	1.1	0.6	0.2	0.2	0.4	2.1	2.3	0.1	13.4	13.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.6	33.0	35.1	25.3	27.5	27.6	23.0	25.3	25.5	19.9	41.8	42.1
Level of Service (LOS)	C	C	D	C	C	C	C	C	C	B	D	D
Approach Delay, s/veh / LOS	32.2	C		26.7	C		25.2	C		41.0	D	
Intersection Delay, s/veh / LOS	33.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	0.98	A	0.94	A	1.00	A	1.42	A

MULTI-PERIOD ANALYSIS

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2019	Analysis Period	3> 7:45
Intersection	University & Indian School	File Name	University-IndianSchool_EXAM_mp_hour.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	188	232	280	200	120	80	528	56	32	1052	52

Signal Information			
Cycle, s	98.4	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	1.9	2.6	32.0	5.9	4.4	22.5	1	2	3	4		
Yellow	3.0	0.0	4.0	3.0	3.0	4.0	5	6	7	8		
Red	3.0	0.0	4.0	0.5	3.0	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.4	28.0	19.9	38.4	10.5	42.6	7.9	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	6.2	15.3	13.5	9.0	5.0	14.1	3.2	29.8
Green Extension Time (g_e), s	0.1	1.5	0.4	1.5	0.1	3.4	0.0	1.1
Phase Call Probability	0.93	1.00	1.00	1.00	0.89	1.00	0.58	1.00
Max Out Probability	0.00	0.00	0.01	0.00	0.00	0.06	0.00	1.00

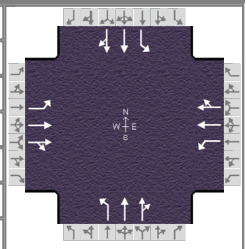
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	100	188	232	280	166	154	80	296	288	32	557	547
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1653	1753	1870	1807	1810	1885	1853
Queue Service Time (g_s), s	4.2	8.7	13.3	11.5	6.6	7.0	3.0	12.0	12.1	1.2	27.8	27.8
Cycle Queue Clearance Time (g_c), s	4.2	8.7	13.3	11.5	6.6	7.0	3.0	12.0	12.1	1.2	27.8	27.8
Green Ratio (*g/C*)	0.26	0.20	0.20	0.36	0.31	0.31	0.37	0.35	0.35	0.34	0.33	0.33
Capacity (*c*), veh/h	402	383	325	393	584	512	174	658	636	284	613	603
Volume-to-Capacity Ratio (*X*)	0.249	0.490	0.714	0.712	0.284	0.301	0.459	0.450	0.453	0.113	0.908	0.908
Back of Queue (*Q*), ft/ln (95 th percentile)	81.3	178.5	222.3	213	130.8	121.3	56.2	238.8	230.5	21.9	551.6	540.9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.3	7.1	8.9	8.5	5.2	4.9	2.2	9.4	9.2	0.9	21.9	21.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.18	0.22	1.52	0.13	0.12	0.66	0.24	0.23	0.31	0.55	0.55
Uniform Delay (d_1), s/veh	28.2	34.7	36.5	25.2	25.7	25.9	25.1	24.5	24.6	22.2	31.8	31.8
Incremental Delay (d_2), s/veh	0.1	0.4	1.1	1.3	0.1	0.1	0.7	2.2	2.3	0.1	19.6	19.9
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	28.3	35.0	37.6	26.4	25.8	26.0	25.8	26.8	26.9	22.3	51.4	51.7
Level of Service (LOS)	C	D	D	C	C	C	C	C	C	C	D	D
Approach Delay, s/veh / LOS	34.9	C		26.1	C		26.7	C		50.7	D	
Intersection Delay, s/veh / LOS	37.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.28	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	0.92	A	0.98	A	1.04	A	1.42	A

MULTI-PERIOD ANALYSIS

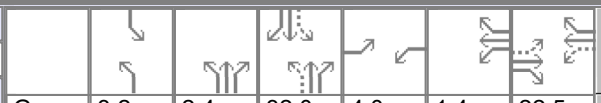
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2019	Analysis Period	4> 8:00
Intersection	University & Indian School	File Name	University-IndianSchool_EXAM_mp_hour.xus		
Project Description	Existing AM				

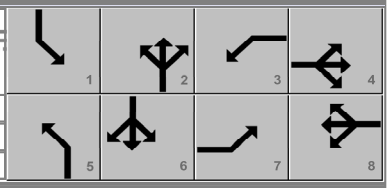


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	128	168	172	260	52	112	388	76	60	900	68

Signal Information			
Cycle, s	94.6	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	3.2	2.4	32.0	4.0	1.4	22.5
Yellow	3.0	0.0	4.0	3.0	3.0	4.0
Red	3.0	0.0	4.0	0.5	3.0	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	7.5	28.0	14.9	35.4	11.7	42.4	9.2	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.8	10.8	8.7	8.4	5.9	10.9	4.0	24.0
Green Extension Time (g_e), s	0.1	1.2	0.2	1.2	0.1	2.9	0.1	2.2
Phase Call Probability	0.83	1.00	0.99	1.00	0.95	1.00	0.79	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.31

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	68	128	168	172	159	153	112	237	227	60	490	478
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1777	1753	1870	1764	1810	1885	1838
Queue Service Time (g_s), s	2.8	5.4	8.8	6.7	6.2	6.4	3.9	8.7	8.9	2.0	22.0	22.0
Cycle Queue Clearance Time (g_c), s	2.8	5.4	8.8	6.7	6.2	6.4	3.9	8.7	8.9	2.0	22.0	22.0
Green Ratio (*g/C*)	0.25	0.21	0.21	0.33	0.29	0.29	0.40	0.36	0.36	0.37	0.34	0.34
Capacity (*c*), veh/h	371	399	338	375	545	514	242	681	642	373	638	622
Volume-to-Capacity Ratio (*X*)	0.183	0.321	0.497	0.459	0.291	0.299	0.463	0.348	0.353	0.161	0.768	0.768
Back of Queue (*Q*), ft/ln (95 th percentile)	52.7	110.5	150.5	126.8	123	118.6	71.8	181	171.7	37.5	413.6	402.9
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	4.4	6.0	5.0	4.9	4.7	2.8	7.1	6.9	1.5	16.4	16.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.48	0.11	0.15	0.91	0.12	0.12	0.84	0.18	0.17	0.54	0.41	0.41
Uniform Delay (d_1), s/veh	27.3	31.5	32.9	24.4	26.1	26.1	21.5	21.9	21.9	19.7	28.0	28.0
Incremental Delay (d_2), s/veh	0.1	0.2	0.4	0.3	0.1	0.1	0.5	1.4	1.5	0.1	8.6	8.8
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	0.0
Control Delay (*d*), s/veh	27.4	31.7	33.3	24.8	26.2	26.3	22.0	23.3	23.5	19.7	36.6	36.8
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	B	D	D
Approach Delay, s/veh / LOS	31.6	C		25.7	C		23.1	C		35.7	D	
Intersection Delay, s/veh / LOS	30.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.28	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	0.79	A	0.89	A	0.96	A	1.34	A

APPENDIX C
FORECAST TURNING MOVEMENTS AND TRIP DISTRIBUTION

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: I25 SB FRONTAGE AND N I40 FRONTAGE

AM Peak Hour

	Southbound I25 SB FRONTAGE			Westbound N I40 FRONTAGE			Northbound I25 SB FRONTAGE			Eastbound N I40 FRONTAGE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**297**	**44**	**169**	**382**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Background Growth	0	9	1	5	11	0	0	0	0	0	0	0
No Build Volumes (2024)	**0**	**306**	**45**	**174**	**393**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Subtractions												
Remote Entering												
Remote Exiting	0	0	0	0	2	0	0	0	0	0	0	0
Main Entering												
Main Exiting	0	0	0	0	7	0	0	0	0	0	0	0
Build Volumes (2024)	**0**	**306**	**45**	**174**	**402**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound I25 SB FRONTAGE			Westbound N I40 FRONTAGE			Northbound I25 SB FRONTAGE			Eastbound N I40 FRONTAGE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**315**	**124**	**65**	**552**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Background Growth	0	9	4	2	17	0	0	0	0	0	0	0
No Build Volumes (2024)	**0**	**324**	**128**	**67**	**569**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Subtractions												
Remote Entering												
Remote Exiting	0	0	0	0	4	0	0	0	0	0	0	0
Main Entering												
Main Exiting	0	0	0	0	18	0	0	0	0	0	0	0
Build Volumes (2024)	**0**	**324**	**128**	**67**	**590**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	*0.90*			*0.90*			*0.90*			*0.90*		
HV %		*3*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter													Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter													Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: I25 SB FRONTAGE AND S I40 FRONTAGE

AM Peak Hour

	Southbound I25 SB FRONTAGE			Westbound S I40 FRONTAGE			Northbound I25 SB FRONTAGE			Eastbound S I40 FRONTAGE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**47**	**415**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**457**	**320**
Background Growth	1	12	0	0	0	0	0	0	0	0	14	10
No Build Volumes (2024)	**48**	**427**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**471**	**330**
Subtractions												
Remote Entering											2	2
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering											6	6
Main Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**48**	**427**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**479**	**338**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound I25 SB FRONTAGE			Westbound S I40 FRONTAGE			Northbound I25 SB FRONTAGE			Eastbound S I40 FRONTAGE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**67**	**291**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**335**	**101**
Background Growth	2	9	0	0	0	0	0	0	0	0	10	3
No Build Volumes (2024)	**69**	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**345**	**104**
Subtractions												
Remote Entering											1	1
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering											2	2
Main Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**69**	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**348**	**107**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter											8.5%	8.5%	Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter											5.7%	5.7%	Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: LOCUST AND MOUNTAIN

AM Peak Hour

	Southbound LOCUST			Westbound MOUNTAIN			Northbound LOCUST			Eastbound MOUNTAIN		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**274**	**1,621**	**424**	**1**	**131**	**0**	**0**	**0**	**0**	**0**	**123**	**94**
Background Growth	8	49	13	0	4	0	0	0	0	0	4	3
No Build Volumes (2024)	**282**	**1,670**	**437**	**1**	**135**	**0**	**0**	**0**	**0**	**0**	**127**	**97**
Subtractions												
Remote Entering	6										1	
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering		6										
Main Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**288**	**1,676**	**437**	**1**	**135**	**0**	**0**	**0**	**0**	**0**	**128**	**97**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*4*			*2*			*3*	

PM Peak Hour

	Southbound LOCUST			Westbound MOUNTAIN			Northbound LOCUST			Eastbound MOUNTAIN		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**28**	**631**	**142**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**209**	**69**
Background Growth	1	19	4	0	2	0	0	0	0	0	6	2
No Build Volumes (2024)	**29**	**650**	**146**	**0**	**83**	**0**	**0**	**0**	**0**	**0**	**215**	**71**
Subtractions												
Remote Entering	2										0	
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering		2										
Main Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**31**	**652**	**146**	**0**	**83**	**0**	**0**	**0**	**0**	**0**	**216**	**71**
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*2*			*4*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter	24.5%										4.0%		Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter		5.7%											Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: LOCUST AND LOMAS

AM Peak Hour

	Southbound LOCUST			Westbound LOMAS			Northbound LOCUST			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**778**	**447**	**717**	**98**	**1,049**	**0**	**0**	**0**	**0**	**0**	**873**	**106**
Background Growth	23	13	22	3	31	0	0	0	0	0	26	3
No Build Volumes (2024)	**801**	**460**	**739**	**101**	**1,080**	**0**	**0**	**0**	**0**	**0**	**899**	**109**
Subtractions												
Remote Entering											1	
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering	6										9	
Main Exiting	0	0	0	2	4	0	0	0	0	0	0	0
Build Volumes (2024)	**807**	**460**	**739**	**103**	**1,085**	**0**	**0**	**0**	**0**	**0**	**910**	**109**
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound LOCUST			Westbound LOMAS			Northbound LOCUST			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**311**	**294**	**245**	**225**	**1,163**	**0**	**0**	**0**	**0**	**0**	**1,131**	**242**
Background Growth	9	9	7	7	35	0	0	0	0	0	34	7
No Build Volumes (2024)	**320**	**303**	**252**	**232**	**1,198**	**0**	**0**	**0**	**0**	**0**	**1,165**	**249**
Subtractions												
Remote Entering											0	
Remote Exiting	0	0	0	0	1	0	0	0	0	0	0	0
Main Entering	2										4	
Main Exiting	0	0	0	5	9	0	0	0	0	0	0	0
Build Volumes (2024)	**323**	**303**	**252**	**236**	**1,209**	**0**	**0**	**0**	**0**	**0**	**1,169**	**249**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter											5.0%		Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter	5.7%										9.0%		Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	4.5%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: OAK AND CAMINO DE SALUD

AM Peak Hour

	Southbound OAK			Westbound CAMINO DE SALUD			Northbound OAK			Eastbound CAMINO DE SALUD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**573**	**420**	**0**	**0**	**0**
Background Growth	0	0	0	0	0	0	0	17	13	0	0	0
No Build Volumes (2024)	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**590**	**433**	**0**	**0**	**0**
Subtractions												
Remote Entering									10			
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering												
Main Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**590**	**443**	**0**	**0**	**0**
PHF	*0.90*			*0.90*			*0.90*			*0.90*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound OAK			Westbound CAMINO DE SALUD			Northbound OAK			Eastbound CAMINO DE SALUD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**0**	**0**	**0**	**67**	**0**	**1,184**	**38**	**0**	**0**	**0**
Background Growth	0	0	0	0	0	2	0	36	1	0	0	0
No Build Volumes (2024)	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**1,220**	**39**	**0**	**0**	**0**
Subtractions												
Remote Entering									4			
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering												
Main Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**1,220**	**43**	**0**	**0**	**0**
PHF	*0.88*			*0.88*			*0.88*			*0.88*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter									42.5%				Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter													Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: OAK AND MOUNTAIN

AM Peak Hour

	Southbound OAK			Westbound MOUNTAIN			Northbound OAK			Eastbound MOUNTAIN		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**0**	**0**	**0**	**0**	**184**	**552**	**0**	**407**	**0**	**0**
Background Growth	0	0	0	0	0	0	6	17	0	12	0	0
No Build Volumes (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**190**	**569**	**0**	**419**	**0**	**0**
Subtractions												
Remote Entering								3		7		
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering												
Main Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**190**	**572**	**0**	**426**	**0**	**0**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound OAK			Westbound MOUNTAIN			Northbound OAK			Eastbound MOUNTAIN		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**0**	**0**	**0**	**0**	**81**	**987**	**0**	**235**	**0**	**0**
Background Growth	0	0	0	0	0	0	2	30	0	7	0	0
No Build Volumes (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**1,017**	**0**	**242**	**0**	**0**
Subtractions												
Remote Entering								1		3		
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering												
Main Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**1,018**	**0**	**245**	**0**	**0**
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								14.0%		28.5%			Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter													Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: OAK AND LOMAS

AM Peak Hour

	Southbound OAK			Westbound LOMAS			Northbound OAK			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**0**	**0**	**905**	**173**	**191**	**363**	**259**	**235**	**1,479**	**0**
Background Growth	0	0	0	0	27	5	6	11	8	7	44	0
No Build Volumes (2024)	**0**	**0**	**0**	**0**	**932**	**178**	**197**	**374**	**267**	**242**	**1,523**	**0**
Subtractions												
Remote Entering								2		1		
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering									9		15	
Main Exiting	0	0	0	0	5	0	0	0	0	0	0	0
Build Volumes (2024)	**0**	**0**	**0**	**0**	**938**	**178**	**197**	**376**	**276**	**243**	**1,539**	**0**
PHF	*0.90*			*0.90*			*0.90*			*0.90*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound OAK			Westbound LOMAS			Northbound OAK			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**0**	**0**	**1,266**	**436**	**123**	**231**	**146**	**348**	**1,097**	**0**
Background Growth	0	0	0	0	38	13	4	7	4	10	33	0
No Build Volumes (2024)	**0**	**0**	**0**	**0**	**1,304**	**449**	**127**	**238**	**150**	**358**	**1,130**	**0**
Subtractions												
Remote Entering								1		0		
Remote Exiting	0	0	0	0	1	0	0	0	0	0	0	0
Main Entering									4		6	
Main Exiting	0	0	0	0	14	0	0	0	0	0	0	0
Build Volumes (2024)	**0**	**0**	**0**	**0**	**1,319**	**449**	**127**	**239**	**154**	**359**	**1,136**	**0**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								9.0%		5.0%			Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter									9.0%		14.7%		Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	13.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: UNIVERSITY AND I40 WB RAMP

AM Peak Hour

	Southbound UNIVERSITY			Westbound I40 WB RAMP			Northbound UNIVERSITY			Eastbound I40 WB RAMP		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**675**	**42**	**526**	**396**	**301**	**60**	**483**	**0**	**0**	**0**	**0**
Background Growth	0	20	1	16	12	9	2	14	0	0	0	0
No Build Volumes (2024)	**0**	**695**	**43**	**542**	**408**	**310**	**62**	**497**	**0**	**0**	**0**	**0**
Subtractions												
Remote Entering		2		4								
Remote Exiting	0	0	0	0	0	0	2	2	0	0	0	0
Main Entering		7		18								
Main Exiting	0	0	0	0	0	0	7	6	0	0	0	0
Build Volumes (2024)	**0**	**704**	**43**	**564**	**408**	**310**	**70**	**506**	**0**	**0**	**0**	**0**
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*4*			*2*			*2*			*2*	

PM Peak Hour

	Southbound UNIVERSITY			Westbound I40 WB RAMP			Northbound UNIVERSITY			Eastbound I40 WB RAMP		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**546**	**56**	**162**	**185**	**183**	**296**	**1,094**	**0**	**0**	**0**	**0**
Background Growth	0	16	2	5	6	5	9	33	0	0	0	0
No Build Volumes (2024)	**0**	**562**	**58**	**167**	**191**	**188**	**305**	**1,127**	**0**	**0**	**0**	**0**
Subtractions												
Remote Entering		1		2								
Remote Exiting	0	0	0	0	0	0	4	6	0	0	0	0
Main Entering		3		7								
Main Exiting	0	0	0	0	0	0	18	16	0	0	0	0
Build Volumes (2024)	**0**	**566**	**58**	**176**	**191**	**188**	**327**	**1,148**	**0**	**0**	**0**	**0**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter		7.0%		17.0%									Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	23.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter		7.0%		17.0%									Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	15.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: UNIVERSITY AND I40 EB RAMP

AM Peak Hour

	Southbound UNIVERSITY			Westbound I40 EB RAMP			Northbound UNIVERSITY			Eastbound I40 EB RAMP		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**176**	**1,057**	**0**	**0**	**0**	**0**	**0**	**476**	**149**	**55**	**283**	**243**
Background Growth	5	32	0	0	0	0	0	14	4	2	8	7
No Build Volumes (2024)	**181**	**1,089**	**0**	**0**	**0**	**0**	**0**	**490**	**153**	**57**	**291**	**250**
Subtractions												
Remote Entering		6										2
Remote Exiting	0	0	0	0	0	0	0	4	2	0	0	0
Main Entering		25										6
Main Exiting	0	0	0	0	0	0	0	13	7	0	0	0
Build Volumes (2024)	**181**	**1,119**	**0**	**0**	**0**	**0**	**0**	**507**	**162**	**57**	**291**	**258**
PHF	*0.90*			*0.90*			*0.90*			*0.90*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound UNIVERSITY			Westbound I40 EB RAMP			Northbound UNIVERSITY			Eastbound I40 EB RAMP		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**207**	**513**	**0**	**0**	**0**	**0**	**0**	**1,234**	**292**	**128**	**357**	**155**
Background Growth	6	15	0	0	0	0	0	37	9	4	11	5
No Build Volumes (2024)	**213**	**528**	**0**	**0**	**0**	**0**	**0**	**1,271**	**301**	**132**	**368**	**160**
Subtractions												
Remote Entering		2										1
Remote Exiting	0	0	0	0	0	0	0	10	4	0	0	0
Main Entering		10										2
Main Exiting	0	0	0	0	0	0	0	33	18	0	0	0
Build Volumes (2024)	**213**	**541**	**0**	**0**	**0**	**0**	**0**	**1,314**	**323**	**132**	**368**	**163**
PHF	*0.98*			*0.98*			*0.98*			*0.98*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter		24.0%										8.5%	Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	17.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter		24.0%										5.7%	Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	32.0%	17.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: UNIVERSITY AND INDIAN SCHOOL

AM Peak Hour

	Southbound UNIVERSITY			Westbound INDIAN SCHOOL			Northbound UNIVERSITY			Eastbound INDIAN SCHOOL		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**42**	**967**	**86**	**221**	**270**	**80**	**101**	**438**	**69**	**126**	**194**	**228**
Background Growth	1	29	3	7	8	2	3	13	2	4	6	7
No Build Volumes (2024)	**43**	**996**	**89**	**228**	**278**	**82**	**104**	**451**	**71**	**130**	**200**	**235**
Subtractions												
Remote Entering		8		3								
Remote Exiting	0	0	0	0	0	0	0	5	1	0	0	0
Main Entering		31		11								
Main Exiting	0	0	0	0	0	0	0	19	4	0	0	0
Build Volumes (2024)	**43**	**1,035**	**89**	**242**	**278**	**82**	**104**	**476**	**76**	**130**	**200**	**235**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound UNIVERSITY			Westbound INDIAN SCHOOL			Northbound UNIVERSITY			Eastbound INDIAN SCHOOL		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**168**	**453**	**92**	**111**	**261**	**91**	**177**	**903**	**322**	**123**	**335**	**102**
Background Growth	5	14	3	3	8	3	5	27	10	4	10	3
No Build Volumes (2024)	**173**	**467**	**95**	**114**	**269**	**94**	**182**	**930**	**332**	**127**	**345**	**105**
Subtractions												
Remote Entering		3		1								
Remote Exiting	0	0	0	0	0	0	1	14	3	0	0	0
Main Entering		12		5								
Main Exiting	0	0	0	0	0	0	0	51	11	0	0	0
Build Volumes (2024)	**173**	**482**	**95**	**120**	**269**	**94**	**183**	**995**	**346**	**127**	**345**	**105**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter		32.5%		11.0%									Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	57.0%	11.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter		29.7%		11.0%									Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	49.0%	11.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: UNIVERSITY AND CAMINO DE SALUD

AM Peak Hour

	Southbound UNIVERSITY			Westbound CAMINO DE SALUD			Northbound UNIVERSITY			Eastbound CAMINO DE SALUD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**40**	**971**	**204**	**44**	**1**	**15**	**153**	**499**	**56**	**35**	**39**	**110**
Background Growth	1	29	6	1	0	0	5	15	2	1	1	3
No Build Volumes (2024)	**41**	**1,000**	**210**	**45**	**1**	**15**	**158**	**514**	**58**	**36**	**40**	**113**
Subtractions												
Remote Entering			11				3					
Remote Exiting	0	0	0	0	0	0	0	0	0	7	0	3
Main Entering		42										
Main Exiting	0	0	0	0	0	0	0	24	0	0	0	0
Build Volumes (2024)	**41**	**1,042**	**221**	**45**	**1**	**15**	**161**	**538**	**58**	**43**	**40**	**116**
PHF	*0.88*			*0.88*			*0.88*			*0.88*		
HV %		*2*			*2*			*4*			*10*	

PM Peak Hour

	Southbound UNIVERSITY			Westbound CAMINO DE SALUD			Northbound UNIVERSITY			Eastbound CAMINO DE SALUD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**27**	**617**	**20**	**74**	**3**	**80**	**59**	**1,089**	**67**	**245**	**9**	**270**
Background Growth	1	19	1	2	0	2	2	33	2	7	0	8
No Build Volumes (2024)	**28**	**636**	**21**	**76**	**3**	**82**	**61**	**1,122**	**69**	**252**	**9**	**278**
Subtractions												
Remote Entering			4				1					
Remote Exiting	0	0	0	0	0	0	0	0	0	18	0	7
Main Entering		17										
Main Exiting	0	0	0	0	0	0	0	63	0	0	0	0
Build Volumes (2024)	**28**	**652**	**25**	**76**	**3**	**82**	**62**	**1,184**	**69**	**270**	**9**	**285**
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*2*			*2*			*2*			*3*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter			43.5%				13.0%						Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	72.0%	0.0%	27.0%	
Trip Distribution % Enter		40.7%											Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: UNIVERSITY AND TUCKER

AM Peak Hour

	Southbound UNIVERSITY			Westbound TUCKER			Northbound UNIVERSITY			Eastbound TUCKER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**292**	**764**	**0**	**9**	**0**	**147**	**0**	**770**	**229**	**0**	**0**	**0**
Background Growth	9	23	0	0	0	4	0	23	7	0	0	0
No Build Volumes (2024)	**301**	**787**	**0**	**9**	**0**	**151**	**0**	**793**	**236**	**0**	**0**	**0**
Subtractions	*-34*					*-9*	*0*					
Remote Entering								3				
Remote Exiting	0	7	0	0	0	0	0	0	0	0	0	0
Main Entering	42											
Main Exiting	0	0	0	0	0	23	0	1	0	0	0	0
Build Volumes (2024)	**309**	**794**	**0**	**9**	**0**	**166**	**0**	**797**	**236**	**0**	**0**	**0**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*3*			*8*			*2*			*2*	

PM Peak Hour

	Southbound UNIVERSITY			Westbound TUCKER			Northbound UNIVERSITY			Eastbound TUCKER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**115**	**1,110**	**0**	**34**	**0**	**249**	**0**	**831**	**80**	**0**	**0**	**0**
Background Growth	3	33	0	1	0	7	0	25	2	0	0	0
No Build Volumes (2024)	**118**	**1,143**	**0**	**35**	**0**	**256**	**0**	**856**	**82**	**0**	**0**	**0**
Subtractions	*-16*					*-23*		*-1*				
Remote Entering								1				
Remote Exiting	0	7	0	0	0	0	0	0	0	0	0	0
Main Entering	17											
Main Exiting	0	0	0	0	0	60	0	2	0	0	0	0
Build Volumes (2024)	**119**	**1,150**	**0**	**35**	**0**	**294**	**0**	**859**	**82**	**0**	**0**	**0**
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*2*			*3*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								13.0%					Remote
Trip Distribution % Exit	0.0%	27.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter	40.7%												Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	58.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: UNIVERSITY AND LOMAS

AM Peak Hour

	Southbound UNIVERSITY			Westbound LOMAS			Northbound UNIVERSITY			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**214**	**440**	**125**	**207**	**887**	**215**	**98**	**440**	**151**	**342**	**1,145**	**146**
Background Growth	6	13	4	6	27	6	3	13	5	10	34	4
No Build Volumes (2024)	**220**	**453**	**129**	**213**	**914**	**221**	**101**	**453**	**156**	**352**	**1,179**	**150**
Subtractions												
Remote Entering						2		1				
Remote Exiting	1	1	0	0	0	0	0	0	0	0	0	0
Main Entering									28		24	
Main Exiting	0	0	0	7	5	1	0	0	0	0	0	0
Build Volumes (2024)	**221**	**454**	**129**	**220**	**919**	**224**	**101**	**454**	**183**	**352**	**1,204**	**150**
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*3*			*2*			*2*			*2*	

PM Peak Hour

	Southbound UNIVERSITY			Westbound LOMAS			Northbound UNIVERSITY			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**222**	**588**	**311**	**215**	**1,176**	**169**	**213**	**586**	**287**	**154**	**1,017**	**155**
Background Growth	7	18	9	6	35	5	6	18	9	5	31	5
No Build Volumes (2024)	**229**	**606**	**320**	**221**	**1,211**	**174**	**219**	**604**	**296**	**159**	**1,048**	**160**
Subtractions												
Remote Entering						1		0				
Remote Exiting	2	3	1	0	0	0	0	0	0	0	0	0
Main Entering									11		10	
Main Exiting	0	0	0	18	14	2	0	0	0	0	0	0
Build Volumes (2024)	**231**	**609**	**322**	**240**	**1,225**	**177**	**219**	**604**	**307**	**159**	**1,057**	**160**
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter						9.0%		4.0%					Remote
Trip Distribution % Exit	9.0%	13.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter									26.7%		23.7%		Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	17.5%	13.5%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: UNIVERSITY AND LAS LOMAS

AM Peak Hour

	Southbound UNIVERSITY			Westbound LAS LOMAS			Northbound UNIVERSITY			Eastbound LAS LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**111**	**612**	**33**	**77**	**10**	**52**	**13**	**459**	**87**	**19**	**7**	**8**
Background Growth	3	18	1	2	0	2	0	14	3	1	0	0
No Build Volumes (2024)	**114**	**630**	**34**	**79**	**10**	**54**	**13**	**473**	**90**	**20**	**7**	**8**
Subtractions												
Remote Entering								1				
Remote Exiting	0	1	0	0	0	0	0	0	0	0	0	0
Main Entering								28				
Main Exiting	0	7	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**114**	**638**	**34**	**79**	**10**	**54**	**13**	**501**	**90**	**20**	**7**	**8**
PHF	*0.84*			*0.84*			*0.84*			*0.84*		
HV %		*2*			*6*			*2*			*4*	

PM Peak Hour

	Southbound UNIVERSITY			Westbound LAS LOMAS			Northbound UNIVERSITY			Eastbound LAS LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**64**	**819**	**39**	**176**	**30**	**88**	**8**	**718**	**100**	**21**	**8**	**3**
Background Growth	2	25	1	5	1	3	0	22	3	1	0	0
No Build Volumes (2024)	**66**	**844**	**40**	**181**	**31**	**91**	**8**	**740**	**103**	**22**	**8**	**3**
Subtractions												
Remote Entering								0				
Remote Exiting	0	3	0	0	0	0	0	0	0	0	0	0
Main Entering								11				
Main Exiting	0	17	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**66**	**864**	**40**	**181**	**31**	**91**	**8**	**751**	**103**	**22**	**8**	**3**
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*2*			*3*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								4.0%					Remote
Trip Distribution % Exit	0.0%	**13.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter								26.7%					Main
Trip Distribution % Exit	0.0%	16.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: KNME/CHILDREN'S CAMPUS AND CAMINO DE SALUD

AM Peak Hour

	Southbound KNME/CHILDREN'S CAMPUS			Westbound CAMINO DE SALUD			Northbound KNME/CHILDREN'S CAMPUS			Eastbound CAMINO DE SALUD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**1**	**2**	**53**	**0**	**2**	**0**	**4**	**2**	**0**	**100**	**30**	**12**
Background Growth	0	0	2	0	0	0	0	0	0	3	1	0
No Build Volumes (2024)	**1**	**2**	**55**	**0**	**2**	**0**	**4**	**2**	**0**	**103**	**31**	**12**
Subtractions												
Remote Entering												
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering												
Main Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**1**	**2**	**55**	**0**	**2**	**0**	**4**	**2**	**0**	**103**	**31**	**12**
PHF	*0.84*			*0.84*			*0.84*			*0.84*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound KNME/CHILDREN'S CAMPUS			Westbound CAMINO DE SALUD			Northbound KNME/CHILDREN'S CAMPUS			Eastbound CAMINO DE SALUD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**2**	**106**	**0**	**22**	**1**	**27**	**2**	**0**	**80**	**21**	**2**
Background Growth	0	0	3	0	1	0	1	0	0	2	1	0
No Build Volumes (2024)	**0**	**2**	**109**	**0**	**23**	**1**	**28**	**2**	**0**	**82**	**22**	**2**
Subtractions												
Remote Entering												
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering												
Main Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**0**	**2**	**109**	**0**	**23**	**1**	**28**	**2**	**0**	**82**	**22**	**2**
PHF	*0.70*			*0.70*			*0.70*			*0.70*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter													Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter													Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CAMINO DE SALUD AND TUCKER

AM Peak Hour

	Southbound CAMINO DE SALUD			**Westbound** TUCKER			**Northbound** CAMINO DE SALUD			**Eastbound** TUCKER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**2**	**1**	**134**	**0**	**98**	**1**	**2**	**0**	**317**	**128**
Background Growth	0	0	0	0	4	0	3	0	0	0	10	4
No Build Volumes (2024)	**0**	**0**	**2**	**1**	**138**	**0**	**101**	**1**	**2**	**0**	**327**	**132**
Subtractions							*-9*					*-34*
Remote Entering												
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering												42
Main Exiting	0	0	0	0	0	0	23	0	0	0	0	0
Build Volumes (2024)	**0**	**0**	**2**	**1**	**138**	**0**	**115**	**1**	**2**	**0**	**327**	**140**
PHF	*0.86*			*0.86*			*0.86*			*0.86*		
HV %		*17*			*10*			*3*			*6*	

PM Peak Hour

	Southbound CAMINO DE SALUD			**Westbound** TUCKER			**Northbound** CAMINO DE SALUD			**Eastbound** TUCKER		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**2**	**0**	**3**	**199**	**0**	**136**	**1**	**10**	**1**	**151**	**90**
Background Growth	0	0	0	0	6	0	4	0	0	0	5	3
No Build Volumes (2024)	**0**	**2**	**0**	**3**	**205**	**0**	**140**	**1**	**10**	**1**	**156**	**93**
Subtractions							*-23*					*-16*
Remote Entering												
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering												17
Main Exiting	0	0	0	0	0	0	60	0	0	0	0	0
Build Volumes (2024)	**0**	**2**	**0**	**3**	**205**	**0**	**178**	**1**	**10**	**1**	**156**	**94**
PHF	*0.88*			*0.88*			*0.88*			*0.88*		
HV %		*2*			*5*			*3*			*7*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter													Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter												40.7%	Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: YALE AND CAMINO DE SALUD

AM Peak Hour

	Southbound YALE			Westbound CAMINO DE SALUD			Northbound YALE			Eastbound CAMINO DE SALUD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**30**	**82**	**18**	**183**	**73**	**37**	**47**	**122**	**312**	**7**	**57**	**47**
Background Growth	1	2	1	5	2	1	1	4	9	0	2	1
No Build Volumes (2024)	**31**	**84**	**19**	**188**	**75**	**38**	**48**	**126**	**321**	**7**	**59**	**48**
Subtractions		*-4*	*-9*					*-32*		*-34*		
Remote Entering												
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering								39		42		
Main Exiting	0	11	23	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**31**	**92**	**33**	**188**	**75**	**38**	**48**	**133**	**321**	**15**	**59**	**48**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*7*			*2*			*3*			*4*	

PM Peak Hour

	Southbound YALE			Westbound CAMINO DE SALUD			Northbound YALE			Eastbound CAMINO DE SALUD		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**19**	**167**	**5**	**318**	**72**	**49**	**8**	**70**	**212**	**4**	**42**	**100**
Background Growth	1	5	0	10	2	1	0	2	6	0	1	3
No Build Volumes (2024)	**20**	**172**	**5**	**328**	**74**	**50**	**8**	**72**	**218**	**4**	**43**	**103**
Subtractions		*-11*	*-23*					*-15*		*-16*		
Remote Entering												
Remote Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Main Entering								16		17		
Main Exiting	0	30	60	0	0	0	0	0	0	0	0	0
Build Volumes (2024)	**20**	**191**	**43**	**328**	**74**	**50**	**8**	**73**	**218**	**5**	**43**	**103**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*3*			*2*			*3*			*3*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter													Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter								38.1%		40.7%			Main
Trip Distribution % Exit	0.0%	29.0%	58.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: YALE AND LOMAS

AM Peak Hour

	Southbound YALE			Westbound LOMAS			Northbound YALE			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**58**	**59**	**199**	**76**	**1,098**	**139**	**28**	**48**	**18**	**295**	**1,036**	**134**
Background Growth	2	2	6	2	33	4	1	1	1	9	31	4
No Build Volumes (2024)	**60**	**61**	**205**	**78**	**1,131**	**143**	**29**	**49**	**19**	**304**	**1,067**	**138**
Subtractions	*-1*		*-3*		*-2*	*-3*				*-28*		
Remote Entering					2						0	
Remote Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Main Entering						5				35	17	
Main Exiting	2	0	9	0	4	0	0	0	0	0	0	0
Build Volumes (2024)	**61**	**61**	**211**	**78**	**1,136**	**144**	**29**	**49**	**19**	**310**	**1,085**	**138**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*6*			*3*			*8*			*3*	

PM Peak Hour

	Southbound YALE			Westbound LOMAS			Northbound YALE			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**166**	**60**	**370**	**60**	**1,001**	**80**	**101**	**36**	**69**	**166**	**1,204**	**104**
Background Growth	5	2	11	2	30	2	3	1	2	5	36	3
No Build Volumes (2024)	**171**	**62**	**381**	**62**	**1,031**	**82**	**104**	**37**	**71**	**171**	**1,240**	**107**
Subtractions	*-2*		*-9*		*-4*	*-16*				*-13*		
Remote Entering					1						0	
Remote Exiting	0	0	0	0	0	0	0	0	0	0	2	0
Main Entering						2				14	7	
Main Exiting	6	0	24	0	10	0	0	0	0	0	0	0
Build Volumes (2024)	**175**	**62**	**396**	**62**	**1,038**	**69**	**104**	**37**	**71**	**172**	**1,249**	**107**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*4*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					9.0%						0.0%		Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	
Trip Distribution % Enter						4.5%				33.6%	16.8%		Main
Trip Distribution % Exit	6.0%	0.0%	23.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: PROPOSED ENTRANCE AND LOMAS

AM Peak Hour

	Southbound PROPOSED ENTRANCE			Westbound LOMAS			Northbound PROPOSED ENTRANCE			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)					**1,446**						**1,112**	
Background Growth	0	0	0	0	43	0	0	0	0	0	33	0
No Build Volumes (2024)	**0**	**0**	**0**	**0**	**1,489**	**0**	**0**	**0**	**0**	**0**	**1,145**	**0**
Subtractions												
Remote Entering					2					0		
Remote Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Main Entering					5	5				17		
Main Exiting	1	0	4	0	0	0	0	0	0	0	2	0
Build Volumes (2024)	**1**	**0**	**4**	**0**	**1,497**	**5**	**0**	**0**	**0**	**17**	**1,148**	**0**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound PROPOSED ENTRANCE			Westbound LOMAS			Northbound PROPOSED ENTRANCE			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)					**1,186**						**1,439**	
Background Growth	0	0	0	0	36	0	0	0	0	0	43	0
No Build Volumes (2024)	**0**	**0**	**0**	**0**	**1,222**	**0**	**0**	**0**	**0**	**0**	**1,482**	**0**
Subtractions												
Remote Entering					1					0		
Remote Exiting	0	0	0	0	0	0	0	0	0	0	2	0
Main Entering					2	2				7		
Main Exiting	3	0	10	0	1	0	0	0	0	0	5	0
Build Volumes (2024)	**3**	**0**	**10**	**0**	**1,225**	**2**	**0**	**0**	**0**	**7**	**1,489**	**0**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					9.0%					0.0%			Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	
Trip Distribution % Enter					4.5%	4.5%				16.8%			Main
Trip Distribution % Exit	3.0%	0.0%	10.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: AMBULANCE ENTRANCE AND LOMAS

AM Peak Hour

	Southbound AMBULANCE ENTRANCE			Westbound LOMAS			Northbound AMBULANCE ENTRANCE			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**5**	**0**	**1,441**	**4**	**0**	**0**	**0**	**9**	**1,002**	**0**
Background Growth	0	0	0	0	43	0	0	0	0	0	30	0
No Build Volumes (2024)	**0**	**0**	**5**	**0**	**1,484**	**4**	**0**	**0**	**0**	**9**	**1,032**	**0**
Subtractions												
Remote Entering					2							
Remote Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Main Entering					9							
Main Exiting	0	0	0	0	0	0	0	0	0	0	4	0
Build Volumes (2024)	**0**	**0**	**5**	**0**	**1,496**	**4**	**0**	**0**	**0**	**9**	**1,036**	**0**
PHF	*0.90*			*0.90*			*0.90*			*0.90*		
HV %		*2*			*2*			*2*			*4*	

PM Peak Hour

	Southbound AMBULANCE ENTRANCE			Westbound LOMAS			Northbound AMBULANCE ENTRANCE			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**6**	**0**	**1,180**	**3**	**0**	**0**	**0**	**2**	**1,449**	**0**
Background Growth	0	0	0	0	35	0	0	0	0	0	43	0
No Build Volumes (2024)	**0**	**0**	**6**	**0**	**1,215**	**3**	**0**	**0**	**0**	**2**	**1,492**	**0**
Subtractions												
Remote Entering					1							
Remote Exiting	0	0	0	0	0	0	0	0	0	0	2	0
Main Entering					4							
Main Exiting	0	0	0	0	0	0	0	0	0	0	9	0
Build Volumes (2024)	**0**	**0**	**6**	**0**	**1,220**	**3**	**0**	**0**	**0**	**2**	**1,504**	**0**
PHF	*0.89*			*0.89*			*0.89*			*0.89*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					9.0%								Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	
Trip Distribution % Enter					9.0%								Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: STANFORD/ ER ENTRANCE AND LOMAS

AM Peak Hour

	Southbound STANFORD			Westbound LOMAS			Northbound STANFORD			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**6**	**0**	**8**	**71**	**1,336**	**6**	**104**	**1**	**39**	**5**	**702**	**227**
Background Growth	0	0	0	2	40	0	3	0	1	0	21	7
No Build Volumes (2024)	**6**	**0**	**8**	**73**	**1,376**	**6**	**107**	**1**	**40**	**5**	**723**	**234**
Subtractions												
Remote Entering					2							
Remote Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Main Entering					9							
Main Exiting	0	0	0	0	0	0	0	0	0	0	4	0
Build Volumes (2024)	**6**	**0**	**8**	**73**	**1,388**	**6**	**107**	**1**	**40**	**5**	**727**	**234**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound STANFORD			Westbound LOMAS			Northbound STANFORD			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**6**	**0**	**14**	**43**	**965**	**15**	**201**	**1**	**84**	**10**	**1,314**	**125**
Background Growth	0	0	0	1	29	0	6	0	3	0	39	4
No Build Volumes (2024)	**6**	**0**	**14**	**44**	**994**	**15**	**207**	**1**	**87**	**10**	**1,353**	**129**
Subtractions												
Remote Entering					1							
Remote Exiting	0	0	0	0	0	0	0	0	0	0	2	0
Main Entering					4							
Main Exiting	0	0	0	0	0	0	0	0	0	0	9	0
Build Volumes (2024)	**6**	**0**	**14**	**44**	**999**	**15**	**207**	**1**	**87**	**10**	**1,365**	**129**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					9.0%								Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	
Trip Distribution % Enter					9.0%								Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: PATIENT DROP-OFF EXIT AND LOMAS

AM Peak Hour

	Southbound DROP-OFF EXIT			Westbound LOMAS			Northbound DROP-OFF EXIT			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**81**	**0**	**1,377**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
Background Growth	0	0	2	0	41	0	0	0	0	0	0	0
No Build Volumes (2024)	**0**	**0**	**83**	**0**	**1,418**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
Subtractions												
Remote Entering					2							
Remote Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Main Entering					9							
Main Exiting	0	0	0	0	0	0	0	0	0	0	4	0
Build Volumes (2024)	**0**	**0**	**83**	**0**	**1,430**	**0**	**0**	**0**	**0**	**0**	**4**	**3**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*25*			*2*			*2*			*2*	

PM Peak Hour

	Southbound DROP-OFF EXIT			Westbound LOMAS			Northbound DROP-OFF EXIT			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**71**	**0**	**949**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Background Growth	0	0	2	0	28	0	0	0	0	0	0	0
No Build Volumes (2024)	**0**	**0**	**73**	**0**	**977**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Subtractions												
Remote Entering					1							
Remote Exiting	0	0	0	0	0	0	0	0	0	0	2	0
Main Entering					4							
Main Exiting	0	0	0	0	0	0	0	0	0	0	9	0
Build Volumes (2024)	**0**	**0**	**73**	**0**	**982**	**0**	**0**	**0**	**0**	**0**	**12**	**0**
PHF	*0.88*			*0.88*			*0.88*			*0.88*		
HV %		*19*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					9.0%								Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	
Trip Distribution % Enter					9.0%								Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: PATIENT DROP-OFF ENTRANCE AND LOMAS

AM Peak Hour

	Southbound DROP-OFF ENTRANCE			Westbound LOMAS			Northbound DROP-OFF ENTRANCE			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**0**	**0**	**1,377**	**31**	**0**	**0**	**0**	**55**	**686**	**0**
Background Growth	0	0	0	0	41	1	0	0	0	2	21	0
No Build Volumes (2024)	**0**	**0**	**0**	**0**	**1,418**	**32**	**0**	**0**	**0**	**57**	**707**	**0**
Subtractions												
Remote Entering					2							
Remote Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Main Entering					9							
Main Exiting	0	0	0	0	0	0	0	0	0	0	4	0
Build Volumes (2024)	**0**	**0**	**0**	**0**	**1,430**	**32**	**0**	**0**	**0**	**57**	**711**	**0**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*25*			*2*			*5*	

PM Peak Hour

	Southbound DROP-OFF ENTRANCE			Westbound LOMAS			Northbound DROP-OFF ENTRANCE			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**0**	**0**	**0**	**0**	**949**	**34**	**0**	**0**	**0**	**50**	**1,350**	**0**
Background Growth	0	0	0	0	28	1	0	0	0	2	41	0
No Build Volumes (2024)	**0**	**0**	**0**	**0**	**977**	**35**	**0**	**0**	**0**	**52**	**1,391**	**0**
Subtractions												
Remote Entering					1							
Remote Exiting	0	0	0	0	0	0	0	0	0	0	2	0
Main Entering					4							
Main Exiting	0	0	0	0	0	0	0	0	0	0	9	0
Build Volumes (2024)	**0**	**0**	**0**	**0**	**982**	**35**	**0**	**0**	**0**	**52**	**1,402**	**0**
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*2*			*16*			*14*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					9.0%								Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	
Trip Distribution % Enter					9.0%								Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	

UNMH NHT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GIRARD AND LOMAS

AM Peak Hour

	Southbound GIRARD			Westbound LOMAS			Northbound GIRARD			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**39**	**231**	**109**	**168**	**1,072**	**160**	**101**	**200**	**36**	**120**	**481**	**65**
Background Growth	1	7	3	5	32	5	3	6	1	4	14	2
No Build Volumes (2024)	**40**	**238**	**112**	**173**	**1,104**	**165**	**104**	**206**	**37**	**124**	**495**	**67**
Subtractions												
Remote Entering					2							
Remote Exiting	0	0	0	0	0	0	0	0	0	0	1	0
Main Entering					9							
Main Exiting	0	0	0	0	0	0	0	0	0	0	4	0
Build Volumes (2024)	**40**	**238**	**112**	**173**	**1,116**	**165**	**104**	**206**	**37**	**124**	**500**	**67**
PHF	*0.88*			*0.88*			*0.88*			*0.88*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Southbound GIRARD			Westbound LOMAS			Northbound GIRARD			Eastbound LOMAS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2019)	**109**	**281**	**93**	**78**	**686**	**75**	**102**	**295**	**117**	**164**	**1,062**	**138**
Background Growth	3	8	3	2	21	2	3	9	4	5	32	4
No Build Volumes (2024)	**112**	**289**	**96**	**80**	**707**	**77**	**105**	**304**	**121**	**169**	**1,094**	**142**
Subtractions												
Remote Entering					1							
Remote Exiting	0	0	0	0	0	0	0	0	0	0	2	0
Main Entering					4							
Main Exiting	0	0	0	0	0	0	0	0	0	0	9	0
Build Volumes (2024)	**112**	**289**	**96**	**80**	**711**	**77**	**105**	**304**	**121**	**169**	**1,105**	**142**
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					9.0%								Remote
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	
Trip Distribution % Enter					9.0%								Main
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	

UNMH - Employment Trips - Remote Parking Area
Population by Subarea

Subarea	Population* 2016	Distance (mi)	Population / Distance 2016	% Pop. / Dist
1	44,753	19.7	2,270	1.56%
2	55,060	11.9	4,633	3.18%
3	7,709	10.7	724	0.50%
4	13,817	16.2	855	0.59%
5	59,541	8.3	7,148	4.91%
6	7,380	11.6	639	0.44%
7	59,485	6.1	9,782	6.71%
8	31,699	5.8	5,445	3.74%
9	1,534	24.9	62	0.04%
10	64,323	9.0	7,109	4.88%
11	33,210	6.7	4,958	3.40%
12	15,936	6.0	2,637	1.81%
13	9,888	6.0	1,650	1.13%
14	100,318	8.6	11,602	7.96%
15	24,829	2.8	8,836	6.07%
16	107,114	4.2	25,505	17.51%
17	21,499	2.0	10,625	7.29%
18	44,016	1.8	23,869	16.38%
19	66,483	6.5	10,236	7.03%
20	9,636	6.0	1,596	1.10%
21	559	7.0	79	0.05%
22	3,511	7.1	497	0.34%
23	19,163	17.7	1,080	0.74%
24	2,531	14.1	180	0.12%
25	863	16.3	53	0.04%
26	75,621	29.0	2,605	1.79%
27	19,926	46.7	426	0.29%
28	15,584	52.0	300	0.21%
29	10,397	36.9	281	0.19%
Total	**926,385**	**44.5**	**145,682**	**100.00%**

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts

UNMH - Employment Trips - Remote Parking Area
Population by Subarea

Subarea	Population* 2016	Distance (mi)	Population / Distance 2016	% Pop. / Dist	Lomas to/from east			Lomas to/from west			University to/from south		
					% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees
1	44,753	19.7	2,270	1.56%		0.00%	0		0.00%	0		0.00%	0
2	55,060	11.9	4,633	3.18%		0.00%	0		0.00%	0		0.00%	0
3	7,709	10.7	724	0.50%		0.00%	0		0.00%	0		0.00%	0
4	13,817	16.2	855	0.59%		0.00%	0		0.00%	0		0.00%	0
5	59,541	8.3	7,148	4.91%		0.00%	0		0.00%	0		0.00%	0
6	7,380	11.6	639	0.44%		0.00%	0		0.00%	0		0.00%	0
7	59,485	6.1	9,782	6.71%		0.00%	0		0.00%	0		0.00%	0
8	31,699	5.8	5,445	3.74%		0.00%	0	25%	0.93%	7,925		0.00%	0
9	1,534	24.9	62	0.04%		0.00%	0		0.00%	0		0.00%	0
10	64,323	9.0	7,109	4.88%		0.00%	0	25%	1.22%	16,081		0.00%	0
11	33,210	6.7	4,958	3.40%		0.00%	0	25%	0.85%	8,303		0.00%	0
12	15,936	6.0	2,637	1.81%		0.00%	0		0.00%	0		0.00%	0
13	9,888	6.0	1,650	1.13%		0.00%	0		0.00%	0		0.00%	0
14	100,318	8.6	11,602	7.96%		0.00%	0		0.00%	0		0.00%	0
15	24,829	2.8	8,836	6.07%		0.00%	0		0.00%	0		0.00%	0
16	107,114	4.2	25,505	17.51%	20%	3.50%	21,423		0.00%	0		0.00%	0
17	21,499	2.0	10,625	7.29%		0.00%	0	25%	1.82%	5,375		0.00%	0
18	44,016	1.8	23,869	16.38%	25%	4.10%	11,004		0.00%	0	25%	4.10%	2,751
19	66,483	6.5	10,236	7.03%	25%	1.76%	16,621		0.00%	0		0.00%	0
20	9,636	6.0	1,596	1.10%		0.00%	0	25%	0.27%	2,409	25%	0.27%	0
21	559	7.0	79	0.05%		0.00%	0		0.00%	0		0.00%	0
22	3,511	7.1	497	0.34%		0.00%	0	25%	0.09%	878		0.00%	0
23	19,163	17.7	1,080	0.74%		0.00%	0		0.00%	0		0.00%	0
24	2,531	14.1	180	0.12%		0.00%	0		0.00%	0		0.00%	0
25	863	16.3	53	0.04%		0.00%	0		0.00%	0		0.00%	0
26	75,621	29.0	2,605	1.79%		0.00%	0		0.00%	0		0.00%	0
27	19,926	46.7	426	0.29%		0.00%	0		0.00%	0		0.00%	0
28	15,584	52.0	300	0.21%		0.00%	0		0.00%	0		0.00%	0
29	10,397	36.9	281	0.19%		0.00%	0		0.00%	0		0.00%	0
Total	**926,385**	**44.5**	**145,682**	**100.00%**		**9%**			**5%**			**4%**	

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts

UNMH - Employment Trips - Remote Parking Area
Population by Subarea

Subarea	Population* 2016	Distance (mi)	Population / Distance 2016	% Pop. / Dist	University to/from north			I-40 to/from west			I-40 to/from east			
					% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing
1	44,753	19.7	2,270	1.56%		0.00%	0	25%	0.39%	11,188		0.00%	0	
2	55,060	11.9	4,633	3.18%		0.00%	0	25%	0.80%	13,765		0.00%	0	
3	7,709	10.7	724	0.50%		0.00%	0	25%	0.12%	1,927		0.00%	0	
4	13,817	16.2	855	0.59%		0.00%	0		0.00%	0		0.00%	0	
5	59,541	8.3	7,148	4.91%		0.00%	0	50%	2.45%	29,771		0.00%	0	
6	7,380	11.6	639	0.44%		0.00%	0	50%	0.22%	3,690		0.00%	0	
7	59,485	6.1	9,782	6.71%		0.00%	0	50%	3.36%	29,743		0.00%	0	
8	31,699	5.8	5,445	3.74%		0.00%	0	75%	2.80%	23,774		0.00%	0	
9	1,534	24.9	62	0.04%		0.00%	0	100%	0.04%	1,534		0.00%	0	
10	64,323	9.0	7,109	4.88%		0.00%	0	25%	1.22%	16,081		0.00%	0	50%
11	33,210	6.7	4,958	3.40%		0.00%	0		0.00%	0		0.00%	0	75%
12	15,936	6.0	2,637	1.81%		0.00%	0	45%	0.81%	7,171		0.00%	0	
13	9,888	6.0	1,650	1.13%		0.00%	0		0.00%	0		0.00%	0	
14	100,318	8.6	11,602	7.96%		0.00%	0		0.00%	0	40%	3.19%	40,127	
15	24,829	2.8	8,836	6.07%	20%	1.21%	4,966	50%	3.03%	12,415		0.00%	0	
16	107,114	4.2	25,505	17.51%	10%	1.75%	10,711		0.00%	0	50%	8.75%	53,557	
17	21,499	2.0	10,625	7.29%		0.00%	0	25%	1.82%	5,375		0.00%	0	25%
18	44,016	1.8	23,869	16.38%	25%	4.10%	11,004		0.00%	0		0.00%	0	
19	66,483	6.5	10,236	7.03%		0.00%	0		0.00%	0	50%	3.51%	33,242	
20	9,636	6.0	1,596	1.10%		0.00%	0		0.00%	0		0.00%	0	50%
21	559	7.0	79	0.05%		0.00%	0		0.00%	0		0.00%	0	100%
22	3,511	7.1	497	0.34%	25%	0.09%	878		0.00%	0	25%	0.09%	878	25%
23	19,163	17.7	1,080	0.74%		0.00%	0		0.00%	0	100%	0.74%	19,163	
24	2,531	14.1	180	0.12%		0.00%	0		0.00%	0		0.00%	0	100%
25	863	16.3	53	0.04%		0.00%	0		0.00%	0		0.00%	0	100%
26	75,621	29.0	2,605	1.79%		0.00%	0		0.00%	0		0.00%	0	100%
27	19,926	46.7	426	0.29%		0.00%	0		0.00%	0		0.00%	0	
28	15,584	52.0	300	0.21%		0.00%	0		0.00%	0	100%	0.21%	15,584	
29	10,397	36.9	281	0.19%		0.00%	0		0.00%	0	100%	0.19%	10,397	
Total	**926,385**	**44.5**	**145,682**	**100.00%**		**7%**			**17%**			**17%**		

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts

UNMH - Employment Trips - Remote Parking Area
Population by Subarea

Subarea	Population* 2016	Distance (mi)	Population / Distance 2016	% Pop. / Dist	I-25 to/from south		I-25 to/from north			Mountain to/from west			Indian School to/from east		
					% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees
1	44,753	19.7	2,270	1.56%	0.00%	0	75%	1.17%	33,565		0.00%	0		0.00%	0
2	55,060	11.9	4,633	3.18%	0.00%	0	75%	2.39%	41,295		0.00%	0		0.00%	0
3	7,709	10.7	724	0.50%	0.00%	0	75%	0.37%	5,782		0.00%	0		0.00%	0
4	13,817	16.2	855	0.59%	0.00%	0	100%	0.59%	13,817		0.00%	0		0.00%	0
5	59,541	8.3	7,148	4.91%	0.00%	0	50%	2.45%	29,771		0.00%	0		0.00%	0
6	7,380	11.6	639	0.44%	0.00%	0	50%	0.22%	3,690		0.00%	0		0.00%	0
7	59,485	6.1	9,782	6.71%	0.00%	0	50%	3.36%	29,743		0.00%	0		0.00%	0
8	31,699	5.8	5,445	3.74%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
9	1,534	24.9	62	0.04%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
10	64,323	9.0	7,109	4.88%	2.44%	32,162		0.00%	0		0.00%	0		0.00%	0
11	33,210	6.7	4,958	3.40%	2.55%	24,908		0.00%	0		0.00%	0		0.00%	0
12	15,936	6.0	2,637	1.81%	0.00%	0	45%	0.81%	7,171	10%	0.18%	1,594		0.00%	0
13	9,888	6.0	1,650	1.13%	0.00%	0	75%	0.85%	7,416	25%	0.28%	2,472		0.00%	0
14	100,318	8.6	11,602	7.96%	0.00%	0	40%	3.19%	40,127		0.00%	0	20%	1.59%	20,064
15	24,829	2.8	8,836	6.07%	0.00%	0		0.00%	0	30%	1.82%	7,449		0.00%	0
16	107,114	4.2	25,505	17.51%	0.00%	0		0.00%	0		0.00%	0	20%	3.50%	21,423
17	21,499	2.0	10,625	7.29%	1.82%	5,375		0.00%	0	25%	1.82%	5,375		0.00%	0
18	44,016	1.8	23,869	16.38%	0.00%	0		0.00%	0		0.00%	0	25%	4.10%	11,004
19	66,483	6.5	10,236	7.03%	0.00%	0		0.00%	0		0.00%	0	25%	1.76%	16,621
20	9,636	6.0	1,596	1.10%	0.55%	4,818		0.00%	0		0.00%	0		0.00%	0
21	559	7.0	79	0.05%	0.05%	559		0.00%	0		0.00%	0		0.00%	0
22	3,511	7.1	497	0.34%	0.09%	878		0.00%	0		0.00%	0		0.00%	0
23	19,163	17.7	1,080	0.74%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
24	2,531	14.1	180	0.12%	0.12%	2,531		0.00%	0		0.00%	0		0.00%	0
25	863	16.3	53	0.04%	0.04%	863		0.00%	0		0.00%	0		0.00%	0
26	75,621	29.0	2,605	1.79%	1.79%	75,621		0.00%	0		0.00%	0		0.00%	0
27	19,926	46.7	426	0.29%	0.00%	0	100%	0.29%	19,926		0.00%	0		0.00%	0
28	15,584	52.0	300	0.21%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
29	10,397	36.9	281	0.19%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
Total	**926,385**	**44.5**	**145,682**	**100.00%**	**9%**			**16%**			**4%**			**11%**	

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts

UNMH - Employment Trips - Main Parking Area
Population by Subarea

Subarea	Population* 2016	Distance (mi)	Population / Distance 2016	% Pop. / Dist
1	44,753	19.7	2,270	1.56%
2	55,060	11.9	4,633	3.18%
3	7,709	10.7	724	0.50%
4	13,817	16.2	855	0.59%
5	59,541	8.3	7,148	4.91%
6	7,380	11.6	639	0.44%
7	59,485	6.1	9,782	6.71%
8	31,699	5.8	5,445	3.74%
9	1,534	24.9	62	0.04%
10	64,323	9.0	7,109	4.88%
11	33,210	6.7	4,958	3.40%
12	15,936	6.0	2,637	1.81%
13	9,888	6.0	1,650	1.13%
14	100,318	8.6	11,602	7.96%
15	24,829	2.8	8,836	6.07%
16	107,114	4.2	25,505	17.51%
17	21,499	2.0	10,625	7.29%
18	44,016	1.8	23,869	16.38%
19	66,483	6.5	10,236	7.03%
20	9,636	6.0	1,596	1.10%
21	559	7.0	79	0.05%
22	3,511	7.1	497	0.34%
23	19,163	17.7	1,080	0.74%
24	2,531	14.1	180	0.12%
25	863	16.3	53	0.04%
26	75,621	29.0	2,605	1.79%
27	19,926	46.7	426	0.29%
28	15,584	52.0	300	0.21%
29	10,397	36.9	281	0.19%
Total	**926,385**	**44.5**	**145,682**	**100.00%**

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts

UNMH - Employment Trips - Main Parking Area
Population by Subarea

Subarea	Population* 2016	Distance (mi)	Population / Distance 2016	% Pop. / Dist	Lomas to/from east			Lomas to/from west			University to/from south		
					% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees
1	44,753	19.7	2,270	1.56%		0.00%	0		0.00%	0		0.00%	0
2	55,060	11.9	4,633	3.18%		0.00%	0		0.00%	0		0.00%	0
3	7,709	10.7	724	0.50%		0.00%	0		0.00%	0		0.00%	0
4	13,817	16.2	855	0.59%		0.00%	0		0.00%	0		0.00%	0
5	59,541	8.3	7,148	4.91%		0.00%	0		0.00%	0		0.00%	0
6	7,380	11.6	639	0.44%		0.00%	0		0.00%	0		0.00%	0
7	59,485	6.1	9,782	6.71%		0.00%	0		0.00%	0		0.00%	0
8	31,699	5.8	5,445	3.74%		0.00%	0	25%	0.93%	7,925		0.00%	0
9	1,534	24.9	62	0.04%		0.00%	0		0.00%	0		0.00%	0
10	64,323	9.0	7,109	4.88%		0.00%	0	25%	1.22%	16,081		0.00%	0
11	33,210	6.7	4,958	3.40%		0.00%	0	25%	0.85%	8,303		0.00%	0
12	15,936	6.0	2,637	1.81%		0.00%	0	10%	0.18%	1,594		0.00%	0
13	9,888	6.0	1,650	1.13%		0.00%	0	25%	0.28%	2,472		0.00%	0
14	100,318	8.6	11,602	7.96%		0.00%	0		0.00%	0		0.00%	0
15	24,829	2.8	8,836	6.07%		0.00%	0	30%	1.82%	7,449		0.00%	0
16	107,114	4.2	25,505	17.51%	20%	3.50%	21,423		0.00%	0		0.00%	0
17	21,499	2.0	10,625	7.29%		0.00%	0	50%	3.65%	10,750		0.00%	0
18	44,016	1.8	23,869	16.38%	25%	4.10%	11,004		0.00%	0	25%	4.10%	2,751
19	66,483	6.5	10,236	7.03%	25%	1.76%	16,621		0.00%	0		0.00%	0
20	9,636	6.0	1,596	1.10%		0.00%	0	25%	0.27%	2,409	25%	0.27%	0
21	559	7.0	79	0.05%		0.00%	0		0.00%	0		0.00%	0
22	3,511	7.1	497	0.34%		0.00%	0	25%	0.09%	878		0.00%	0
23	19,163	17.7	1,080	0.74%		0.00%	0		0.00%	0		0.00%	0
24	2,531	14.1	180	0.12%		0.00%	0		0.00%	0		0.00%	0
25	863	16.3	53	0.04%		0.00%	0		0.00%	0		0.00%	0
26	75,621	29.0	2,605	1.79%		0.00%	0		0.00%	0		0.00%	0
27	19,926	46.7	426	0.29%		0.00%	0		0.00%	0		0.00%	0
28	15,584	52.0	300	0.21%		0.00%	0		0.00%	0		0.00%	0
29	10,397	36.9	281	0.19%		0.00%	0		0.00%	0		0.00%	0
Total	**926,385**	**44.5**	**145,682**	**100.00%**		**9%**			**9%**			**4%**	

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts

UNMH - Employment Trips - Main Parking Area
Population by Subarea

Subarea	Population* 2016	Distance (mi)	Population / Distance 2016	% Pop. / Dist	University to/from north			I-40 to/from west			I-40 to/from east			
					% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing
1	44,753	19.7	2,270	1.56%		0.00%	0	25%	0.39%	11,188		0.00%	0	
2	55,060	11.9	4,633	3.18%		0.00%	0	25%	0.80%	13,765		0.00%	0	
3	7,709	10.7	724	0.50%		0.00%	0	25%	0.12%	1,927		0.00%	0	
4	13,817	16.2	855	0.59%		0.00%	0		0.00%	0		0.00%	0	
5	59,541	8.3	7,148	4.91%		0.00%	0	50%	2.45%	29,771		0.00%	0	
6	7,380	11.6	639	0.44%		0.00%	0	50%	0.22%	3,690		0.00%	0	
7	59,485	6.1	9,782	6.71%		0.00%	0	50%	3.36%	29,743		0.00%	0	
8	31,699	5.8	5,445	3.74%		0.00%	0	75%	2.80%	23,774		0.00%	0	
9	1,534	24.9	62	0.04%		0.00%	0	100%	0.04%	1,534		0.00%	0	
10	64,323	9.0	7,109	4.88%		0.00%	0	25%	1.22%	16,081		0.00%	0	50%
11	33,210	6.7	4,958	3.40%		0.00%	0		0.00%	0		0.00%	0	75%
12	15,936	6.0	2,637	1.81%		0.00%	0	45%	0.81%	7,171		0.00%	0	
13	9,888	6.0	1,650	1.13%		0.00%	0		0.00%	0		0.00%	0	
14	100,318	8.6	11,602	7.96%		0.00%	0		0.00%	0	40%	3.19%	40,127	
15	24,829	2.8	8,836	6.07%	20%	1.21%	4,966	50%	3.03%	12,415		0.00%	0	
16	107,114	4.2	25,505	17.51%	10%	1.75%	10,711		0.00%	0	50%	8.75%	53,557	
17	21,499	2.0	10,625	7.29%		0.00%	0	25%	1.82%	5,375		0.00%	0	25%
18	44,016	1.8	23,869	16.38%	25%	4.10%	11,004		0.00%	0		0.00%	0	
19	66,483	6.5	10,236	7.03%		0.00%	0		0.00%	0	50%	3.51%	33,242	
20	9,636	6.0	1,596	1.10%		0.00%	0		0.00%	0		0.00%	0	50%
21	559	7.0	79	0.05%		0.00%	0		0.00%	0		0.00%	0	100%
22	3,511	7.1	497	0.34%	25%	0.09%	878		0.00%	0	25%	0.09%	878	25%
23	19,163	17.7	1,080	0.74%		0.00%	0		0.00%	0	100%	0.74%	19,163	
24	2,531	14.1	180	0.12%		0.00%	0		0.00%	0		0.00%	0	100%
25	863	16.3	53	0.04%		0.00%	0		0.00%	0		0.00%	0	100%
26	75,621	29.0	2,605	1.79%		0.00%	0		0.00%	0		0.00%	0	100%
27	19,926	46.7	426	0.29%		0.00%	0		0.00%	0		0.00%	0	
28	15,584	52.0	300	0.21%		0.00%	0		0.00%	0	100%	0.21%	15,584	
29	10,397	36.9	281	0.19%		0.00%	0		0.00%	0	100%	0.19%	10,397	
Total	**926,385**	**44.5**	**145,682**	**100.00%**		**7%**			**17%**			**17%**		

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts

UNMH - Employment Trips - Main Parking Area
Population by Subarea

Subarea	Population* 2016	Distance (mi)	Population / Distance 2016	% Pop. / Dist	I-25 to/from south		I-25 to/from north			Mountain to/from west			Indian School to/from east		
					% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees	% Utililizing	% Employees/ Dist. Utilizing	Employees
1	44,753	19.7	2,270	1.56%	0.00%	0	75%	1.17%	33,565		0.00%	0		0.00%	0
2	55,060	11.9	4,633	3.18%	0.00%	0	75%	2.39%	41,295		0.00%	0		0.00%	0
3	7,709	10.7	724	0.50%	0.00%	0	75%	0.37%	5,782		0.00%	0		0.00%	0
4	13,817	16.2	855	0.59%	0.00%	0	100%	0.59%	13,817		0.00%	0		0.00%	0
5	59,541	8.3	7,148	4.91%	0.00%	0	50%	2.45%	29,771		0.00%	0		0.00%	0
6	7,380	11.6	639	0.44%	0.00%	0	50%	0.22%	3,690		0.00%	0		0.00%	0
7	59,485	6.1	9,782	6.71%	0.00%	0	50%	3.36%	29,743		0.00%	0		0.00%	0
8	31,699	5.8	5,445	3.74%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
9	1,534	24.9	62	0.04%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
10	64,323	9.0	7,109	4.88%	2.44%	32,162		0.00%	0		0.00%	0		0.00%	0
11	33,210	6.7	4,958	3.40%	2.55%	24,908		0.00%	0		0.00%	0		0.00%	0
12	15,936	6.0	2,637	1.81%	0.00%	0	45%	0.81%	7,171		0.00%	0		0.00%	0
13	9,888	6.0	1,650	1.13%	0.00%	0	75%	0.85%	7,416		0.00%	0		0.00%	0
14	100,318	8.6	11,602	7.96%	0.00%	0	40%	3.19%	40,127		0.00%	0	20%	1.59%	20,064
15	24,829	2.8	8,836	6.07%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
16	107,114	4.2	25,505	17.51%	0.00%	0		0.00%	0		0.00%	0	20%	3.50%	21,423
17	21,499	2.0	10,625	7.29%	1.82%	5,375		0.00%	0		0.00%	0		0.00%	0
18	44,016	1.8	23,869	16.38%	0.00%	0		0.00%	0		0.00%	0	25%	4.10%	11,004
19	66,483	6.5	10,236	7.03%	0.00%	0		0.00%	0		0.00%	0	25%	1.76%	16,621
20	9,636	6.0	1,596	1.10%	0.55%	4,818		0.00%	0		0.00%	0		0.00%	0
21	559	7.0	79	0.05%	0.05%	559		0.00%	0		0.00%	0		0.00%	0
22	3,511	7.1	497	0.34%	0.09%	878		0.00%	0		0.00%	0		0.00%	0
23	19,163	17.7	1,080	0.74%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
24	2,531	14.1	180	0.12%	0.12%	2,531		0.00%	0		0.00%	0		0.00%	0
25	863	16.3	53	0.04%	0.04%	863		0.00%	0		0.00%	0		0.00%	0
26	75,621	29.0	2,605	1.79%	1.79%	75,621		0.00%	0		0.00%	0		0.00%	0
27	19,926	46.7	426	0.29%	0.00%	0	100%	0.29%	19,926		0.00%	0		0.00%	0
28	15,584	52.0	300	0.21%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
29	10,397	36.9	281	0.19%	0.00%	0		0.00%	0		0.00%	0		0.00%	0
Total	**926,385**	**44.5**	**145,682**	**100.00%**	**9%**			**16%**			**0%**			**11%**	

* - Subarea Population from MRCOG 2040 Socioeconomic Forecasts

UNMH MMF
Growth Rate Determination

AWDT on Lomas
(West of University)

Year	AWDT
2013	32,435
2014	32,305
2015	32,434
2016	29,365
2017	29,571

Linear Growth Rate = {[(29,571 - 32,435)/4]/29,571}x100= -2.42%

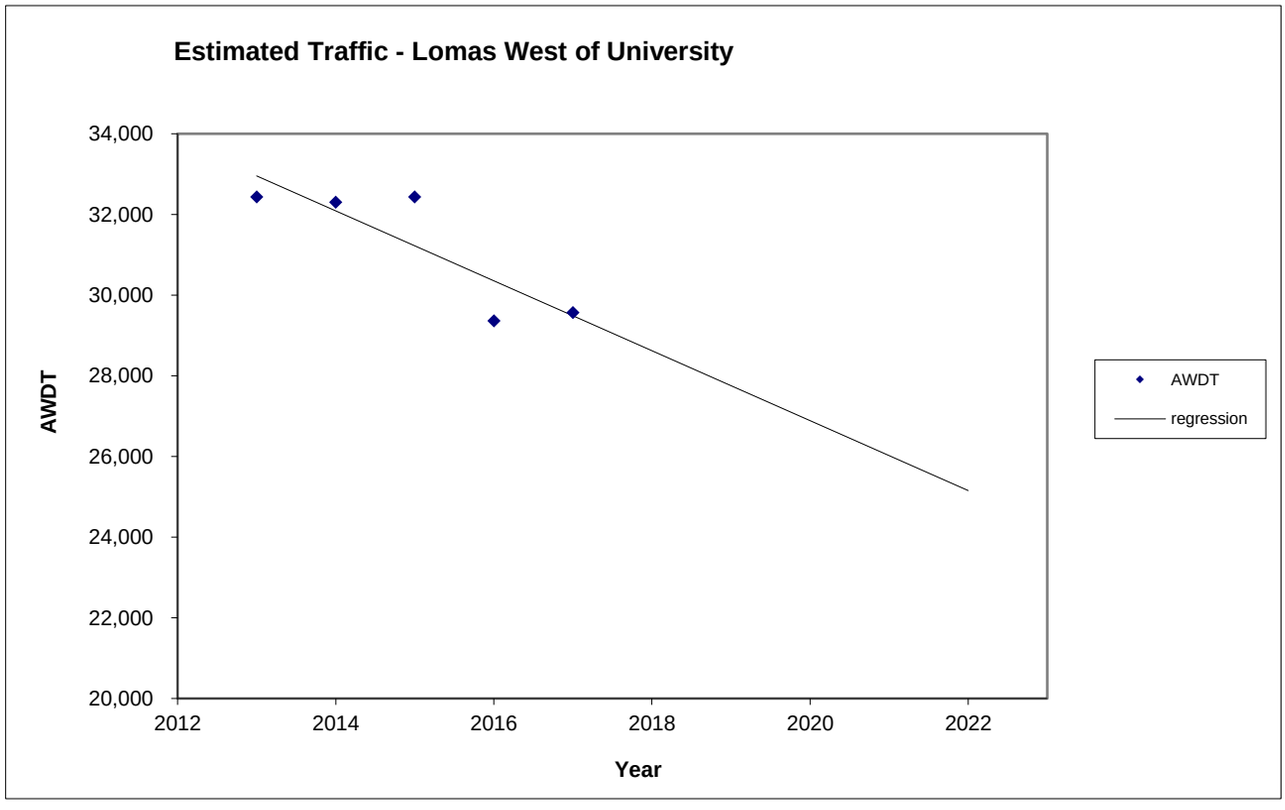
Regression Output	
R Square	0.73
Standard Error	9.62E+02
Observations	5
Intercept	1,777,824
Std Err of Intercept	6.E+05
Coefficient	-867
Std Err of Coefficient	304

Regression Equation
AWDT = -867 x Year + 1,777,824

Coefficient Growth Rate -2.93%

Projected AWDT	
2013	32,956
2014	32,089
2015	31,222
2016	30,355
2017	29,488
2018	28,622
2019	27,755
2020	26,888
2021	26,021
2022	25,154

Estimated Annual Growth Rate
[(25,154 - 29,571)/29,571) x 100% = -14.94%
-14.94%/4= -3.73%



UNMH MMF
Growth Rate Determination

AWDT on Lomas
(East of University)

Year	AWDT
2013	32,322
2014	31,768
2015	31,895
2016	31,991
2017	33,687

Linear Growth Rate = {[(33,687 -32,322)/4]/33,687}x100= 1.01%

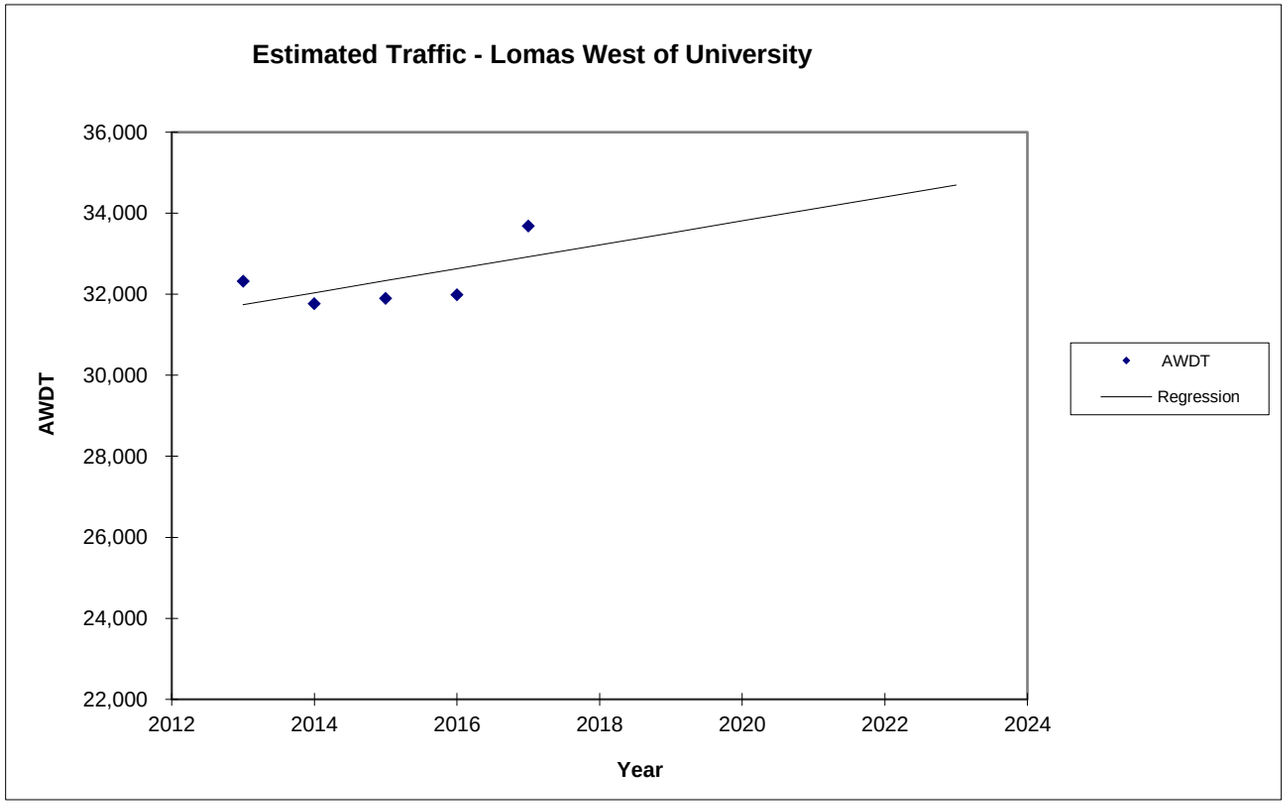
Regression Output	
R Square	0.354
Standard Error	7.28E+02
Observations	5
Intercept	-562,697
Std Err of Intercept	4.64E+05
Coefficient	295
Std Err of Coefficient	230

Projected AWDT	
2013	31,742
2014	32,037
2015	32,333
2016	32,628
2017	32,923
2018	33,219
2019	33,514
2020	33,809
2021	34,104
2022	34,400
2023	34,695

Regression Equation
AWDT = 295 x Year - 562,697

Coefficient Growth Rate 0.88%

Estimated Annual Growth Rate
((34,695 - 33,687))/33,687) x 100% = 2.99%
2.99%/4 = 0.75%



UNMH MMF
Growth Rate Determination

AWDT on University
(North of Lomas)

Year	AWDT
2013	23,208
2014	21,790
2015	21,877
2016	22,954
2017	21,339

Linear Growth Rate = {[(21,339-23,208)/4]/21,339}x100= -2.19%

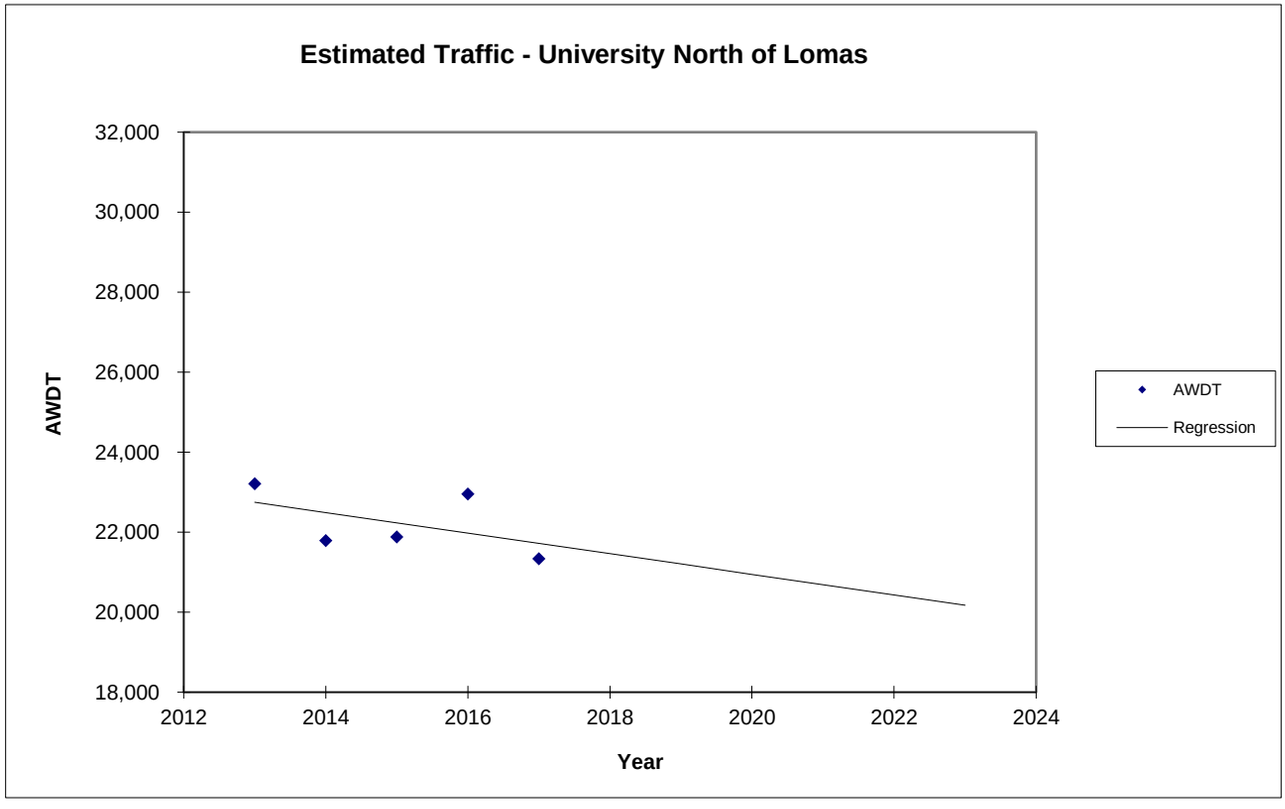
Regression Output	
R Square	0.26
Standard Error	8.02E+02
Observations	5
Intercept	540,895
Std Err of Intercept	511,103
Coefficient	-257
Std Err of Coefficient	2.54E+02

Projected AWDT	
2013	22,748
2014	22,491
2015	22,234
2016	21,976
2017	21,719
2018	21,461
2019	21,204
2020	20,947
2021	20,689
2022	20,432
2023	20,174

Regression Equation
AWDT = 678 x Year + 540,895

Coefficient Growth Rate -1.21%

Estimated Annual Growth Rate
[(20,174 -21,339)/21,339) x 100% = -5.46%
-5.46%/4 = -1.36%



UNMH MMF
Growth Rate Determination

AWDT on University
(South of Lomas)

Year	AWDT
2013	22,236
2014	22,032
2015	19,702
2016	19,761
2017	17,149

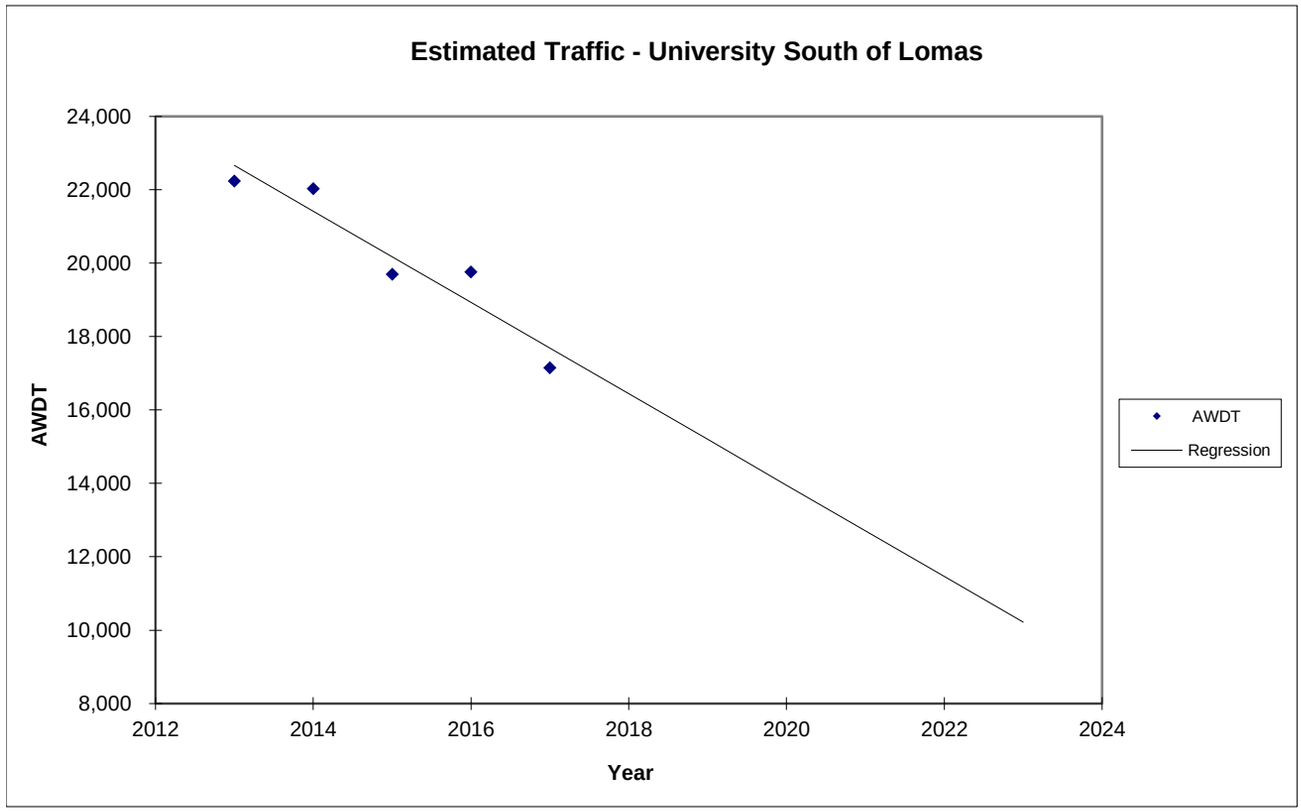
Linear Growth Rate = {[(17,149-22,236)/4]/17,149}x100= -7.42%

Regression Output	
R Square	0.898
Standard Error	7.66E+02
Observations	5
Intercept	2,527,844
Std Err of Intercept	488,080
Coefficient	-1,245
Std Err of Coefficient	2.42E+02

Projected AWDT	
2013	22,665
2014	21,421
2015	20,176
2016	18,932
2017	17,687
2018	16,443
2019	15,198
2020	13,954
2021	12,709
2022	11,465
2023	10,220

Regression Equation
AWDT = -1,245 x Year + 2,527,844 Coefficient Growth Rate -7.26%

Estimated Annual Growth Rate
[(10,220-17,149)/17,149) x 100% = -40.40%
-40.4%/4 = -10.10%



UNMH MMF
Growth Rate Determination

AWDT
ALL

Year	AWDT
2013	110,201
2014	107,895
2015	105,908
2016	104,071
2017	101,746

Linear Growth Rate = {[101,746-110,201)/4]/101,746}x100= -1.66%

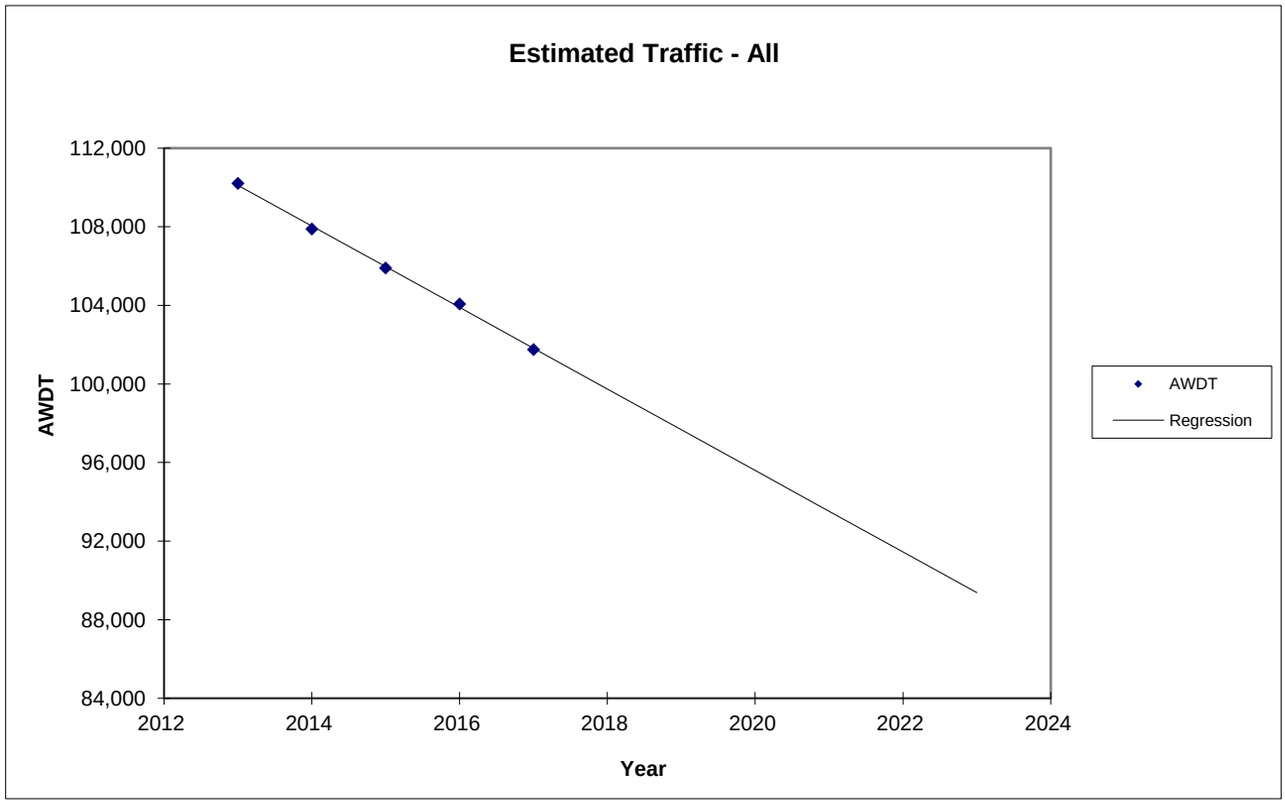
Regression Output	
R Square	1.00
Standard Error	1.52E+02
Observations	5
Intercept	4,283,865
Std Err of Intercept	96,750
Coefficient	-2,073
Std Err of Coefficient	4.80E+01

Projected AWDT	
2013	110,111
2014	108,038
2015	105,964
2016	103,891
2017	101,817
2018	99,744
2019	97,671
2020	95,597
2021	93,524
2022	91,450
2023	89,377

Regression Equation
AWDT = -2,073 x Year + 4,279,718

Coefficient Growth Rate -2.04%

Estimated Annual Growth Rate
[(89,377-101,746)/101,746) x 100% = -12.16%
-12.16%/4 = -2.43%



Engineering
Spatial Data
Advanced Technologies

Bohannan Huston

Courtyard I
7500 Jefferson St. NE
Albuquerque, NM
87109-4335
www.bhinc.com
voice: 505.823.1000
facsimile: 505.798.7988
toll free: 800.877.5332

M E M O R A N D U M

DATE: June 16, 2019

TO: Eric Wrage, BHI

FROM: Melanie Bishop, BHI

SUBJECT: Staff Parking (Remote Lot vs Main Lot) and Patient Trip Breakdown and Demolished Building Trip Reduction Methodology Assumptions

Due to different parking locations for patients, doctors, and staff, the study utilizes a distributed trip pattern and assigns trips to multiple locations. Trips were distributed to and from the “Main Parking Area” located near the UNMH main campus and the “Remote Parking Area” located at the Landswest parking lots. The methodology used for site traffic forecasting based on numerous staffing and parking scenarios are described below.

I. TRIP GENERATION

Trips generated by the patient bed tower were assumed to include patients, doctors, and staff. To estimate the number of trips to the site, we used the trip generation manual based on the number of net new beds at the hospital.

Based on the UNMH Master Plan Parking Study completed by HDR in 2018, 2,335 employee parking spaces in Landswest are served by shuttle buses. Therefore, it was assumed that 55% is the proportion of staff that use the remote parking (2,335 employee parking spaces / 4,251 employees (shifts?)) and the remaining 45% of staff were assumed to use the main parking lot.

To estimate the number of trips to assign to the remote parking, we determined the number of staff that would generate the same number of trips as the per bed trip generation. This was done to estimate the number of staff. The staff was assumed to have two trips per day, one to arrive to work and one to depart. Dividing the total trips to the hospital by the number of staff trips found that 35% of the trips were due to staff. The remaining 65% of the trips were assumed to be patient trips.

As the parking study suggests that 55% of the staff uses remote parking and the above calculation found 35% of all trips were staff trips, results in approximately 20% of the trips to the site being assigned to the remote parking lot and 80% assigned to the main hospital parking areas (65% due to patients and 15% due to staff (the 45% of the staff that parks at the main campus multiplied by the 35% of the trips due to staff).

These calculations are shown in Appendix C of the report (forecast turning movement appendix).

II. TRIP REDUCTION

Future trips to the site were reduced to account for the buildings that are planned to be demolished and relocated elsewhere on campus (Physics and Astronomy, IT, Lock Shop, etc.).

We estimated the number of trips to the buildings demolished by measuring the building footprint using Google Earth Imagery and using that square footage in a trip generation calculation. The trips determined to be generated by the Physics and Astronomy building were then divided by 2 to account for student pedestrian traffic and the fact that students likely do not park near the building.

Trips were reduced from nearby intersections including University and Tucker, Camino de Salud and Tucker, Yale and Camino de Salud, and Yale and Lomas. Trips were not reduced beyond these intersections/ beyond the immediate vicinity of UNMH as it was assumed that those trips remain on the rest of the roadway network.

I. TRIP DISTRIBUTION

As mentioned, trips were distributed to and from the “Main Parking Area” located near the UNMH main campus and the “Remote Parking Area” located at the Landswest parking lots. Assumptions made for the two parking areas include the following:

1. The main parking area is assumed to serve patients and doctors who park near the main hospital area located near Lomas and Yale
    a. Drivers enter/exit from Lomas and Yale
    b. Drivers enter/exit from University and Tucker
    c. A small number of trips were assigned to the patient drop-off entrances on Lomas
2. The remote parking area is assumed to serve staff who park at the Landswest employee parking lot located at University and Camino de Salud
    a. Drivers enter/exit from University and Camino de Salud
    b. Drivers enter northbound from Locust and Camino de Salud (exiting movements onto Locust is restricted)

Two gravity models were developed to determine the trip distribution – one for trips to/from the main parking area and one for trips to/from the remote parking area. It was necessary to develop two gravity models because trips to/from the two parking areas may utilize different routes. We determined that trips to the remote parking area may utilize Mountain to enter the parking lot from the west, while trips to the main parking area would utilize Lomas from the west.

Trip distribution for the two parking locations resulted in the following percentages:

Roadway	Main Parking	Remote Parking
I-40 to/from West	17%	17%
I-40 to/from East	17%	17%
I-25 to/from North	16%	16%
I-25 to/from South	9%	9%
University to/from North	7%	7%
University to/from South	4%	4%
Lomas to/from West	9%	5%
Lomas to/from East	9%	9%
Indian School to/from East	11%	11%
Mountain to/from West	0%	4%
TOTAL	100%	100%

I. TRIP ASSIGNMENT

The percentage of trips entering each parking area is assumed to be the same as the percentage of trips exiting each parking area. However, the trip assignment differs between entering and exiting trips. This is largely due to the proximity of the study area to nearby interstates, I-25 and I-40, and one-way roadways preventing trips from exiting the same way they enter.

To account for the traffic utilizing the proposed driveway east of Yale, trips were reassigned from the intersection of Yale and Lomas to the new access. As the new driveway will primarily be used by patients, half (50%) of the previously determined percentage for patient trips (65%) was subtracted from movements entering and exiting the Yale and Lomas intersection and were applied to the entering and exiting movements at the proposed driveway.

APPENDIX D
2024 NO BUILD INTERSECTION CAPACITY ANALYSIS

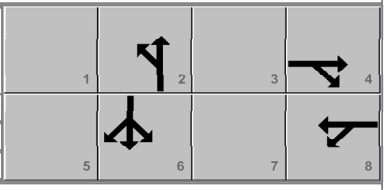
No Build - AM

HCS7 Intersection Summary

#1 Locust & Mountain

Signal Information			
Cycle, s	72.5	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	36.0	7.9	7.5	0.0	0.0	0.0	
Yellow	5.0	3.5	3.5	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	

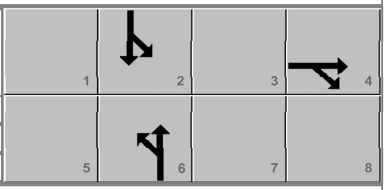


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		127	97	1	135		0	0		282	1670	437
Phase Split, s		24.0			24.0			36.0			36.0	
Volume-to-Capacity Ratio (*X*)		0.590	0.640	0.006	0.734			0.000		0.306	0.316	0.322
Queue Storage Ratio (*RQ*) (95 th percentile)		0.19	0.18	0.00	0.58			0.00		0.11	0.10	0.10
Control Delay (*d*) , s/veh		30.2	30.8	27.6	32.0					10.3	10.5	10.6
Level of Service (LOS)		C	C	C	C					B	B	B
Approach Delay, s/veh / LOS	30.5	C		31.9	C		0.0			10.4	B	
Intersection Delay, s/veh / LOS	17.1						B					

#2 I25 SB Frontage & S I40 Frontage

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

Green	12.0	12.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	

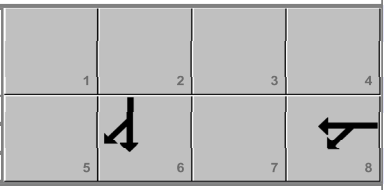


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		471	330				0	0		48	427	
Phase Split, s		24.0						24.0			24.0	
Volume-to-Capacity Ratio (*X*)		0.404	0.636					0.000		0.062	0.370	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.04	0.20					0.00		0.01	0.06	
Control Delay (*d*) , s/veh		8.4	9.6							7.3	8.3	
Level of Service (LOS)		A	A							A	A	
Approach Delay, s/veh / LOS	8.9	A		0.0			0.0			8.2	A	
Intersection Delay, s/veh / LOS	8.6						A					

#3 I25 SB Frontage & N I40 Frontage

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

Green	12.0	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	0.0	0.0	0.0	0.0	0.0	
Red	1.0	0.0	0.0	0.0	0.0	0.0	



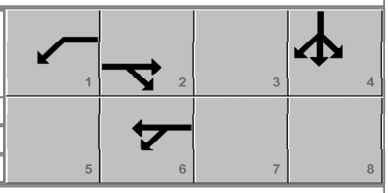
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				174	393						306	45
Phase Split, s					24.0						24.0	
Volume-to-Capacity Ratio (*X*)				0.301	0.343						0.264	0.089
Queue Storage Ratio (*RQ*) (95 th percentile)				0.03	0.03						0.03	0.02
Control Delay (*d*) , s/veh				8.1	8.2						7.9	7.4
Level of Service (LOS)				A	A						A	A
Approach Delay, s/veh / LOS	0.0			8.1	A		0.0			7.8	A	
Intersection Delay, s/veh / LOS	8.0						A					

HCS7 Intersection Summary

#1 Lomas & Locust

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	58	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.9	39.8	48.3	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	2.0	0.0	0.0	0.0	

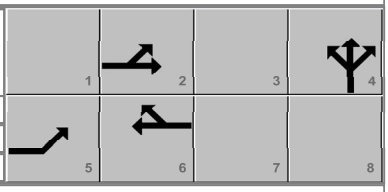


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		899	109	101	1080					801	460	739
Phase Split, s		33.0		16.5	49.5						60.5	
Volume-to-Capacity Ratio (*X*)		0.560	0.562	0.430	0.494					0.884	0.535	0.916
Queue Storage Ratio (*RQ*) (95 th percentile)		0.56	0.56	0.19	0.48					0.64	0.33	2.48
Control Delay (*d*) , s/veh		24.7	26.6	21.8	15.0					37.2	22.7	42.4
Level of Service (LOS)		C	C	C	B					D	C	D
Approach Delay, s/veh / LOS	25.3	C		15.6	B		0.0			33.2	C	
Intersection Delay, s/veh / LOS	26.4						C					

#2 Lomas & Oak

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	45	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.1	63.9	23.1	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	

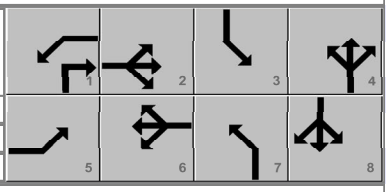


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	242	1523			932	178	197	374	267			
Phase Split, s	27.5	67.1			39.6			42.9				
Volume-to-Capacity Ratio (*X*)	0.497	0.443			0.332	0.206	0.458	0.584	0.859			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.41			0.07	0.14	0.61	0.24	0.45			
Control Delay (*d*) , s/veh	7.7	6.9			5.1	1.4	38.3	39.4	45.7			
Level of Service (LOS)	A	A			A	A	D	D	D			
Approach Delay, s/veh / LOS	7.0	A		4.5	A		41.2	D		0.0		
Intersection Delay, s/veh / LOS	14.2						B					

#3 Lomas & University

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	11	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.2	0.8	45.6	7.3	1.1	20.0	
Yellow	3.0	3.0	4.5	3.0	3.0	4.5	
Red	0.5	0.5	1.0	0.5	0.5	1.0	



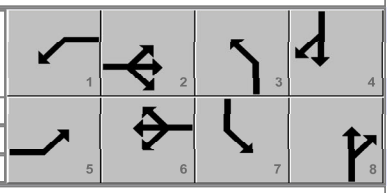
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	352	1179	150	213	914	221	101	453	156	220	453	129
Phase Split, s	23.1	41.8		19.8	38.5		15.4	33.0		15.4	33.0	
Volume-to-Capacity Ratio (*X*)	0.898	0.555	0.556	0.672	0.536	0.538	0.517	0.754	0.390	0.814	0.783	0.791
Queue Storage Ratio (*RQ*) (95 th percentile)	1.61	0.26	0.27	1.23	0.90	0.94	1.10	0.53	0.33	1.67	0.92	0.88
Control Delay (*d*) , s/veh	28.4	17.4	19.6	19.1	26.1	31.4	35.2	44.1	32.7	48.0	44.2	44.9
Level of Service (LOS)	C	B	B	B	C	C	D	D	C	D	D	D
Approach Delay, s/veh / LOS	20.3	C		26.4	C		40.3	D		45.5	D	
Intersection Delay, s/veh / LOS	29.8						C					

HCS7 Intersection Summary

#4 Lomas & Yale

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	46	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	2.6	61.5	2.5	2.7	15.2	
Yellow	3.0	3.0	4.0	3.0	0.0	3.5	
Red	0.5	0.5	1.5	0.5	0.0	2.0	

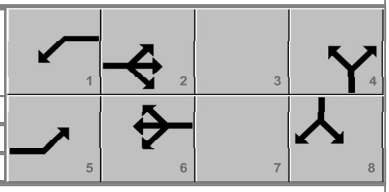


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	1067	138	78	1131	143	29	49	19	60	61	205
Phase Split, s	19.8	40.7		19.8	40.7		16.5	33.0		16.5	33.0	
Volume-to-Capacity Ratio (*X*)	0.801	0.377	0.377	0.233	0.447	0.447	0.812	0.233	0.097	0.776	0.256	0.868
Queue Storage Ratio (*RQ*) (95 th percentile)	0.42	0.19	0.15	0.19	0.26	0.24	0.42	0.19	0.94	0.89	0.42	2.92
Control Delay (*d*) , s/veh	15.9	5.9	4.8	9.8	13.9	14.1	67.4	42.4	41.5	57.4	40.4	48.3
Level of Service (LOS)	B	A	A	A	B	B	E	D	D	E	D	D
Approach Delay, s/veh / LOS	7.6	A		13.7	B		49.7	D		48.5	D	
Intersection Delay, s/veh / LOS	15.6						B					

#5 Lomas & Stanford

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	28	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	2.4	84.0	9.2	0.0	0.0	
Yellow	3.0	0.0	4.0	3.5	0.0	0.0	
Red	0.5	0.0	1.0	2.0	0.0	0.0	

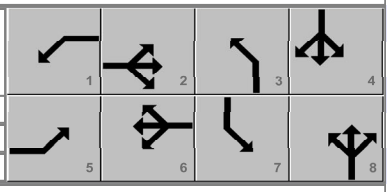


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	723	234	73	1376	6	107		40	6		8
Phase Split, s	16.5	60.5		16.5	60.5			33.0			33.0	
Volume-to-Capacity Ratio (*X*)	0.016	0.250	0.253	0.154	0.337	0.337	0.539		0.323	0.033		0.065
Queue Storage Ratio (*RQ*) (95 th percentile)	0.01	0.11	0.11	0.05	0.05	0.06	2.04		0.73	0.28		0.33
Control Delay (*d*) , s/veh	3.1	4.8	5.4	2.9	1.9	2.1	50.2		48.0	46.4		46.5
Level of Service (LOS)	A	A	A	A	A	A	D		D	D		D
Approach Delay, s/veh / LOS	5.0	A		2.0	A		49.6	D		46.5	D	
Intersection Delay, s/veh / LOS	6.1						A					

#6 Lomas & Girard

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	101	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.1	1.9	51.8	3.0	0.5	25.7	
Yellow	3.0	0.0	4.0	3.0	3.0	3.5	
Red	0.5	0.0	1.0	0.5	0.5	2.0	



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	124	495	67	173	1104	165	104	206	37	40	238	112
Phase Split, s	16.5	44.0		16.5	44.0		16.5	33.0		16.5	33.0	
Volume-to-Capacity Ratio (*X*)	0.434	0.225	0.230	0.345	0.511	0.511	0.548	0.530		0.167	0.907	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.11	0.12	0.99	0.22	0.22	1.01	0.29		0.40	0.43	
Control Delay (*d*) , s/veh	15.1	14.7	15.5	12.6	13.3	14.5	31.5	34.6		31.6	54.7	
Level of Service (LOS)	B	B	B	B	B	B	C	C		C	D	
Approach Delay, s/veh / LOS	15.0	B		13.5	B		33.7	C		52.3	D	
Intersection Delay, s/veh / LOS	21.7						C					

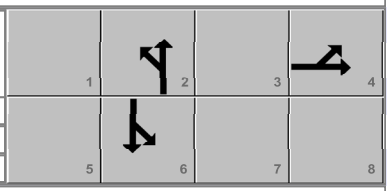
No Build - AM

HCS7 Intersection Summary

#1 Oak & Mountain

Signal Information			
Cycle, s	75.0	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	16.0	6.7	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	0.0	0.0	0.0	0.0	0.0

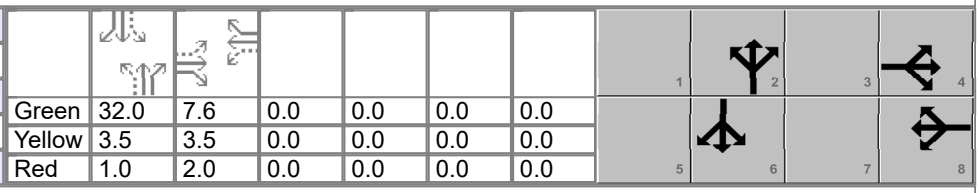


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	419	0					190	569		0	0	
Phase Split, s		30.0						36.0			36.0	
Volume-to-Capacity Ratio (*X*)	0.616	0.000					0.186	0.342			0.000	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00					0.03	0.04			0.00	
Control Delay (*d*) , s/veh	11.6	0.0					4.4	4.8				
Level of Service (LOS)	B						A	A				
Approach Delay, s/veh / LOS	11.6	B		0.0			4.7	A		0.0		
Intersection Delay, s/veh / LOS	7.2						A					

HCS7 Intersection Summary

#1 University & Las Lomas

Signal Information			
Cycle, s	66.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

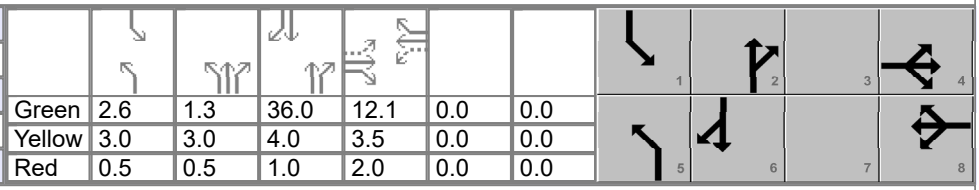


Green	32.0	7.6	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	0.0	0.0	0.0	0.0
Red	1.0	2.0	0.0	0.0	0.0	0.0

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	7	8	79	10	54	13	473	90	114	630	34
Phase Split, s		24.0			24.0			32.0			32.0	
Volume-to-Capacity Ratio (*X*)		0.116			0.293	0.288	0.040	0.189	0.193	0.342	0.351	0.351
Queue Storage Ratio (*RQ*) (95 th percentile)		0.04			0.14	0.73	0.02	0.01	0.01	0.32	0.05	0.05
Control Delay (*d*) , s/veh		18.3			19.3	18.9	2.6	1.5	1.7	5.8	4.3	4.6
Level of Service (LOS)		B			B	B	A	A	A	A	A	A
Approach Delay, s/veh / LOS	18.3	B		19.1	B		1.6	A		4.6	A	
Intersection Delay, s/veh / LOS	5.0						A					

#2 University & Camino de Salud

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

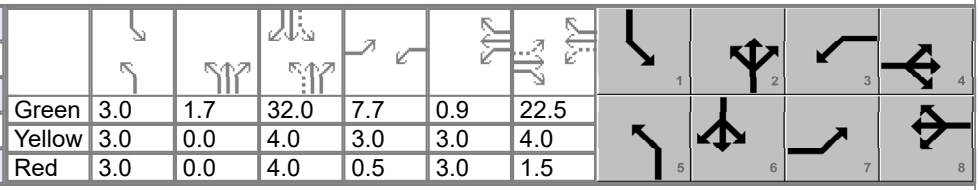


Green	2.6	1.3	36.0	12.1	0.0	0.0
Yellow	3.0	3.0	4.0	3.5	0.0	0.0
Red	0.5	0.5	1.0	2.0	0.0	0.0

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	40	113	45	1	15	158	514	58	41	1000	210
Phase Split, s		24.0			24.0		16.0	36.0		16.0	36.0	
Volume-to-Capacity Ratio (*X*)	0.121	0.609		0.261	0.064		0.802	0.220	0.056	0.792	0.703	0.329
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.12		0.33	0.03		1.54	0.06	0.12	0.16	0.20	0.60
Control Delay (*d*) , s/veh	25.0	27.3		31.2	24.0		33.5	7.1	6.3	34.1	13.0	9.9
Level of Service (LOS)	C	C		C	C		C	A	A	C	B	A
Approach Delay, s/veh / LOS	26.9	C		29.3	C		12.7	B		13.2	B	
Intersection Delay, s/veh / LOS	14.7						B					

#3 University & Indian School

Signal Information			
Cycle, s	137.5	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	3.0	1.7	32.0	7.7	0.9	22.5
Yellow	3.0	0.0	4.0	3.0	3.0	4.0
Red	3.0	0.0	4.0	0.5	3.0	1.5

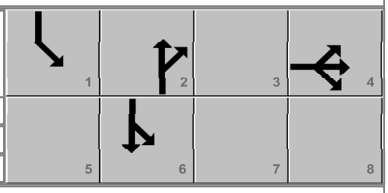
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	200	235	228	278	82	104	451	71	43	996	89
Phase Split, s	22.0	42.0		22.0	42.0		16.0	32.0		16.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.353	0.546	0.757	0.684	0.375	0.386	0.540	0.336	0.341	0.147	1.095	1.099
Queue Storage Ratio (*RQ*) (95 th percentile)	0.99	0.20	0.24	1.32	0.16	0.16	0.69	0.17	0.17	0.50	0.85	0.84
Control Delay (*d*) , s/veh	27.0	34.8	37.4	26.2	28.3	28.4	26.0	24.7	24.8	20.8	93.8	95.9
Level of Service (LOS)	C	C	D	C	C	C	C	C	C	C	F	F
Approach Delay, s/veh / LOS	34.1	C		27.5	C		24.9	C		92.0	F	
Intersection Delay, s/veh / LOS	57.1						E					

HCS7 Intersection Summary

#4 University & I40 EB Ramp

Signal Information			
Cycle, s	91.0	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	5.7	32.0	16.0	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.5	0.0	0.0	0.0	

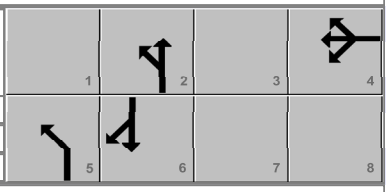


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	291	250					490	153	181	1089	
Phase Split, s		24.0						32.0		20.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.127	0.390	0.740					0.270	0.190	0.314	0.512	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.12	0.10	0.75					0.09	0.17	0.17	0.36	
Control Delay (*d*) , s/veh	20.9	22.3	25.5					11.6	11.3	7.4	8.2	
Level of Service (LOS)	C	C	C					B	B	A	A	
Approach Delay, s/veh / LOS	23.5	C		0.0			11.5	B		8.1	A	
Intersection Delay, s/veh / LOS	12.9						B					

#5 University & I40 WB Ramp

Signal Information			
Cycle, s	91.0	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	2.2	32.0	21.3	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.5	0.0	0.0	0.0	



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				542	408	310	62	497			695	43
Phase Split, s					24.0		20.0	32.0			32.0	
Volume-to-Capacity Ratio (*X*)				0.872	0.572	0.574	0.154	0.239			0.476	0.077
Queue Storage Ratio (*RQ*) (95 th percentile)				0.72	0.19	0.35	0.06	0.17			0.26	0.05
Control Delay (*d*) , s/veh				34.2	20.9	21.2	9.9	8.8			14.4	11.1
Level of Service (LOS)				C	C	C	A	A			B	B
Approach Delay, s/veh / LOS	0.0			25.6	C		8.9	A		14.2	B	
Intersection Delay, s/veh / LOS	19.0						B					

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	590	433	0	0
Future Vol, veh/h	0	3	590	433	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	656	481	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	569	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	465	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	465	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	465
HCM Lane V/C Ratio	-	-	0.007
HCM Control Delay (s)	-	-	12.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	151	793	236	301	787
Future Vol, veh/h	9	151	793	236	301	787
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	8	2	2	3	3
Mvmt Flow	10	161	844	251	320	837

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2029	548	0	0	1095	0
Stage 1	970	-	-	-	-	-
Stage 2	1059	-	-	-	-	-
Critical Hdwy	6.96	7.06	-	-	4.16	-
Critical Hdwy Stg 1	5.96	-	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-	-
Follow-up Hdwy	3.58	3.38	-	-	2.23	-
Pot Cap-1 Maneuver	46	465	-	-	627	-
Stage 1	315	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	23	465	-	-	627	-
Mov Cap-2 Maneuver	23	-	-	-	-	-
Stage 1	154	-	-	-	-	-
Stage 2	282	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	59.4	0	4.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	223	627	-
HCM Lane V/C Ratio	-	-	0.763	0.511	-
HCM Control Delay (s)	-	-	59.4	16.6	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	5.3	2.9	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	31	12	0	2	0	4	2	0	1	2	55
Future Vol, veh/h	103	31	12	0	2	0	4	2	0	1	2	55
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	37	14	0	2	0	5	2	0	1	2	65
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	7.3	7.6	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	71%	0%	2%
Vol Thru, %	33%	21%	100%	3%
Vol Right, %	0%	8%	0%	95%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	146	2	58
LT Vol	4	103	0	1
Through Vol	2	31	2	2
RT Vol	0	12	0	55
Lane Flow Rate	7	174	2	69
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.201	0.003	0.071
Departure Headway (Hd)	4.533	4.159	4.198	3.678
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	862	844	955
Service Time	2.533	2.185	2.265	1.774
HCM Lane V/C Ratio	0.009	0.202	0.002	0.072
HCM Control Delay	7.6	8.2	7.3	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.7	0	0.2

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	327	132	1	138	0	101	1	2	0	0	2
Future Vol, veh/h	0	327	132	1	138	0	101	1	2	0	0	2
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	10	10	10	3	3	3	17	17	17
Mvmt Flow	0	380	153	1	160	0	117	1	2	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	533	0	0	620	619	457	620	695	160
Stage 1	-	-	-	-	-	-	457	457	-	162	162	-
Stage 2	-	-	-	-	-	-	163	162	-	458	533	-
Critical Hdwy	4.16	-	-	4.2	-	-	7.13	6.53	6.23	7.27	6.67	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.27	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.27	5.67	-
Follow-up Hdwy	2.254	-	-	2.29	-	-	3.527	4.027	3.327	3.653	4.153	3.453
Pot Cap-1 Maneuver	1395	-	-	995	-	-	399	403	602	380	348	847
Stage 1	-	-	-	-	-	-	581	566	-	806	736	-
Stage 2	-	-	-	-	-	-	837	762	-	555	501	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	995	-	-	397	403	602	377	348	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	397	403	-	377	348	-
Stage 1	-	-	-	-	-	-	581	566	-	806	735	-
Stage 2	-	-	-	-	-	-	834	761	-	552	501	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	17.9	9.3
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	400	1395	-	-	995	-	-	847
HCM Lane V/C Ratio	0.302	-	-	-	0.001	-	-	0.003
HCM Control Delay (s)	17.9	0	-	-	8.6	0	-	9.3
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	6.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	121	320	526	142
Demand Flow Rate, veh/h	126	327	542	151
Vehicles Circulating, veh/h	334	198	108	339
Vehicles Exiting, veh/h	156	452	352	186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	6.0	7.5	5.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	126	327	542	151
Cap Entry Lane, veh/h	982	1128	1236	977
Entry HV Adj Factor	0.964	0.980	0.970	0.939
Flow Entry, veh/h	121	320	526	142
Cap Entry, veh/h	946	1105	1199	917
V/C Ratio	0.128	0.290	0.439	0.155
Control Delay, s/veh	5.0	6.0	7.5	5.4
LOS	A	A	A	A
95th %tile Queue, veh	0	1	2	1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1032	1484	4	0	5
Future Vol, veh/h	9	1032	1484	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	10	1147	1649	4	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1653	0	-	0	-	827
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.38	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.14	-	-	-	-	3.92
Pot Cap-1 Maneuver	183	-	-	-	0	270
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	183	-	-	-	-	270
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	183	-	-	-	270
HCM Lane V/C Ratio	0.055	-	-	-	0.021
HCM Control Delay (s)	25.8	-	-	-	18.6
HCM Lane LOS	D	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	1418	0	0	83
Future Vol, veh/h	0	0	1418	0	0	83
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	25	25
Mvmt Flow	0	0	1525	0	0	89

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	763
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.6
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	4.15
Pot Cap-1 Maneuver	0	-	-	0	0	260
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	260
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	25.9
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	260
HCM Lane V/C Ratio	-	-	0.343
HCM Control Delay (s)	-	-	25.9
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1.5

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	707	1418	32	0	0
Future Vol, veh/h	57	707	1418	32	0	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	93	93	93	93	93	93
Heavy Vehicles, %	5	5	25	25	2	2
Mvmt Flow	61	760	1525	34	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1559	0	-	0	-	780
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.4	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.15	-	-	-	-	3.92
Pot Cap-1 Maneuver	202	-	-	-	0	290
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	202	-	-	-	-	290
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

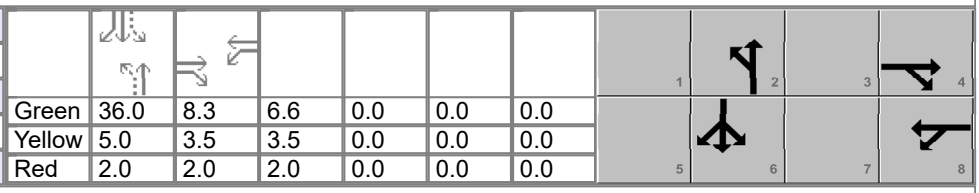
Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	202	-	-	-	-
HCM Lane V/C Ratio	0.303	-	-	-	-
HCM Control Delay (s)	30.4	-	-	-	0
HCM Lane LOS	D	-	-	-	A
HCM 95th %tile Q(veh)	1.2	-	-	-	-

HCS7 Intersection Summary

#1 Locust & Mountain

Signal Information			
Cycle, s	72.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

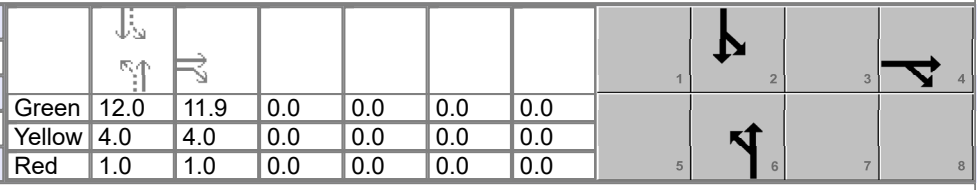


Green	36.0	8.3	6.6	0.0	0.0	0.0	
Yellow	5.0	3.5	3.5	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		215	71	0	83		0	0		29	650	146
Phase Split, s		24.0			24.0			36.0			36.0	
Volume-to-Capacity Ratio (*X*)		0.699	0.727	0.000	0.513			0.000		0.161	0.168	0.176
Queue Storage Ratio (*RQ*) (95 th percentile)		0.24	0.23	0.00	0.34			0.00		0.05	0.05	0.05
Control Delay (*d*) , s/veh		30.5	31.0	0.0	30.5					8.9	9.0	9.1
Level of Service (LOS)		C	C		C					A	A	A
Approach Delay, s/veh / LOS	30.8	C		30.5	C		0.0			9.0	A	
Intersection Delay, s/veh / LOS	19.1						B					

#2 I25 SB Frontage & S I40 Frontage

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

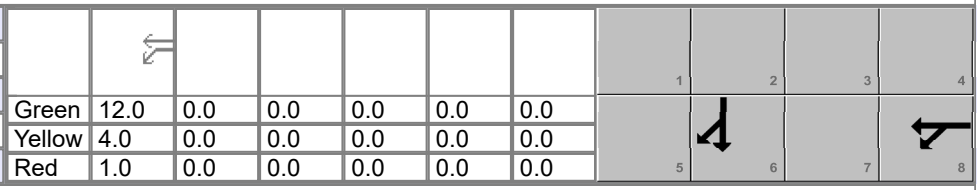


Green	12.0	11.9	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		345	104				0	0		69	300	
Phase Split, s		24.0						24.0			24.0	
Volume-to-Capacity Ratio (*X*)		0.300	0.200					0.000		0.095	0.274	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.03	0.05					0.00		0.02	0.04	
Control Delay (*d*) , s/veh		8.0	7.7							7.4	7.9	
Level of Service (LOS)		A	A							A	A	
Approach Delay, s/veh / LOS	8.0	A		0.0			0.0			7.8	A	
Intersection Delay, s/veh / LOS	7.9						A					

#3 I25 SB Frontage & N I40 Frontage

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



Green	12.0	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	0.0	0.0	0.0	0.0	0.0	
Red	1.0	0.0	0.0	0.0	0.0	0.0	

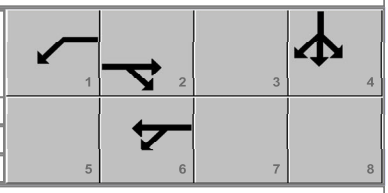
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				67	569						324	128
Phase Split, s					24.0						24.0	
Volume-to-Capacity Ratio (*X*)				0.117	0.485						0.282	0.249
Queue Storage Ratio (*RQ*) (95 th percentile)				0.01	0.05						0.03	0.07
Control Delay (*d*) , s/veh				7.5	8.7						7.9	7.9
Level of Service (LOS)				A	A						A	A
Approach Delay, s/veh / LOS	0.0			8.6	A		0.0			7.9	A	
Intersection Delay, s/veh / LOS	8.3						A					

HCS7 Intersection Summary

#1 Lomas & Locust

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	64	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.9	74.0	22.1	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	2.0	0.0	0.0	0.0	

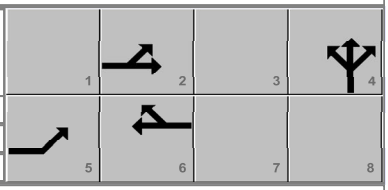


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1165	249	232	1198					320	303	252
Phase Split, s		49.2		30.0	79.2						40.8	
Volume-to-Capacity Ratio (*X*)		0.461	0.461	0.814	0.347					0.848	0.671	0.745
Queue Storage Ratio (*RQ*) (95 th percentile)		0.30	0.29	0.54	0.22					0.34	0.27	1.04
Control Delay (*d*) , s/veh		6.1	6.9	22.9	3.8					51.7	46.0	47.7
Level of Service (LOS)		A	A	C	A					D	D	D
Approach Delay, s/veh / LOS	6.3	A		6.9	A		0.0			48.1	D	
Intersection Delay, s/veh / LOS	16.4						B					

#2 Lomas & Oak

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	49	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.7	79.2	15.0	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	

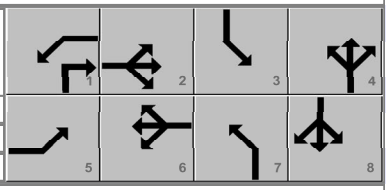


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	358	1130			1304	449	127	238	150			
Phase Split, s	31.2	73.2			42.0			46.8				
Volume-to-Capacity Ratio (*X*)	0.863	0.298			0.408	0.452	0.487	0.627	0.808			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.51	0.29			0.15	0.46	0.46	0.19	0.31			
Control Delay (*d*) , s/veh	12.8	4.5			7.0	2.2	49.5	50.3	54.0			
Level of Service (LOS)	B	A			A	A	D	D	D			
Approach Delay, s/veh / LOS	6.5	A		5.7	A		51.2	D		0.0		
Intersection Delay, s/veh / LOS	12.4						B					

#3 Lomas & University

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	12	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.4	2.5	40.1	13.5	0.2	36.3	
Yellow	3.0	0.0	4.5	3.0	0.0	4.5	
Red	0.5	0.0	1.0	0.5	0.0	1.0	



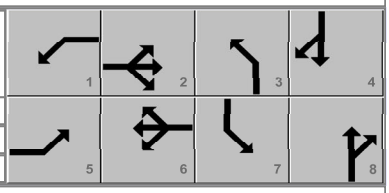
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	1048	160	221	1211	174	219	604	296	229	606	320
Phase Split, s	24.0	43.2		16.8	36.0		20.4	42.0		18.0	39.6	
Volume-to-Capacity Ratio (*X*)	0.718	0.702	0.702	0.777	0.746	0.746	0.896	0.605	0.502	0.673	0.932	0.932
Queue Storage Ratio (*RQ*) (95 th percentile)	0.99	0.37	0.35	1.73	1.31	1.38	2.68	0.65	0.56	1.39	1.73	1.58
Control Delay (*d*) , s/veh	31.0	31.4	33.0	34.7	38.9	47.3	52.9	36.4	27.2	29.5	61.7	63.6
Level of Service (LOS)	C	C	C	C	D	D	D	D	C	C	E	E
Approach Delay, s/veh / LOS	31.8	C		40.6	D		37.2	D		56.0	E	
Intersection Delay, s/veh / LOS	41.0						D					

HCS7 Intersection Summary

#4 Lomas & Yale

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	50	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	1.3	51.1	9.2	1.5	27.9	
Yellow	3.0	3.0	4.0	3.0	3.0	3.5	
Red	0.5	0.5	1.5	0.5	0.5	2.0	

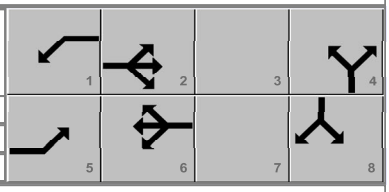


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	171	1240	107	62	1031	82	104	37	71	171	62	381
Phase Split, s	21.6	44.4		21.6	44.4		18.0	36.0		18.0	36.0	
Volume-to-Capacity Ratio (*X*)	0.568	0.556	0.556	0.280	0.500	0.501	0.812	0.120	0.206	0.875	0.144	0.940
Queue Storage Ratio (*RQ*) (95 th percentile)	0.30	0.41	0.36	0.23	0.35	0.34	1.41	0.15	3.36	2.94	0.38	5.95
Control Delay (*d*) , s/veh	18.5	15.8	14.6	19.3	28.0	28.6	60.3	36.5	37.3	80.9	33.0	67.6
Level of Service (LOS)	B	B	B	B	C	C	E	D	D	F	C	E
Approach Delay, s/veh / LOS	15.8	B		27.8	C		48.4	D		67.8	E	
Intersection Delay, s/veh / LOS	31.0						C					

#5 Lomas & Stanford

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	30	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.9	1.5	86.5	17.2	0.0	0.0	
Yellow	3.0	0.0	4.0	3.5	0.0	0.0	
Red	0.5	0.0	1.0	2.0	0.0	0.0	

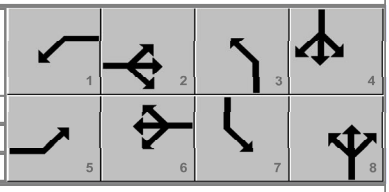


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	1353	129	44	994	15	207		87	6		14
Phase Split, s	18.0	66.0		18.0	66.0			36.0			36.0	
Volume-to-Capacity Ratio (*X*)	0.024	0.394	0.394	0.175	0.262	0.263	0.706		0.411	0.020		0.066
Queue Storage Ratio (*RQ*) (95 th percentile)	0.02	0.38	0.38	0.05	0.07	0.07	3.88		1.66	0.25		0.59
Control Delay (*d*) , s/veh	4.6	14.8	16.2	6.9	3.3	3.4	51.4		47.3	44.2		44.5
Level of Service (LOS)	A	B	B	A	A	A	D		D	D		D
Approach Delay, s/veh / LOS	15.2	B		3.5	A		50.2	D		44.4	D	
Intersection Delay, s/veh / LOS	14.7						B					

#6 Lomas & Girard

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	110	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	3.3	54.1	7.4	0.4	32.4	
Yellow	3.0	0.0	4.0	3.0	0.0	3.5	
Red	0.5	0.0	1.0	0.5	0.0	2.0	



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	169	1094	142	80	707	77	105	304	121	112	289	96
Phase Split, s	18.0	52.0		18.0	52.0		18.0	32.0		18.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.419	0.493	0.493	0.310	0.339	0.342	0.547	0.946		0.624	0.842	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.18	0.22	0.21	0.57	0.17	0.17	1.09	0.68		1.16	0.48	
Control Delay (*d*) , s/veh	16.0	13.6	14.8	17.1	15.5	16.1	33.1	69.3		33.9	52.4	
Level of Service (LOS)	B	B	B	B	B	B	C	E		C	D	
Approach Delay, s/veh / LOS	14.2	B		15.8	B		62.2	E		48.2	D	
Intersection Delay, s/veh / LOS	27.6						C					

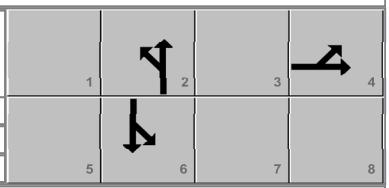
No Build - PM

HCS7 Intersection Summary

#1 Oak & Mountain

Signal Information			
Cycle, s	75.0	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	16.0	5.3	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	0.0	0.0	0.0	0.0	0.0



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	242	0					83	1017		0	0	
Phase Split, s		30.0						36.0			36.0	
Volume-to-Capacity Ratio (*X*)	0.425	0.000					0.078	0.589			0.000	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.13	0.00					0.01	0.07			0.00	
Control Delay (*d*) , s/veh	11.3	0.0					3.6	5.0				
Level of Service (LOS)	B						A	A				
Approach Delay, s/veh / LOS	11.3	B		0.0			4.9	A		0.0		
Intersection Delay, s/veh / LOS	6.1						A					

No Build - PM

HCS7 Intersection Summary

#1 University & Las Lomas

Signal Information			
Cycle, s	66.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4
Green	16.0	7.7	0.0	0.0	0.0	0.0					
Yellow	3.5	3.5	0.0	0.0	0.0	0.0					
Red	1.0	2.0	0.0	0.0	0.0	0.0	5	6	7	8	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	8	3	181	31	91	8	740	103	66	844	40
Phase Split, s		24.0			24.0			32.0			32.0	
Volume-to-Capacity Ratio (*X*)		0.067			0.429	0.283	0.020	0.351	0.354	0.158	0.364	0.365
Queue Storage Ratio (*RQ*) (95 th percentile)		0.02			0.16	0.54	0.01	0.02	0.02	0.09	0.03	0.03
Control Delay (*d*) , s/veh		10.2			12.1	10.9	5.0	3.8	3.9	7.0	5.7	5.7
Level of Service (LOS)		B			B	B	A	A	A	A	A	A
Approach Delay, s/veh / LOS	10.2	B		11.7	B		3.8	A		5.8	A	
Intersection Delay, s/veh / LOS	5.9						A					

#2 University & Camino de Salud

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4
Green	0.9	0.6	16.0	14.3	0.0	0.0					
Yellow	3.0	0.0	4.0	3.5	0.0	0.0					
Red	0.5	0.0	1.0	2.0	0.0	0.0	5	6	7	8	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	9	278	76	3	82	61	1122	69	28	636	21
Phase Split, s		24.0			24.0		16.0	36.0		16.0	36.0	
Volume-to-Capacity Ratio (*X*)	0.534	0.619		0.264	0.183		0.964	0.638	0.089	0.793	0.524	0.039
Queue Storage Ratio (*RQ*) (95 th percentile)	0.90	0.10		0.29	0.07		0.59	0.12	0.11	0.08	0.09	0.04
Control Delay (*d*) , s/veh	15.8	13.9		18.3	11.6		50.7	12.3	9.6	34.1	12.0	9.8
Level of Service (LOS)	B	B		B	B		D	B	A	C	B	A
Approach Delay, s/veh / LOS	14.8	B		14.7	B		14.0	B		12.8	B	
Intersection Delay, s/veh / LOS	13.9						B					

#3 University & Indian School

Signal Information			
Cycle, s	137.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4
Green	7.2	0.7	32.0	7.5	1.9	22.5					
Yellow	3.0	0.0	4.0	3.0	0.0	4.0					
Red	3.0	0.0	4.0	0.5	0.0	1.5	5	6	7	8	

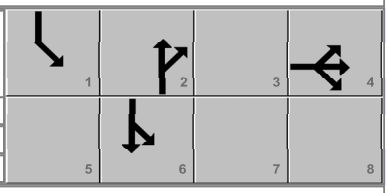
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	345	105	114	269	94	182	930	332	173	467	95
Phase Split, s	22.0	42.0		22.0	42.0		16.0	32.0		16.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.414	0.635	0.648	0.434	0.467	0.482	0.397	0.866	0.866	0.663	0.445	0.450
Queue Storage Ratio (*RQ*) (95 th percentile)	0.96	0.23	0.22	0.69	0.18	0.17	1.12	0.47	0.44	1.54	0.22	0.22
Control Delay (*d*) , s/veh	26.7	34.7	34.9	27.4	31.8	31.9	19.1	41.5	42.6	23.4	26.2	26.4
Level of Service (LOS)	C	C	C	C	C	C	B	D	D	C	C	C
Approach Delay, s/veh / LOS	33.0	C		30.8	C		39.1	D		25.6	C	
Intersection Delay, s/veh / LOS	33.2						C					

HCS7 Intersection Summary

#4 University & I40 EB Ramp

Signal Information			
Cycle, s	91.0	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	6.6	32.0	16.0	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.5	0.0	0.0	0.0	

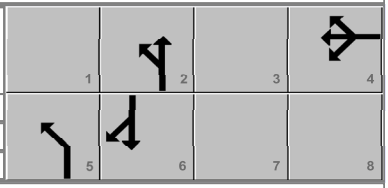


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	368	160					1271	301	213	528	
Phase Split, s		24.0						32.0		20.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.292	0.498	0.470					0.491	0.261	0.486	0.255	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29	0.13	0.44					0.16	0.23	0.21	0.16	
Control Delay (*d*) , s/veh	22.3	23.5	23.5					13.7	12.0	9.1	6.5	
Level of Service (LOS)	C	C	C					B	B	A	A	
Approach Delay, s/veh / LOS	23.3	C		0.0			13.4	B		7.2	A	
Intersection Delay, s/veh / LOS	14.3						B					

#5 University & I40 WB Ramp

Signal Information			
Cycle, s	91.0	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	5.9	32.0	16.0	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.5	0.0	0.0	0.0	



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				167	191	188	305	1127			562	58
Phase Split, s					24.0		20.0	32.0			32.0	
Volume-to-Capacity Ratio (*X*)				0.348	0.334	0.437	0.372	0.346			0.369	0.086
Queue Storage Ratio (*RQ*) (95 th percentile)				0.18	0.08	0.21	0.17	0.23			0.18	0.05
Control Delay (*d*) , s/veh				22.3	22.1	22.9	7.9	7.1			12.6	10.5
Level of Service (LOS)				C	C	C	A	A			B	B
Approach Delay, s/veh / LOS	0.0			22.4	C		7.3	A		12.4	B	
Intersection Delay, s/veh / LOS	12.8						B					

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	69	1220	39	0	0
Future Vol, veh/h	0	69	1220	39	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	78	1386	44	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	715	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	373	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	373	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	17.2	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	373
HCM Lane V/C Ratio	-	-	0.21
HCM Control Delay (s)	-	-	17.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Intersection	
Int Delay, s/veh	17.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	256	856	82	118	1143
Future Vol, veh/h	35	256	856	82	118	1143
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	37	269	901	86	124	1203

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1794	494	0	0	987	0
Stage 1	944	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.22	-
Pot Cap-1 Maneuver	71	518	-	-	696	-
Stage 1	336	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	58	518	-	-	696	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	276	-	-	-	-	-
Stage 2	377	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	144.8	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	265	696	-
HCM Lane V/C Ratio	-	-	1.156	0.178	-
HCM Control Delay (s)	-	-	144.8	11.3	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	13.6	0.6	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	22	2	0	23	1	28	2	0	0	2	109
Future Vol, veh/h	82	22	2	0	23	1	28	2	0	0	2	109
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	31	3	0	33	1	40	3	0	0	3	156
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	7.7	8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	93%	77%	0%	0%
Vol Thru, %	7%	21%	96%	2%
Vol Right, %	0%	2%	4%	98%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	106	24	111
LT Vol	28	82	0	0
Through Vol	2	22	23	2
RT Vol	0	2	1	109
Lane Flow Rate	43	151	34	159
Geometry Grp	1	1	1	1
Degree of Util (X)	0.056	0.187	0.043	0.169
Departure Headway (Hd)	4.719	4.453	4.503	3.836
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	793	797	940
Service Time	2.726	2.553	2.519	1.84
HCM Lane V/C Ratio	0.056	0.19	0.043	0.169
HCM Control Delay	8	8.6	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.7	0.1	0.6

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	1	156	93	3	205	0	140	1	10	0	2	0
Future Vol, veh/h	1	156	93	3	205	0	140	1	10	0	2	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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	7	7	7	5	5	5	3	3	3	2	2	2
Mvmt Flow	1	177	106	3	233	0	159	1	11	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	283	0	0	472	471	230	477	524	233
Stage 1	-	-	-	-	-	-	232	232	-	239	239	-
Stage 2	-	-	-	-	-	-	240	239	-	238	285	-
Critical Hdwy	4.17	-	-	4.15	-	-	7.13	6.53	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.245	-	-	3.527	4.027	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	-	1262	-	-	501	489	807	498	458	806
Stage 1	-	-	-	-	-	-	769	711	-	764	708	-
Stage 2	-	-	-	-	-	-	761	706	-	765	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1262	-	-	497	487	807	489	456	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	497	487	-	489	456	-
Stage 1	-	-	-	-	-	-	768	710	-	763	706	-
Stage 2	-	-	-	-	-	-	756	704	-	752	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	15.6	12.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	510	1306	-	-	1262	-	-	456
HCM Lane V/C Ratio	0.336	0.001	-	-	0.003	-	-	0.005
HCM Control Delay (s)	15.6	7.8	0	-	7.9	0	-	12.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	6.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	160	481	318	209
Demand Flow Rate, veh/h	164	491	327	215
Vehicles Circulating, veh/h	566	92	73	446
Vehicles Exiting, veh/h	95	308	657	137
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.1	6.7	5.2	6.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	164	491	327	215
Cap Entry Lane, veh/h	775	1256	1281	876
Entry HV Adj Factor	0.973	0.980	0.972	0.970
Flow Entry, veh/h	160	481	318	209
Cap Entry, veh/h	754	1232	1244	849
V/C Ratio	0.212	0.391	0.255	0.246
Control Delay, s/veh	7.1	6.7	5.2	6.8
LOS	A	A	A	A
95th %tile Queue, veh	1	2	1	1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	917
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	917
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1492	1215	3	0	6
Future Vol, veh/h	2	1492	1215	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1676	1365	3	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1368	0	-	0	-	684
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	259	-	-	-	0	335
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	259	-	-	-	-	335
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	259	-	-	-	335
HCM Lane V/C Ratio	0.009	-	-	-	0.02
HCM Control Delay (s)	19	-	-	-	16
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	977	0	0	73
Future Vol, veh/h	0	0	977	0	0	73
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	19	19
Mvmt Flow	0	0	1110	0	0	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	555
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.48
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	4.09
Pot Cap-1 Maneuver	0	-	-	0	0	375
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	375
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	375
HCM Lane V/C Ratio	-	-	0.221
HCM Control Delay (s)	-	-	17.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	1391	977	35	0	0
Future Vol, veh/h	52	1391	977	35	0	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	16	16	2	2
Mvmt Flow	57	1512	1062	38	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1100	0	-	0	-	550
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	350	-	-	-	0	410
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	350	-	-	-	-	410
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

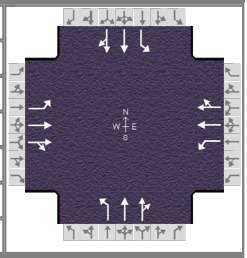
Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	350	-	-	-	-
HCM Lane V/C Ratio	0.161	-	-	-	-
HCM Control Delay (s)	17.3	-	-	-	0
HCM Lane LOS	C	-	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	-

MULTI-PERIOD ANALYSIS

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2024	Analysis Period	1> 7:15
Intersection	University & Indian School	File Name	University-IndianSchool_NBAM_mp_hour.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	212	248	272	240	376	56	156	388	48	28	940	144

Signal Information			
Cycle, s	101.0	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	1.7	0.2	32.0	11.4	3.8	22.9	1	2	3	4		
Yellow	3.0	3.0	4.0	3.0	0.0	4.0						
Red	3.0	3.0	4.0	0.5	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	14.9	28.4	18.8	32.2	13.8	46.2	7.7	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	11.2	18.5	12.5	12.3	7.8	10.5	3.1	30.8
Green Extension Time (g_e), s	0.3	1.9	0.3	1.9	0.2	3.2	0.0	0.6
Phase Call Probability	1.00	1.00	1.00	1.00	0.99	1.00	0.54	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.02	0.00	1.00

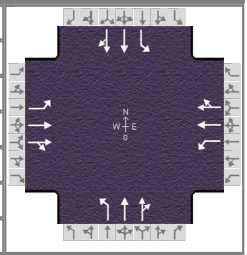
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	212	248	272	240	219	213	156	221	215	28	555	529
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1800	1753	1870	1798	1810	1885	1797
Queue Service Time (g_s), s	9.2	12.2	16.5	10.5	10.1	10.3	5.8	8.4	8.5	1.1	28.8	28.8
Cycle Queue Clearance Time (g_c), s	9.2	12.2	16.5	10.5	10.1	10.3	5.8	8.4	8.5	1.1	28.8	28.8
Green Ratio (*g/C*)	0.32	0.20	0.20	0.33	0.24	0.24	0.41	0.38	0.38	0.33	0.32	0.32
Capacity (*c*), veh/h	391	381	323	332	453	432	223	707	679	366	597	569
Volume-to-Capacity Ratio (*X*)	0.542	0.651	0.842	0.722	0.485	0.492	0.698	0.313	0.316	0.077	0.929	0.930
Back of Queue (*Q*), ft/ln (95 th percentile)	175.7	238.4	268.1	199.3	203.2	196.9	109.7	174.8	168.1	20	582.2	558.8
Back of Queue (*Q*), veh/ln (95 th percentile)	7.0	9.5	10.7	7.9	8.1	7.9	4.3	6.9	6.7	0.8	23.1	22.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.60	0.24	0.27	1.42	0.20	0.20	1.29	0.17	0.17	0.29	0.58	0.56
Uniform Delay (d_1), s/veh	27.3	37.0	38.8	28.1	33.0	33.1	24.6	22.2	22.2	22.9	33.4	33.4
Incremental Delay (d_2), s/veh	0.4	0.7	2.3	1.1	0.3	0.3	1.5	1.2	1.2	0.0	23.0	23.9
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	27.7	37.7	41.1	29.2	33.3	33.4	26.1	23.3	23.4	22.9	56.4	57.3
Level of Service (LOS)	C	D	D	C	C	C	C	C	C	C	E	E
Approach Delay, s/veh / LOS	36.1	D		31.9	C		24.1	C		56.0	E	
Intersection Delay, s/veh / LOS	40.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	1.09	A	1.04	A	0.98	A	1.41	A

MULTI-PERIOD ANALYSIS

HCS7 Signalized Intersection Results Summary

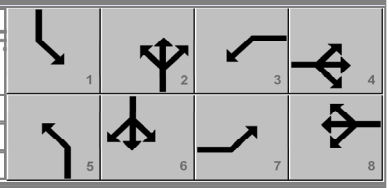
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2024	Analysis Period	2> 7:30
Intersection	University & Indian School	File Name	University-IndianSchool_NBAM_mp_hour.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	136	228	256	208	264	96	60	472	100	48	1036	88

Signal Information			
Cycle, s	93.6	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	2.6	0.7	32.0	7.3	5.5	22.5						
Yellow	3.0	0.0	4.0	3.0	0.0	4.0						
Red	3.0	0.0	4.0	0.5	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.8	28.0	16.3	33.5	9.3	40.7	8.6	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.4	16.0	10.1	9.7	4.1	13.5	3.6	28.7
Green Extension Time (g_e), s	0.2	1.7	0.3	1.7	0.1	3.5	0.0	1.5
Phase Call Probability	0.97	1.00	1.00	1.00	0.79	1.00	0.71	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.96

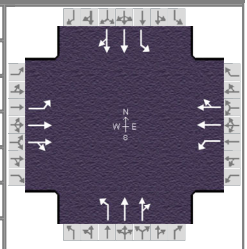
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	136	228	256	208	185	175	60	293	279	48	570	554
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1716	1753	1870	1757	1810	1885	1833
Queue Service Time (g_s), s	5.4	10.1	14.0	8.1	7.4	7.7	2.1	11.3	11.5	1.6	26.7	26.7
Cycle Queue Clearance Time (g_c), s	5.4	10.1	14.0	8.1	7.4	7.7	2.1	11.3	11.5	1.6	26.7	26.7
Green Ratio (*g/C*)	0.29	0.21	0.21	0.34	0.27	0.27	0.38	0.35	0.35	0.37	0.34	0.34
Capacity (*c*), veh/h	394	403	341	334	513	467	166	653	613	302	645	627
Volume-to-Capacity Ratio (*X*)	0.345	0.566	0.750	0.623	0.361	0.374	0.362	0.450	0.454	0.159	0.884	0.884
Back of Queue (*Q*), ft/ln (95 th percentile)	101.8	202.6	230.4	152.6	148.5	139.6	38.7	227.6	216.2	29.6	517.6	503.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	8.0	9.2	6.1	5.9	5.6	1.5	9.0	8.6	1.2	20.5	20.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.93	0.20	0.23	1.09	0.15	0.14	0.45	0.23	0.22	0.42	0.52	0.51
Uniform Delay (d_1), s/veh	25.5	32.9	34.5	24.7	27.5	27.6	23.2	23.5	23.6	20.0	29.0	29.1
Incremental Delay (d_2), s/veh	0.2	0.5	1.3	0.7	0.2	0.2	0.5	2.2	2.4	0.1	16.2	16.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.7	33.4	35.7	25.4	27.6	27.8	23.7	25.8	26.0	20.1	45.3	45.7
Level of Service (LOS)	C	C	D	C	C	C	C	C	C	C	D	D
Approach Delay, s/veh / LOS	32.6	C		26.9	C		25.7	C		44.4	D	
Intersection Delay, s/veh / LOS	34.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	1.00	A	0.96	A	1.01	A	1.45	A

MULTI-PERIOD ANALYSIS

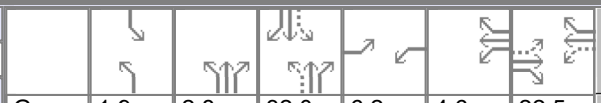
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2024	Analysis Period	3> 7:45
Intersection	University & Indian School	File Name	University-IndianSchool_NBAM_mp_hour.xus		
Project Description	No Build AM				

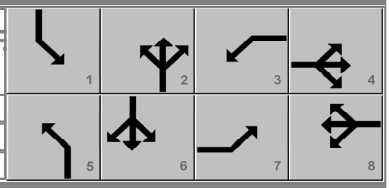


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	192	240	288	208	124	84	544	56	32	1084	52

Signal Information			
Cycle, s	99.0	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	1.9	2.8	32.0	6.2	4.6	22.5
Yellow	3.0	0.0	4.0	3.0	3.0	4.0
Red	3.0	0.0	4.0	0.5	3.0	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.7	28.0	20.3	38.6	10.7	42.8	7.9	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	6.4	16.0	14.0	9.3	5.1	14.5	3.2	31.3
Green Extension Time (g_e), s	0.1	1.5	0.4	1.5	0.1	3.5	0.0	0.4
Phase Call Probability	0.94	1.00	1.00	1.00	0.90	1.00	0.59	1.00
Max Out Probability	0.00	0.00	0.02	0.00	0.00	0.07	0.00	1.00

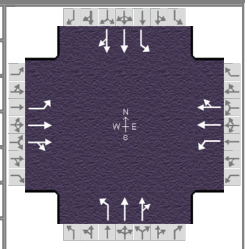
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	104	192	240	288	172	160	84	304	296	32	573	563
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1654	1753	1870	1809	1810	1885	1854
Queue Service Time (g_s), s	4.4	9.0	14.0	12.0	6.9	7.3	3.1	12.5	12.5	1.2	29.2	29.3
Cycle Queue Clearance Time (g_c), s	4.4	9.0	14.0	12.0	6.9	7.3	3.1	12.5	12.5	1.2	29.2	29.3
Green Ratio (*g/C*)	0.26	0.20	0.20	0.37	0.31	0.31	0.37	0.35	0.35	0.34	0.32	0.32
Capacity (*c*), veh/h	401	381	323	391	583	512	169	658	636	277	609	599
Volume-to-Capacity Ratio (*X*)	0.259	0.504	0.744	0.736	0.295	0.312	0.496	0.463	0.465	0.115	0.940	0.940
Back of Queue (*Q*), ft/ln (95 th percentile)	85.4	184.5	231.7	222.4	137.5	127.4	59.8	247.1	238.3	22.1	595	583.9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	7.3	9.3	8.8	5.5	5.1	2.3	9.7	9.5	0.9	23.6	23.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.78	0.18	0.23	1.59	0.14	0.13	0.70	0.25	0.24	0.32	0.59	0.59
Uniform Delay (d_1), s/veh	28.4	35.1	37.1	25.5	26.0	26.1	25.6	24.9	24.9	22.5	32.6	32.6
Incremental Delay (d_2), s/veh	0.1	0.4	1.3	2.0	0.1	0.1	0.8	2.3	2.4	0.1	24.3	24.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.5	35.5	38.4	27.5	26.1	26.3	26.4	27.2	27.3	22.6	56.9	57.3
Level of Service (LOS)	C	D	D	C	C	C	C	C	C	C	E	E
Approach Delay, s/veh / LOS	35.4	D		26.8	C		27.1	C		56.2	E	
Intersection Delay, s/veh / LOS	39.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.28	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	0.93	A	1.00	A	1.05	A	1.45	A

MULTI-PERIOD ANALYSIS

HCS7 Signalized Intersection Results Summary

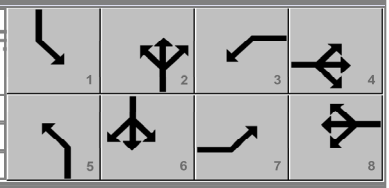
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2024	Analysis Period	4> 8:00
Intersection	University & Indian School	File Name	University-IndianSchool_NBAM_mp_hour.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	132	172	176	268	52	116	400	80	60	928	72

Signal Information			
Cycle, s	95.0	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	3.3	2.6	32.0	4.3	1.3	22.5
Yellow	3.0	0.0	4.0	3.0	3.0	4.0
Red	3.0	0.0	4.0	0.5	3.0	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	7.8	28.0	15.1	35.3	11.9	42.6	9.3	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.9	11.0	8.9	8.6	6.0	11.3	4.0	25.1
Green Extension Time (g_e), s	0.1	1.2	0.2	1.2	0.1	3.0	0.1	2.1
Phase Call Probability	0.85	1.00	0.99	1.00	0.95	1.00	0.79	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.43

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	72	132	172	176	163	157	116	245	235	60	506	494
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1779	1753	1870	1762	1810	1885	1837
Queue Service Time (g_s), s	2.9	5.6	9.0	6.9	6.4	6.6	4.0	9.1	9.3	2.0	23.1	23.1
Cycle Queue Clearance Time (g_c), s	2.9	5.6	9.0	6.9	6.4	6.6	4.0	9.1	9.3	2.0	23.1	23.1
Green Ratio (*g/C*)	0.26	0.21	0.21	0.33	0.29	0.29	0.40	0.36	0.36	0.37	0.34	0.34
Capacity (*c*), veh/h	370	397	336	373	543	512	236	682	642	366	635	619
Volume-to-Capacity Ratio (*X*)	0.195	0.332	0.511	0.472	0.300	0.307	0.492	0.360	0.365	0.164	0.797	0.797
Back of Queue (*Q*), ft/ln (95 th percentile)	56.1	115	155.4	130.7	127.4	122.6	75.1	189.2	179.2	37.9	437.2	425.7
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	4.6	6.2	5.2	5.1	4.9	2.9	7.4	7.2	1.5	17.4	17.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.51	0.12	0.16	0.93	0.13	0.12	0.88	0.19	0.18	0.54	0.44	0.43
Uniform Delay (d_1), s/veh	27.4	31.8	33.2	24.6	26.4	26.4	22.0	22.1	22.1	19.8	28.6	28.6
Incremental Delay (d_2), s/veh	0.1	0.2	0.4	0.3	0.1	0.1	0.6	1.5	1.6	0.1	10.0	10.3
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	27.5	32.0	33.6	24.9	26.5	26.6	22.5	23.6	23.7	19.9	38.6	38.8
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	B	D	D
Approach Delay, s/veh / LOS	31.9	C		26.0	C		23.4	C		37.7	D	
Intersection Delay, s/veh / LOS	31.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.28	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	0.80	A	0.90	A	0.98	A	1.36	A

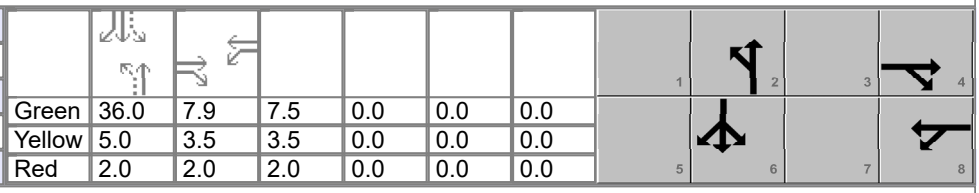
APPENDIX E
2024 BUILD INTERSECTION CAPACITY ANALYSIS

Build - AM

HCS7 Intersection Summary

#1 Locust & Mountain

Signal Information			
Cycle, s	72.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

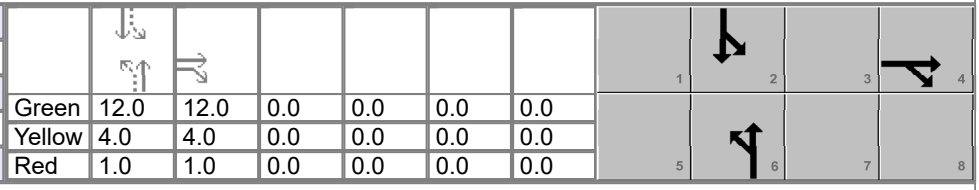


Green	36.0	7.9	7.5	0.0	0.0	0.0						
Yellow	5.0	3.5	3.5	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		128	97	1	135		0	0		288	1676	437
Phase Split, s		24.0			24.0			36.0			36.0	
Volume-to-Capacity Ratio (*X*)		0.592	0.642	0.006	0.734			0.000		0.309	0.320	0.325
Queue Storage Ratio (*RQ*) (95 th percentile)		0.19	0.18	0.00	0.58			0.00		0.11	0.10	0.10
Control Delay (*d*) , s/veh		30.2	30.8	27.6	32.0					10.3	10.5	10.6
Level of Service (LOS)		C	C	C	C					B	B	B
Approach Delay, s/veh / LOS	30.5	C		31.9	C		0.0			10.5	B	
Intersection Delay, s/veh / LOS	17.0						B					

#2 I25 SB Frontage & S I40 Frontage

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

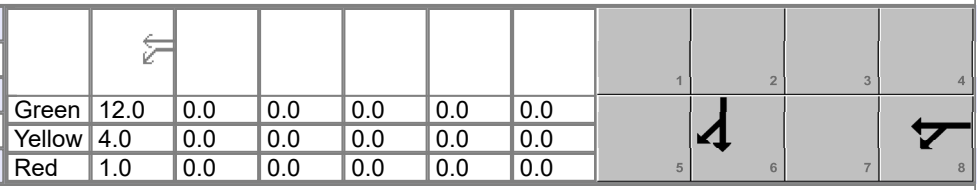


Green	12.0	12.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		479	338				0	0		48	427	
Phase Split, s		24.0						24.0			24.0	
Volume-to-Capacity Ratio (*X*)		0.411	0.652					0.000		0.062	0.370	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.04	0.21					0.00		0.01	0.06	
Control Delay (*d*) , s/veh		8.4	9.7							7.3	8.3	
Level of Service (LOS)		A	A							A	A	
Approach Delay, s/veh / LOS	9.0	A		0.0			0.0			8.2	A	
Intersection Delay, s/veh / LOS	8.7						A					

#3 I25 SB Frontage & N I40 Frontage

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



Green	12.0	0.0	0.0	0.0	0.0	0.0						
Yellow	4.0	0.0	0.0	0.0	0.0	0.0						
Red	1.0	0.0	0.0	0.0	0.0	0.0						

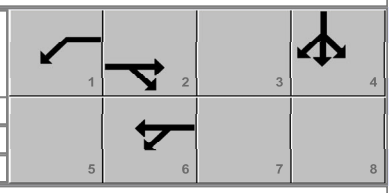
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				174	402						306	45
Phase Split, s					24.0						24.0	
Volume-to-Capacity Ratio (*X*)				0.301	0.351						0.264	0.089
Queue Storage Ratio (*RQ*) (95 th percentile)				0.03	0.04						0.03	0.02
Control Delay (*d*) , s/veh				8.1	8.2						7.9	7.4
Level of Service (LOS)				A	A						A	A
Approach Delay, s/veh / LOS	0.0			8.2	A		0.0			7.8	A	
Intersection Delay, s/veh / LOS	8.0						A					

Build - AM

HCS7 Intersection Summary

#1 Lomas & Locust

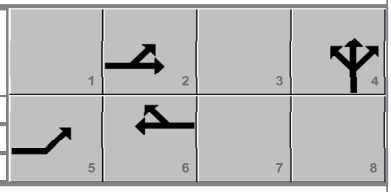
Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	58	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	6.0	39.7	48.3	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	2.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		910	109	103	1085					807	460	739
Phase Split, s		33.0		16.5	49.5						60.5	
Volume-to-Capacity Ratio (*X*)		0.567	0.569	0.441	0.497					0.890	0.536	0.916
Queue Storage Ratio (*RQ*) (95 th percentile)		0.57	0.57	0.19	0.47					0.65	0.33	2.48
Control Delay (*d*) , s/veh		24.9	26.9	22.0	14.7					37.9	22.7	42.4
Level of Service (LOS)		C	C	C	B					D	C	D
Approach Delay, s/veh / LOS	25.6	C		15.4	B		0.0			33.4	C	
Intersection Delay, s/veh / LOS	26.5						C					

#2 Lomas & Oak

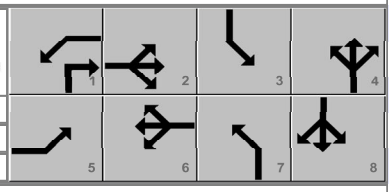
Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	45	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	8.2	63.1	23.7	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	243	1539			938	178	197	376	276			
Phase Split, s	27.5	67.1			39.6			42.9				
Volume-to-Capacity Ratio (*X*)	0.502	0.450			0.338	0.208	0.446	0.570	0.863			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.25	0.42			0.08	0.14	0.61	0.24	0.46			
Control Delay (*d*) , s/veh	8.0	7.2			5.2	1.5	37.7	38.8	46.3			
Level of Service (LOS)	A	A			A	A	D	D	D			
Approach Delay, s/veh / LOS	7.3	A		4.6	A		41.0	D		0.0		
Intersection Delay, s/veh / LOS	14.4						B					

#3 Lomas & University

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	11	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	10.4	0.5	45.6	7.3	1.1	20.0	
Yellow	3.0	3.0	4.5	3.0	3.0	4.5	
Red	0.5	0.5	1.0	0.5	0.5	1.0	

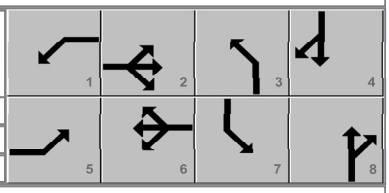
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	352	1204	150	220	919	224	101	454	183	221	454	129
Phase Split, s	23.1	41.8		19.8	38.5		15.4	33.0		15.4	33.0	
Volume-to-Capacity Ratio (*X*)	0.901	0.567	0.567	0.696	0.540	0.542	0.518	0.756	0.454	0.819	0.785	0.792
Queue Storage Ratio (*RQ*) (95 th percentile)	1.61	0.27	0.28	1.28	0.91	0.95	1.10	0.53	0.39	1.68	0.93	0.88
Control Delay (*d*) , s/veh	28.7	17.7	20.0	19.8	26.5	31.9	35.2	44.1	33.2	48.7	44.2	45.0
Level of Service (LOS)	C	B	C	B	C	C	D	D	C	D	D	D
Approach Delay, s/veh / LOS	20.6	C		26.8	C		40.2	D		45.7	D	
Intersection Delay, s/veh / LOS	30.1						C					

HCS7 Intersection Summary

#4 Lomas & Yale

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	46	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	3.0	60.6	2.5	2.8	15.6	
Yellow	3.0	3.0	4.0	3.0	0.0	3.5	
Red	0.5	0.5	1.5	0.5	0.0	2.0	

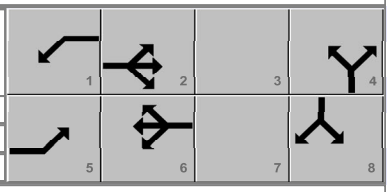


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	310	1085	138	78	1136	144	29	49	19	61	61	211
Phase Split, s	19.8	40.7		19.8	40.7		16.5	33.0		16.5	33.0	
Volume-to-Capacity Ratio (*X*)	0.813	0.385	0.386	0.239	0.456	0.456	0.812	0.228	0.095	0.776	0.249	0.871
Queue Storage Ratio (*RQ*) (95 th percentile)	0.45	0.21	0.16	0.20	0.26	0.24	0.42	0.19	0.94	0.90	0.42	2.99
Control Delay (*d*) , s/veh	16.1	6.3	5.2	10.2	14.1	14.4	67.4	42.0	41.1	57.3	40.0	48.1
Level of Service (LOS)	B	A	A	B	B	B	E	D	D	E	D	D
Approach Delay, s/veh / LOS	8.0	A		14.0	B		49.4	D		48.3	D	
Intersection Delay, s/veh / LOS	15.8						B					

#5 Lomas & Stanford

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	28	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	2.4	84.0	9.2	0.0	0.0	
Yellow	3.0	0.0	4.0	3.5	0.0	0.0	
Red	0.5	0.0	1.0	2.0	0.0	0.0	

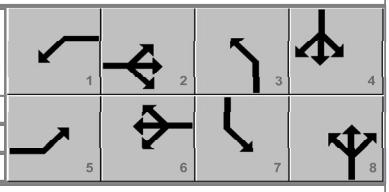


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	727	234	73	1388	6	107		40	6		8
Phase Split, s	16.5	60.5		16.5	60.5			33.0			33.0	
Volume-to-Capacity Ratio (*X*)	0.016	0.251	0.254	0.155	0.340	0.340	0.539		0.323	0.033		0.065
Queue Storage Ratio (*RQ*) (95 th percentile)	0.01	0.11	0.11	0.05	0.05	0.06	2.04		0.73	0.28		0.33
Control Delay (*d*) , s/veh	3.1	5.0	5.6	2.9	1.9	2.1	50.2		48.0	46.4		46.5
Level of Service (LOS)	A	A	A	A	A	A	D		D	D		D
Approach Delay, s/veh / LOS	5.1	A		2.0	A		49.6	D		46.5	D	
Intersection Delay, s/veh / LOS	6.1						A					

#6 Lomas & Girard

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	101	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.1	1.9	51.8	3.0	0.5	25.7	
Yellow	3.0	0.0	4.0	3.0	3.0	3.5	
Red	0.5	0.0	1.0	0.5	0.5	2.0	



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	124	500	67	173	1116	165	104	206	37	40	238	112
Phase Split, s	16.5	44.0		16.5	44.0		16.5	33.0		16.5	33.0	
Volume-to-Capacity Ratio (*X*)	0.438	0.227	0.232	0.346	0.515	0.515	0.548	0.530		0.167	0.907	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.11	0.12	0.99	0.22	0.22	1.01	0.29		0.40	0.43	
Control Delay (*d*) , s/veh	15.2	14.7	15.5	12.6	13.4	14.5	31.5	34.6		31.6	54.7	
Level of Service (LOS)	B	B	B	B	B	B	C	C		C	D	
Approach Delay, s/veh / LOS	15.0	B		13.6	B		33.7	C		52.3	D	
Intersection Delay, s/veh / LOS	21.6						C					

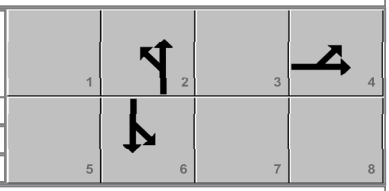
Build - AM

HCS7 Intersection Summary

#1 Oak & Mountain

Signal Information			
Cycle, s	75.0	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	16.0	6.8	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	0.0	0.0	0.0	0.0	0.0



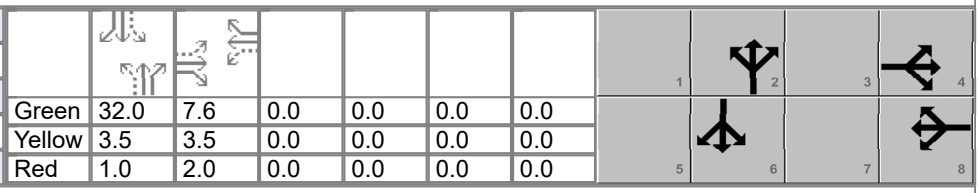
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	426	0					190	572		0	0	
Phase Split, s		30.0						36.0			36.0	
Volume-to-Capacity Ratio (*X*)	0.619	0.000					0.186	0.345			0.000	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00					0.03	0.04			0.00	
Control Delay (*d*) , s/veh	11.6	0.0					4.5	4.8				
Level of Service (LOS)	B						A	A				
Approach Delay, s/veh / LOS	11.6	B		0.0			4.7	A		0.0		
Intersection Delay, s/veh / LOS	7.2						A					

Build - AM

HCS7 Intersection Summary

#1 University & Las Lomas

Signal Information			
Cycle, s	66.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

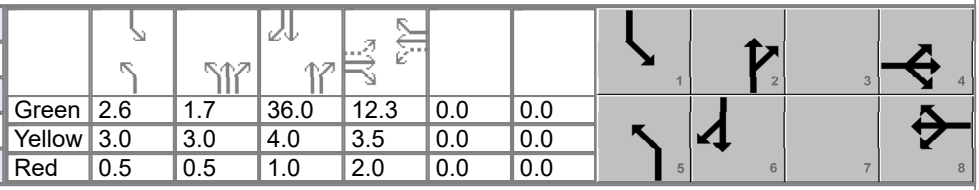


Green	32.0	7.6	0.0	0.0	0.0	0.0						
Yellow	3.5	3.5	0.0	0.0	0.0	0.0						
Red	1.0	2.0	0.0	0.0	0.0	0.0						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	7	8	79	10	54	13	501	90	114	639	34
Phase Split, s		24.0			24.0			32.0			32.0	
Volume-to-Capacity Ratio (*X*)		0.116			0.293	0.288	0.040	0.198	0.202	0.349	0.354	0.354
Queue Storage Ratio (*RQ*) (95 th percentile)		0.04			0.14	0.73	0.02	0.01	0.01	0.33	0.05	0.05
Control Delay (*d*) , s/veh		18.3			19.3	18.9	2.6	1.5	1.7	6.0	4.3	4.6
Level of Service (LOS)		B			B	B	A	A	A	A	A	A
Approach Delay, s/veh / LOS	18.3	B		19.1	B		1.6	A		4.6	A	
Intersection Delay, s/veh / LOS	5.0						A					

#2 University & Camino de Salud

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

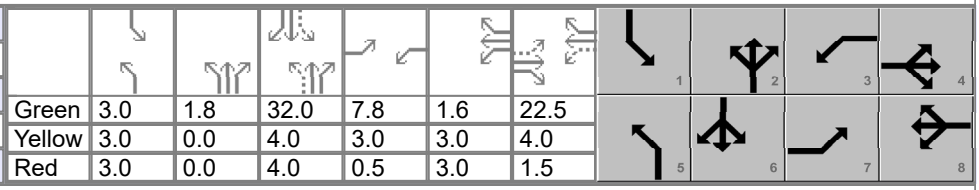


Green	2.6	1.7	36.0	12.3	0.0	0.0						
Yellow	3.0	3.0	4.0	3.5	0.0	0.0						
Red	0.5	0.5	1.0	2.0	0.0	0.0						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	40	116	45	1	15	161	538	58	41	1042	221
Phase Split, s		24.0			24.0		16.0	36.0		16.0	36.0	
Volume-to-Capacity Ratio (*X*)	0.144	0.614		0.262	0.063		0.804	0.233	0.056	0.794	0.712	0.337
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.12		0.34	0.03		1.60	0.07	0.12	0.15	0.20	0.60
Control Delay (*d*) , s/veh	25.2	27.5		31.5	24.1		33.6	7.2	6.3	34.3	13.3	10.1
Level of Service (LOS)	C	C		C	C		C	A	A	C	B	B
Approach Delay, s/veh / LOS	27.0	C		29.5	C		12.7	B		13.4	B	
Intersection Delay, s/veh / LOS	14.8						B					

#3 University & Indian School

Signal Information			
Cycle, s	137.5	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	3.0	1.8	32.0	7.8	1.6	22.5						
Yellow	3.0	0.0	4.0	3.0	3.0	4.0						
Red	3.0	0.0	4.0	0.5	3.0	1.5						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	200	235	242	278	82	104	476	76	43	1035	89
Phase Split, s	22.0	42.0		22.0	42.0		16.0	32.0		16.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.349	0.551	0.764	0.708	0.369	0.380	0.548	0.365	0.370	0.153	1.130	1.136
Queue Storage Ratio (*RQ*) (95 th percentile)	1.00	0.20	0.24	1.41	0.16	0.16	0.72	0.19	0.19	0.50	0.94	0.93
Control Delay (*d*) , s/veh	27.3	35.3	38.0	26.4	28.2	28.3	26.3	25.5	25.6	21.3	107.4	109.9
Level of Service (LOS)	C	D	D	C	C	C	C	C	C	C	F	F
Approach Delay, s/veh / LOS	34.6	C		27.5	C		25.7	C		105.4	F	
Intersection Delay, s/veh / LOS	63.1						E					

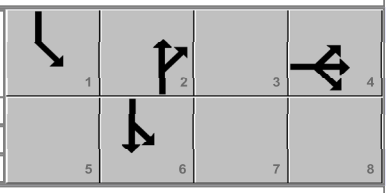
Build - AM

HCS7 Intersection Summary

#4 University & I40 EB Ramp

Signal Information			
Cycle, s	91.0	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	5.6	32.0	16.0	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.5	0.0	0.0	0.0	

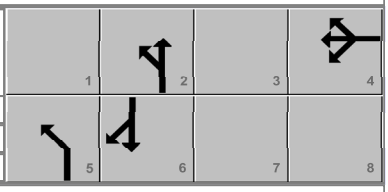


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	291	258					507	162	181	1119	
Phase Split, s		24.0						32.0		20.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.127	0.390	0.764					0.281	0.202	0.317	0.523	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.12	0.10	0.78					0.09	0.18	0.16	0.36	
Control Delay (*d*) , s/veh	20.9	22.3	26.0					11.6	11.4	7.5	8.3	
Level of Service (LOS)	C	C	C					B	B	A	A	
Approach Delay, s/veh / LOS	23.8	C		0.0			11.6	B		8.2	A	
Intersection Delay, s/veh / LOS	13.0						B					

#5 University & I40 WB Ramp

Signal Information			
Cycle, s	91.0	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	2.5	32.0	22.1	0.0	0.0	0.0	
Yellow	3.5	4.0	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.5	0.0	0.0	0.0	



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				564	408	310	70	506			704	43
Phase Split, s					24.0		20.0	32.0			32.0	
Volume-to-Capacity Ratio (*X*)				0.888	0.565	0.561	0.177	0.247			0.490	0.078
Queue Storage Ratio (*RQ*) (95 th percentile)				0.78	0.19	0.36	0.07	0.18			0.27	0.05
Control Delay (*d*) , s/veh				36.9	20.9	21.2	10.3	9.1			15.1	11.6
Level of Service (LOS)				D	C	C	B	A			B	B
Approach Delay, s/veh / LOS	0.0			26.6	C		9.3	A		14.9	B	
Intersection Delay, s/veh / LOS	19.8						B					

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	590	443	0	0
Future Vol, veh/h	0	3	590	443	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	656	492	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	574	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	462	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	462	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	462
HCM Lane V/C Ratio	-	-	0.007
HCM Control Delay (s)	-	-	12.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	7.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	166	797	236	309	794
Future Vol, veh/h	9	166	797	236	309	794
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	8	2	2	3	3
Mvmt Flow	10	177	848	251	329	845

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2055	550	0	0	1099	0
Stage 1	974	-	-	-	-	-
Stage 2	1081	-	-	-	-	-
Critical Hdwy	6.96	7.06	-	-	4.16	-
Critical Hdwy Stg 1	5.96	-	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-	-
Follow-up Hdwy	3.58	3.38	-	-	2.23	-
Pot Cap-1 Maneuver	44	464	-	-	625	-
Stage 1	313	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	464	-	-	625	-
Mov Cap-2 Maneuver	21	-	-	-	-	-
Stage 1	148	-	-	-	-	-
Stage 2	274	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	70.3	0	4.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	223	625	-
HCM Lane V/C Ratio	-	-	0.835	0.526	-
HCM Control Delay (s)	-	-	70.3	17	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	6.4	3.1	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	31	12	0	2	0	4	2	0	1	2	55
Future Vol, veh/h	103	31	12	0	2	0	4	2	0	1	2	55
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	37	14	0	2	0	5	2	0	1	2	65
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	7.3	7.6	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	71%	0%	2%
Vol Thru, %	33%	21%	100%	3%
Vol Right, %	0%	8%	0%	95%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	146	2	58
LT Vol	4	103	0	1
Through Vol	2	31	2	2
RT Vol	0	12	0	55
Lane Flow Rate	7	174	2	69
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.201	0.003	0.071
Departure Headway (Hd)	4.533	4.159	4.198	3.678
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	862	844	955
Service Time	2.533	2.185	2.265	1.774
HCM Lane V/C Ratio	0.009	0.202	0.002	0.072
HCM Control Delay	7.6	8.2	7.3	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.7	0	0.2

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	0	327	140	1	138	0	115	1	2	0	0	2
Future Vol, veh/h	0	327	140	1	138	0	115	1	2	0	0	2
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	10	10	10	3	3	3	17	17	17
Mvmt Flow	0	380	163	1	160	0	134	1	2	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	543	0	0	625	624	462	625	705	160
Stage 1	-	-	-	-	-	-	462	462	-	162	162	-
Stage 2	-	-	-	-	-	-	163	162	-	463	543	-
Critical Hdwy	4.16	-	-	4.2	-	-	7.13	6.53	6.23	7.27	6.67	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.27	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.27	5.67	-
Follow-up Hdwy	2.254	-	-	2.29	-	-	3.527	4.027	3.327	3.653	4.153	3.453
Pot Cap-1 Maneuver	1395	-	-	987	-	-	396	400	598	377	343	847
Stage 1	-	-	-	-	-	-	578	563	-	806	736	-
Stage 2	-	-	-	-	-	-	837	762	-	551	496	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	987	-	-	394	400	598	374	343	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	400	-	374	343	-
Stage 1	-	-	-	-	-	-	578	563	-	806	735	-
Stage 2	-	-	-	-	-	-	834	761	-	548	496	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	18.8	9.3
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	396	1395	-	-	987	-	-	847
HCM Lane V/C Ratio	0.346	-	-	-	0.001	-	-	0.003
HCM Control Delay (s)	18.8	0	-	-	8.7	0	-	9.3
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	59	48	188	75	38	48	133	321	31	92	33
Future Vol, veh/h	15	59	48	188	75	38	48	133	321	31	92	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	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	92	94	92	92	92	94	94	92	92	94	94
Heavy Vehicles, %	4	2	4	2	2	2	3	3	2	2	7	7
Mvmt Flow	16	64	51	204	82	41	51	141	349	34	98	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	398	776	67	567	619	245	133	0	0	490	0	0
Stage 1	184	184	-	418	418	-	-	-	-	-	-	-
Stage 2	214	592	-	149	201	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.54	6.98	7.54	6.54	6.94	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.02	3.34	3.52	4.02	3.32	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	532	327	976	406	403	755	1442	-	-	1070	-	-
Stage 1	794	746	-	583	589	-	-	-	-	-	-	-
Stage 2	763	492	-	838	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	398	305	976	307	376	755	1442	-	-	1070	-	-
Mov Cap-2 Maneuver	398	305	-	307	376	-	-	-	-	-	-	-
Stage 1	766	722	-	563	568	-	-	-	-	-	-	-
Stage 2	596	475	-	701	711	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	29.3	0.7	1.7
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	398	439	307	452	1070	-	-
HCM Lane V/C Ratio	0.035	-	-	0.04	0.262	0.666	0.272	0.031	-	-
HCM Control Delay (s)	7.6	-	-	14.4	16.1	37.3	15.9	8.5	-	-
HCM Lane LOS	A	-	-	B	C	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	1	4.4	1.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	1148	1497	5	1	4
Future Vol, veh/h	17	1148	1497	5	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	1221	1593	5	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1598	0	-	0	2120	799
Stage 1	-	-	-	-	1596	-
Stage 2	-	-	-	-	524	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	199	-	-	-	81	282
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	199	-	-	-	74	282
Mov Cap-2 Maneuver	-	-	-	-	74	-
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	25.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	199	-	-	-	74	282
HCM Lane V/C Ratio	0.091	-	-	-	0.014	0.015
HCM Control Delay (s)	24.9	-	-	-	54.4	18
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1036	1496	4	0	5
Future Vol, veh/h	9	1036	1496	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	10	1151	1662	4	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1666	0	-	0	-	833
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.38	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.14	-	-	-	-	3.92
Pot Cap-1 Maneuver	180	-	-	-	0	268
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	180	-	-	-	-	268
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	180	-	-	-	268
HCM Lane V/C Ratio	0.056	-	-	-	0.021
HCM Control Delay (s)	26.2	-	-	-	18.7
HCM Lane LOS	D	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	4	1430	0	0	83
Future Vol, veh/h	0	4	1430	0	0	83
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	25	25
Mvmt Flow	0	4	1538	0	0	89

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	769
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.6
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	4.15
Pot Cap-1 Maneuver	0	-	-	0	0	258
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	258
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	26.2
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	258
HCM Lane V/C Ratio	-	-	0.346
HCM Control Delay (s)	-	-	26.2
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1.5

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	711	1430	32	0	0
Future Vol, veh/h	57	711	1430	32	0	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	93	93	93	93	93	93
Heavy Vehicles, %	5	5	25	25	2	2
Mvmt Flow	61	765	1538	34	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1572	0	-	0	-	786
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.4	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.15	-	-	-	-	3.92
Pot Cap-1 Maneuver	199	-	-	-	0	288
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	199	-	-	-	-	288
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

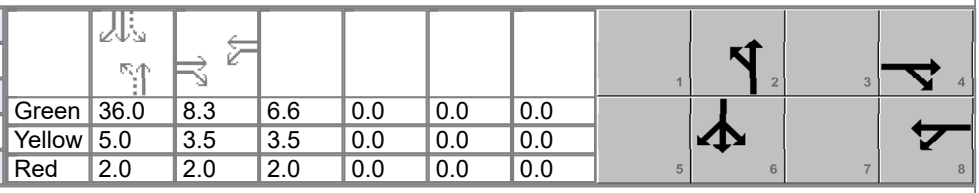
Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	199	-	-	-	-
HCM Lane V/C Ratio	0.308	-	-	-	-
HCM Control Delay (s)	30.9	-	-	-	0
HCM Lane LOS	D	-	-	-	A
HCM 95th %tile Q(veh)	1.2	-	-	-	-

HCS7 Intersection Summary

#1 Locust & Mountain

Signal Information			
Cycle, s	72.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

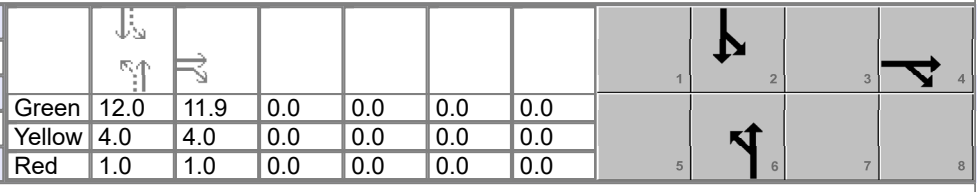


Green	36.0	8.3	6.6	0.0	0.0	0.0	
Yellow	5.0	3.5	3.5	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		216	71	0	83		0	0		31	652	146
Phase Split, s		24.0			24.0			36.0			36.0	
Volume-to-Capacity Ratio (*X*)		0.700	0.728	0.000	0.513			0.000		0.162	0.169	0.177
Queue Storage Ratio (*RQ*) (95 th percentile)		0.24	0.23	0.00	0.34			0.00		0.05	0.05	0.05
Control Delay (*d*) , s/veh		30.5	31.0	0.0	30.5					9.0	9.0	9.1
Level of Service (LOS)		C	C		C					A	A	A
Approach Delay, s/veh / LOS	30.8		C	30.5		C	0.0			9.0		A
Intersection Delay, s/veh / LOS	19.1						B					

#2 I25 SB Frontage & S I40 Frontage

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

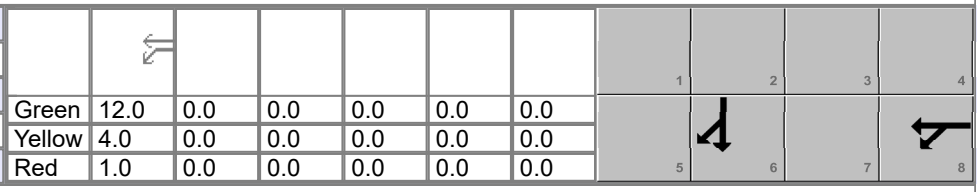


Green	12.0	11.9	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		348	107				0	0		69	300	
Phase Split, s		24.0						24.0			24.0	
Volume-to-Capacity Ratio (*X*)		0.303	0.206					0.000		0.095	0.274	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.03	0.05					0.00		0.02	0.04	
Control Delay (*d*) , s/veh		8.0	7.8							7.4	7.9	
Level of Service (LOS)		A	A							A	A	
Approach Delay, s/veh / LOS	8.0		A	0.0			0.0			7.8		A
Intersection Delay, s/veh / LOS	7.9						A					

#3 I25 SB Frontage & N I40 Frontage

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



Green	12.0	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	0.0	0.0	0.0	0.0	0.0	
Red	1.0	0.0	0.0	0.0	0.0	0.0	

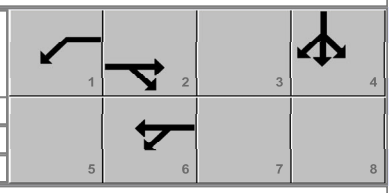
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				67	590						324	128
Phase Split, s					24.0						24.0	
Volume-to-Capacity Ratio (*X*)				0.117	0.503						0.282	0.249
Queue Storage Ratio (*RQ*) (95 th percentile)				0.01	0.05						0.03	0.07
Control Delay (*d*) , s/veh				7.5	8.8						7.9	7.9
Level of Service (LOS)				A	A						A	A
Approach Delay, s/veh / LOS	0.0			8.6		A	0.0			7.9		A
Intersection Delay, s/veh / LOS	8.3						A					

Build - PM

HCS7 Intersection Summary

#1 Lomas & Locust

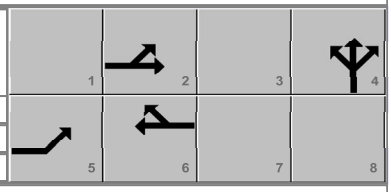
Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	64	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	7.6	76.6	19.8	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	2.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1169	249	236	1209					232	303	252
Phase Split, s		49.2		30.0	79.2						40.8	
Volume-to-Capacity Ratio (*X*)		0.446	0.446	0.821	0.341					0.688	0.719	0.833
Queue Storage Ratio (*RQ*) (95 th percentile)		0.25	0.25	0.56	0.21					0.25	0.26	1.07
Control Delay (*d*) , s/veh		4.8	5.6	22.8	3.5					48.3	48.1	51.2
Level of Service (LOS)		A	A	C	A					D	D	D
Approach Delay, s/veh / LOS	5.1	A		6.7	A		0.0			48.9	D	
Intersection Delay, s/veh / LOS	15.2						B					

#2 Lomas & Oak

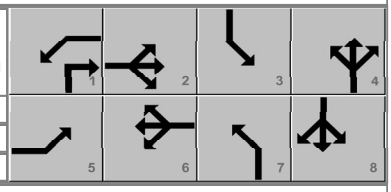
Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	49	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	10.2	79.7	15.1	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	359	1136			1319	449	127	139	154			
Phase Split, s	31.2	73.2			42.0			46.8				
Volume-to-Capacity Ratio (*X*)	0.842	0.285			0.411	0.450	0.484	0.389	0.825			
Queue Storage Ratio (*RQ*) (95 th percentile)	0.39	0.29			0.15	0.45	0.46	0.12	0.32			
Control Delay (*d*) , s/veh	12.2	4.6			6.8	2.1	49.4	48.4	54.4			
Level of Service (LOS)	B	A			A	A	D	D	D			
Approach Delay, s/veh / LOS	6.4	A		5.6	A		50.8	D		0.0		
Intersection Delay, s/veh / LOS	11.3						B					

#3 Lomas & University

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	12	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	9.2	3.4	39.2	13.5	0.3	36.3	
Yellow	3.0	0.0	4.5	3.0	0.0	4.5	
Red	0.5	0.0	1.0	0.5	0.0	1.0	

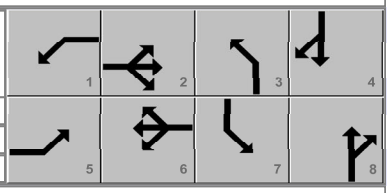
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	1057	160	240	1225	177	219	604	307	231	609	322
Phase Split, s	24.0	43.2		16.8	36.0		20.4	42.0		18.0	39.6	
Volume-to-Capacity Ratio (*X*)	0.704	0.695	0.696	0.809	0.754	0.754	0.896	0.604	0.512	0.676	0.935	0.935
Queue Storage Ratio (*RQ*) (95 th percentile)	0.96	0.36	0.34	1.90	1.32	1.39	2.68	0.65	0.57	1.40	1.74	1.59
Control Delay (*d*) , s/veh	31.2	32.0	33.6	37.2	38.5	47.1	53.2	36.3	26.8	29.6	62.2	64.2
Level of Service (LOS)	C	C	C	D	D	D	D	D	C	C	E	E
Approach Delay, s/veh / LOS	32.3	C		40.7	D		37.0	D		56.5	E	
Intersection Delay, s/veh / LOS	41.3						D					

HCS7 Intersection Summary

#4 Lomas & Yale

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	50	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.0	1.2	50.1	9.2	1.7	28.6	
Yellow	3.0	3.0	4.0	3.0	3.0	3.5	
Red	0.5	0.5	1.5	0.5	0.5	2.0	

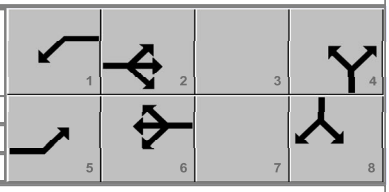


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	172	1249	107	62	1038	69	104	37	71	175	62	396
Phase Split, s	21.6	44.4		21.6	44.4		18.0	36.0		18.0	36.0	
Volume-to-Capacity Ratio (*X*)	0.566	0.558	0.559	0.281	0.507	0.508	0.812	0.117	0.201	0.878	0.140	0.947
Queue Storage Ratio (*RQ*) (95 th percentile)	0.30	0.41	0.36	0.23	0.35	0.34	1.41	0.15	3.33	3.01	0.37	6.23
Control Delay (*d*) , s/veh	18.9	16.5	15.3	20.0	28.7	29.5	60.3	35.8	36.6	81.8	32.2	69.0
Level of Service (LOS)	B	B	B	B	C	C	E	D	D	F	C	E
Approach Delay, s/veh / LOS	16.5	B		28.5	C		48.1	D		69.0	E	
Intersection Delay, s/veh / LOS	32.0						C					

#5 Lomas & Stanford

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	30	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.9	1.5	86.5	17.2	0.0	0.0	
Yellow	3.0	0.0	4.0	3.5	0.0	0.0	
Red	0.5	0.0	1.0	2.0	0.0	0.0	

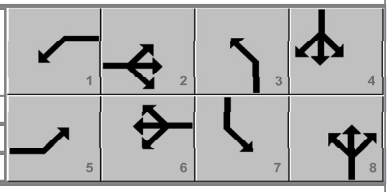


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	1365	129	44	999	15	207		87	6		14
Phase Split, s	18.0	66.0		18.0	66.0			36.0			36.0	
Volume-to-Capacity Ratio (*X*)	0.024	0.391	0.391	0.173	0.264	0.264	0.706		0.411	0.020		0.066
Queue Storage Ratio (*RQ*) (95 th percentile)	0.02	0.38	0.39	0.05	0.07	0.07	3.88		1.66	0.25		0.59
Control Delay (*d*) , s/veh	4.6	15.1	16.6	6.9	3.3	3.4	51.4		47.3	44.2		44.5
Level of Service (LOS)	A	B	B	A	A	A	D		D	D		D
Approach Delay, s/veh / LOS	15.5	B		3.5	A		50.2	D		44.4	D	
Intersection Delay, s/veh / LOS	14.9						B					

#6 Lomas & Girard

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	110	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	3.2	54.2	7.4	0.4	32.4	
Yellow	3.0	0.0	4.0	3.0	0.0	3.5	
Red	0.5	0.0	1.0	0.5	0.0	2.0	



Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	169	1105	142	80	711	77	105	304	121	112	289	96
Phase Split, s	18.0	52.0		18.0	52.0		18.0	32.0		18.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.415	0.490	0.490	0.307	0.340	0.343	0.547	0.946		0.624	0.842	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.16	0.21	0.21	0.57	0.17	0.17	1.09	0.68		1.16	0.48	
Control Delay (*d*) , s/veh	16.0	13.4	14.5	17.0	15.4	16.1	33.1	69.3		33.9	52.4	
Level of Service (LOS)	B	B	B	B	B	B	C	E		C	D	
Approach Delay, s/veh / LOS	14.0	B		15.8	B		62.2	E		48.2	D	
Intersection Delay, s/veh / LOS	27.5						C					

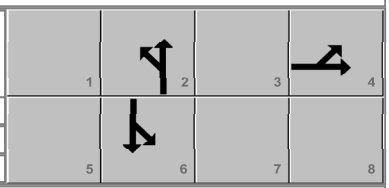
Build - PM

HCS7 Intersection Summary

#1 Oak & Mountain

Signal Information			
Cycle, s	75.0	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	16.0	5.4	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	0.0	0.0	0.0	0.0	0.0

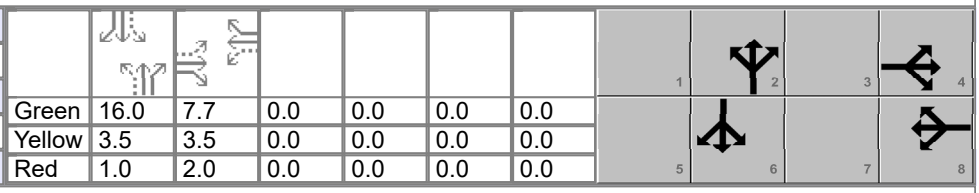


Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	245	0					83	1018		0	0	
Phase Split, s		30.0						36.0			36.0	
Volume-to-Capacity Ratio (*X*)	0.429	0.000					0.078	0.590			0.000	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.13	0.00					0.01	0.07			0.00	
Control Delay (*d*) , s/veh	11.3	0.0					3.6	5.0				
Level of Service (LOS)	B						A	A				
Approach Delay, s/veh / LOS	11.3	B		0.0			4.9	A		0.0		
Intersection Delay, s/veh / LOS	6.1						A					

HCS7 Intersection Summary

#1 University & Las Lomas

Signal Information			
Cycle, s	66.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

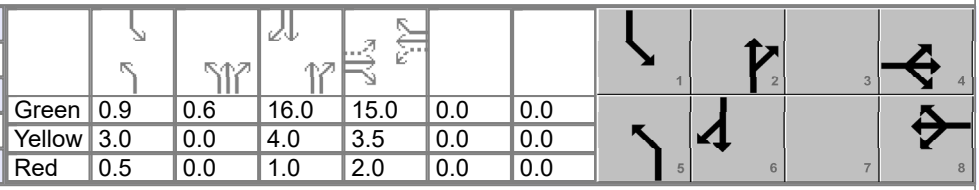


Green	16.0	7.7	0.0	0.0	0.0	0.0						
Yellow	3.5	3.5	0.0	0.0	0.0	0.0						
Red	1.0	2.0	0.0	0.0	0.0	0.0						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	8	3	181	31	91	8	751	103	66	865	40
Phase Split, s		24.0			24.0			32.0			32.0	
Volume-to-Capacity Ratio (*X*)		0.067			0.429	0.283	0.021	0.355	0.358	0.160	0.374	0.375
Queue Storage Ratio (*RQ*) (95 th percentile)		0.02			0.16	0.54	0.01	0.02	0.02	0.09	0.03	0.03
Control Delay (*d*) , s/veh		10.2			12.1	10.9	5.0	3.8	3.9	7.1	5.7	5.8
Level of Service (LOS)		B			B	B	A	A	A	A	A	A
Approach Delay, s/veh / LOS	10.2	B		11.7	B		3.8	A		5.8	A	
Intersection Delay, s/veh / LOS	5.9						A					

#2 University & Camino de Salud

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

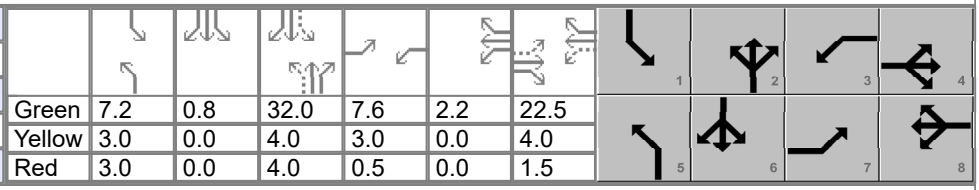


Green	0.9	0.6	16.0	15.0	0.0	0.0						
Yellow	3.0	0.0	4.0	3.5	0.0	0.0						
Red	0.5	0.0	1.0	2.0	0.0	0.0						

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	270	9	285	76	3	82	62	1184	69	28	652	25
Phase Split, s		24.0			24.0		16.0	36.0		16.0	36.0	
Volume-to-Capacity Ratio (*X*)	0.562	0.615		0.261	0.178		0.968	0.659	0.087	0.797	0.546	0.047
Queue Storage Ratio (*RQ*) (95 th percentile)	0.98	0.10		0.30	0.07		0.60	0.13	0.11	0.08	0.10	0.05
Control Delay (*d*) , s/veh	15.9	13.8		18.3	11.4		52.2	12.7	9.9	34.6	12.4	10.1
Level of Service (LOS)	B	B		B	B		D	B	A	C	B	B
Approach Delay, s/veh / LOS	14.8	B		14.7	B		14.5	B		13.2	B	
Intersection Delay, s/veh / LOS	14.2						B					

#3 University & Indian School

Signal Information			
Cycle, s	137.5	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	7.2	0.8	32.0	7.6	2.2	22.5						
Yellow	3.0	0.0	4.0	3.0	0.0	4.0						
Red	3.0	0.0	4.0	0.5	0.0	1.5						

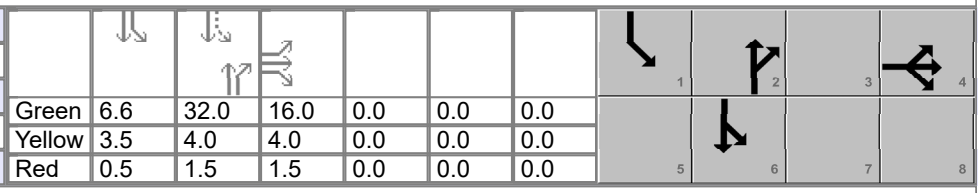
Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	345	105	120	269	94	183	995	346	173	482	95
Phase Split, s	22.0	42.0		22.0	42.0		16.0	32.0		16.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.411	0.637	0.650	0.449	0.463	0.478	0.398	0.900	0.901	0.690	0.459	0.463
Queue Storage Ratio (*RQ*) (95 th percentile)	0.97	0.23	0.22	0.73	0.18	0.17	1.11	0.50	0.47	1.56	0.23	0.22
Control Delay (*d*) , s/veh	26.8	35.0	35.2	27.4	31.7	31.9	19.3	44.9	46.2	24.0	26.5	26.7
Level of Service (LOS)	C	C	D	C	C	C	B	D	D	C	C	C
Approach Delay, s/veh / LOS	33.2	C		30.7	C		42.4	D		26.0	C	
Intersection Delay, s/veh / LOS	34.7						C					

Build - PM

HCS7 Intersection Summary

#4 University & I40 EB Ramp

Signal Information			
Cycle, s	91.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

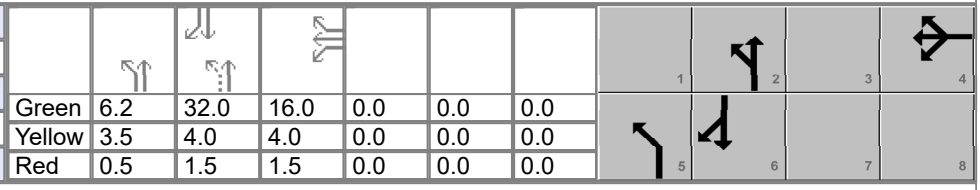


Green	6.6	32.0	16.0	0.0	0.0	0.0
Yellow	3.5	4.0	4.0	0.0	0.0	0.0
Red	0.5	1.5	1.5	0.0	0.0	0.0

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	368	163					1314	323	213	541	
Phase Split, s		24.0						32.0		20.0	32.0	
Volume-to-Capacity Ratio (*X*)	0.292	0.498	0.479					0.503	0.278	0.494	0.261	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29	0.13	0.45					0.16	0.25	0.21	0.17	
Control Delay (*d*) , s/veh	22.3	23.5	23.5					13.8	12.1	9.2	6.5	
Level of Service (LOS)	C	C	C					B	B	A	A	
Approach Delay, s/veh / LOS	23.3	C		0.0			13.4	B		7.3	A	
Intersection Delay, s/veh / LOS	14.3						B					

#5 University & I40 WB Ramp

Signal Information			
Cycle, s	91.0	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	6.2	32.0	16.0	0.0	0.0	0.0
Yellow	3.5	4.0	4.0	0.0	0.0	0.0
Red	0.5	1.5	1.5	0.0	0.0	0.0

Signal Phase Splits And Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				176	191	188	327	1148			566	58
Phase Split, s					24.0		20.0	32.0			32.0	
Volume-to-Capacity Ratio (*X*)				0.369	0.338	0.439	0.393	0.348			0.374	0.086
Queue Storage Ratio (*RQ*) (95 th percentile)				0.19	0.08	0.21	0.19	0.24			0.18	0.06
Control Delay (*d*) , s/veh				22.6	22.3	23.1	8.0	7.1			12.7	10.6
Level of Service (LOS)				C	C	C	A	A			B	B
Approach Delay, s/veh / LOS	0.0			22.6	C		7.3	A		12.5	B	
Intersection Delay, s/veh / LOS	12.9						B					

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	69	1220	43	0	0
Future Vol, veh/h	0	69	1220	43	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	78	1386	49	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	718	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	371	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	371	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	17.3	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	371
HCM Lane V/C Ratio	-	-	0.211
HCM Control Delay (s)	-	-	17.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Intersection	
Int Delay, s/veh	23.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	294	859	82	119	1150
Future Vol, veh/h	35	294	859	82	119	1150
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	37	309	904	86	125	1211

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1803	495	0	0	990	0
Stage 1	947	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.22	-
Pot Cap-1 Maneuver	70	517	-	-	694	-
Stage 1	335	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	57	517	-	-	694	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	374	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	174.8	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	278	694	-
HCM Lane V/C Ratio	-	-	1.246	0.18	-
HCM Control Delay (s)	-	-	174.8	11.3	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	16.4	0.7	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	22	2	0	23	1	28	2	0	0	2	109
Future Vol, veh/h	82	22	2	0	23	1	28	2	0	0	2	109
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	31	3	0	33	1	40	3	0	0	3	156
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	7.7	8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	93%	77%	0%	0%
Vol Thru, %	7%	21%	96%	2%
Vol Right, %	0%	2%	4%	98%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	106	24	111
LT Vol	28	82	0	0
Through Vol	2	22	23	2
RT Vol	0	2	1	109
Lane Flow Rate	43	151	34	159
Geometry Grp	1	1	1	1
Degree of Util (X)	0.056	0.187	0.043	0.169
Departure Headway (Hd)	4.719	4.453	4.503	3.836
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	793	797	940
Service Time	2.726	2.553	2.519	1.84
HCM Lane V/C Ratio	0.056	0.19	0.043	0.169
HCM Control Delay	8	8.6	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.7	0.1	0.6

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	156	94	3	205	0	178	1	10	0	2	0
Future Vol, veh/h	1	156	94	3	205	0	178	1	10	0	2	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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	7	7	7	5	5	5	3	3	3	2	2	2
Mvmt Flow	1	177	107	3	233	0	202	1	11	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	284	0	0	473	472	231	478	525	233
Stage 1	-	-	-	-	-	-	233	233	-	239	239	-
Stage 2	-	-	-	-	-	-	240	239	-	239	286	-
Critical Hdwy	4.17	-	-	4.15	-	-	7.13	6.53	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.245	-	-	3.527	4.027	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	-	1261	-	-	500	489	806	498	458	806
Stage 1	-	-	-	-	-	-	768	710	-	764	708	-
Stage 2	-	-	-	-	-	-	761	706	-	764	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1261	-	-	497	487	806	489	456	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	497	487	-	489	456	-
Stage 1	-	-	-	-	-	-	767	709	-	763	706	-
Stage 2	-	-	-	-	-	-	756	704	-	751	674	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	17.2	12.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	507	1306	-	-	1261	-	-	456
HCM Lane V/C Ratio	0.424	0.001	-	-	0.003	-	-	0.005
HCM Control Delay (s)	17.2	7.8	0	-	7.9	0	-	12.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	15.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	43	103	328	74	50	8	73	218	20	191	43
Future Vol, veh/h	5	43	103	328	74	50	8	73	218	20	191	43
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	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	92	94	92	92	92	94	94	92	92	94	94
Heavy Vehicles, %	3	2	3	2	2	2	3	3	2	2	3	3
Mvmt Flow	5	47	110	357	80	54	9	78	237	22	203	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	367	603	125	384	508	158	249	0	0	315	0	0
Stage 1	270	270	-	215	215	-	-	-	-	-	-	-
Stage 2	97	333	-	169	293	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.54	6.96	7.54	6.54	6.94	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.02	3.33	3.52	4.02	3.32	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	562	412	899	549	466	859	1306	-	-	1242	-	-
Stage 1	710	685	-	767	724	-	-	-	-	-	-	-
Stage 2	896	642	-	816	669	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	447	402	899	431	454	859	1306	-	-	1242	-	-
Mov Cap-2 Maneuver	447	402	-	431	454	-	-	-	-	-	-	-
Stage 1	705	673	-	762	719	-	-	-	-	-	-	-
Stage 2	740	638	-	655	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	34.4	0.2	0.6
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1306	-	-	447	656	431	561	1242	-	-
HCM Lane V/C Ratio	0.007	-	-	0.012	0.238	0.827	0.24	0.018	-	-
HCM Control Delay (s)	7.8	-	-	13.2	12.2	42.4	13.4	8	-	-
HCM Lane LOS	A	-	-	B	B	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.9	7.8	0.9	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1489	1225	2	3	10
Future Vol, veh/h	7	1489	1225	2	3	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	1584	1303	2	3	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1305	0	-	0	1952	653
Stage 1	-	-	-	-	1304	-
Stage 2	-	-	-	-	648	-
Critical Hdwy	5.34	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	278	-	-	-	99	351
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	278	-	-	-	97	351
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	22
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	278	-	-	-	97	351
HCM Lane V/C Ratio	0.027	-	-	-	0.033	0.03
HCM Control Delay (s)	18.3	-	-	-	43.4	15.6
HCM Lane LOS	C	-	-	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1504	1220	3	0	6
Future Vol, veh/h	2	1504	1220	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1690	1371	3	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1374	0	-	0	-	687
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	257	-	-	-	0	334
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	257	-	-	-	-	334
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	257	-	-	-	334
HCM Lane V/C Ratio	0.009	-	-	-	0.02
HCM Control Delay (s)	19.1	-	-	-	16
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	12	982	0	0	73
Future Vol, veh/h	0	12	982	0	0	73
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	19	19
Mvmt Flow	0	14	1116	0	0	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	558
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.48
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	4.09
Pot Cap-1 Maneuver	0	-	-	0	0	373
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	373
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	373
HCM Lane V/C Ratio	-	-	0.222
HCM Control Delay (s)	-	-	17.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	1402	982	35	0	0
Future Vol, veh/h	52	1402	982	35	0	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	16	16	2	2
Mvmt Flow	57	1524	1067	38	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1105	0	-	0	-	553
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	348	-	-	-	0	408
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	348	-	-	-	-	408
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

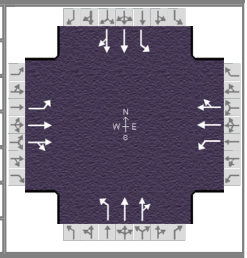
Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	348	-	-	-	-
HCM Lane V/C Ratio	0.162	-	-	-	-
HCM Control Delay (s)	17.3	-	-	-	0
HCM Lane LOS	C	-	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	-

MULTI-PERIOD ANALYSIS

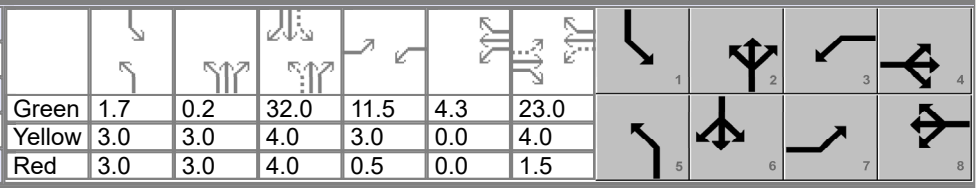
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2024	Analysis Period	1> 7:15
Intersection	University & Indian School	File Name	University-IndianSchool_BAM_mp_hour.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	212	248	272	252	376	56	156	412	56	28	980	144

Signal Information			
Cycle, s	101.8	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	1.7	0.2	32.0	11.5	4.3	23.0		
Yellow	3.0	3.0	4.0	3.0	0.0	4.0		
Red	3.0	3.0	4.0	0.5	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	15.0	28.5	19.3	32.9	13.9	46.2	7.7	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	11.3	18.7	13.0	12.3	7.9	11.4	3.1	32.7
Green Extension Time (g_e), s	0.3	1.9	0.3	1.9	0.2	3.3	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.99	1.00	0.55	1.00
Max Out Probability	0.00	0.00	0.01	0.00	0.00	0.03	0.00	1.00

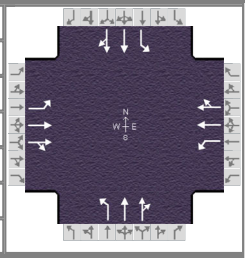
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	212	248	272	252	219	213	156	238	230	28	575	549
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1800	1753	1870	1792	1810	1885	1800
Queue Service Time (g_s), s	9.3	12.3	16.7	11.0	10.1	10.3	5.9	9.3	9.4	1.1	30.6	30.7
Cycle Queue Clearance Time (g_c), s	9.3	12.3	16.7	11.0	10.1	10.3	5.9	9.3	9.4	1.1	30.6	30.7
Green Ratio (*g/C*)	0.31	0.20	0.20	0.34	0.24	0.24	0.41	0.38	0.38	0.33	0.31	0.31
Capacity (*c*), veh/h	396	381	323	340	461	440	213	702	673	348	592	566
Volume-to-Capacity Ratio (*X*)	0.536	0.652	0.843	0.741	0.476	0.483	0.731	0.338	0.342	0.080	0.970	0.971
Back of Queue (*Q*), ft/ln (95 th percentile)	177.5	240.1	269.9	208.8	203.6	197.4	112.3	192.6	184.7	20.3	642.6	618
Back of Queue (*Q*), veh/ln (95 th percentile)	7.1	9.5	10.8	8.3	8.1	7.9	4.4	7.6	7.4	0.8	25.5	24.7
Queue Storage Ratio (*RQ*) (95 th percentile)	1.61	0.24	0.27	1.49	0.20	0.20	1.32	0.19	0.19	0.29	0.64	0.62
Uniform Delay (d_1), s/veh	27.5	37.3	39.1	28.0	32.9	33.0	25.0	22.8	22.8	23.3	34.4	34.5
Incremental Delay (d_2), s/veh	0.4	0.7	2.3	1.5	0.3	0.3	1.8	1.3	1.4	0.0	30.3	31.3
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	27.9	38.1	41.4	29.5	33.2	33.3	26.8	24.1	24.2	23.3	64.7	65.8
Level of Service (LOS)	C	D	D	C	C	C	C	C	C	C	E	E
Approach Delay, s/veh / LOS	36.4	D		31.8	C		24.8	C		64.2	E	
Intersection Delay, s/veh / LOS	43.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	1.09	A	1.05	A	1.00	A	1.44	A

MULTI-PERIOD ANALYSIS

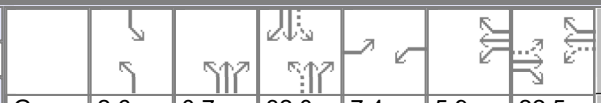
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2024	Analysis Period	2> 7:30
Intersection	University & Indian School	File Name	University-IndianSchool_BAM_mp_hour.xus		
Project Description	Build AM				

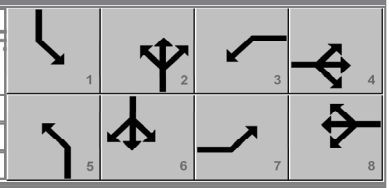


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	136	228	256	220	264	96	60	500	104	48	1072	88

Signal Information			
Cycle, s	94.1	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	2.6	0.7	32.0	7.4	5.9	22.5
Yellow	3.0	0.0	4.0	3.0	0.0	4.0
Red	3.0	0.0	4.0	0.5	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	10.9	28.0	16.8	33.9	9.3	40.7	8.6	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.4	16.1	10.6	9.7	4.1	14.3	3.6	30.2
Green Extension Time (g_e), s	0.2	1.7	0.3	1.7	0.1	3.7	0.0	1.0
Phase Call Probability	0.97	1.00	1.00	1.00	0.79	1.00	0.71	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.08	0.00	1.00

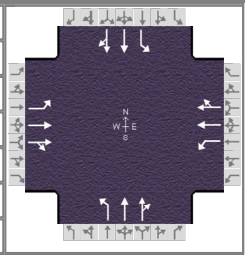
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	136	228	256	220	185	175	60	310	294	48	588	572
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1716	1753	1870	1758	1810	1885	1834
Queue Service Time (g_s), s	5.4	10.2	14.1	8.6	7.4	7.7	2.1	12.2	12.3	1.6	28.1	28.2
Cycle Queue Clearance Time (g_c), s	5.4	10.2	14.1	8.6	7.4	7.7	2.1	12.2	12.3	1.6	28.1	28.2
Green Ratio (*g/C*)	0.29	0.21	0.21	0.35	0.28	0.28	0.37	0.35	0.35	0.37	0.34	0.34
Capacity (*c*), veh/h	397	401	340	340	520	473	157	649	610	288	641	624
Volume-to-Capacity Ratio (*X*)	0.342	0.569	0.754	0.646	0.356	0.370	0.383	0.478	0.482	0.167	0.917	0.918
Back of Queue (*Q*), ft/ln (95 th percentile)	102.8	204.1	232.1	161	148.5	139.6	39.2	242.1	229.7	30	558.2	544.7
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	8.1	9.3	6.4	5.9	5.6	1.5	9.5	9.2	1.2	22.2	21.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.93	0.20	0.23	1.15	0.15	0.14	0.46	0.24	0.23	0.43	0.56	0.55
Uniform Delay (d_1), s/veh	25.7	33.2	34.7	24.6	27.4	27.5	23.9	24.1	24.1	20.4	29.8	29.8
Incremental Delay (d_2), s/veh	0.2	0.5	1.3	0.8	0.2	0.2	0.6	2.5	2.7	0.1	20.1	20.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.9	33.7	36.0	25.4	27.5	27.7	24.4	26.6	26.8	20.5	49.9	50.4
Level of Service (LOS)	C	C	D	C	C	C	C	C	C	C	D	D
Approach Delay, s/veh / LOS	32.9	C		26.7	C		26.5	C		49.0	D	
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	1.00	A	0.97	A	1.04	A	1.48	A

MULTI-PERIOD ANALYSIS

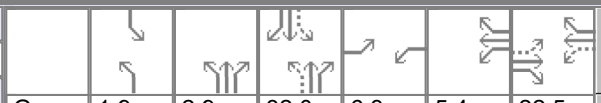
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2024	Analysis Period	3> 7:45
Intersection	University & Indian School	File Name	University-IndianSchool_BAM_mp_hour.xus		
Project Description	Build AM				

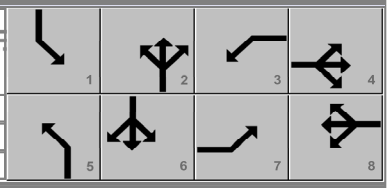


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	192	240	304	208	124	84	568	64	32	1124	52

Signal Information			
Cycle, s	99.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.9	32.0	6.3	5.4	22.5						
Yellow	3.0	0.0	4.0	3.0	3.0	4.0						
Red	3.0	0.0	4.0	0.5	3.0	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.8	28.0	21.2	39.4	10.7	42.9	7.9	40.0
Change Period, (*Y+R c*), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	3.1	3.0	3.1	3.0
Queue Clearance Time (*g s*), s	6.5	16.1	14.8	9.3	5.2	15.6	3.2	33.2
Green Extension Time (*g e*), s	0.1	1.5	0.4	1.5	0.1	3.7	0.0	0.0
Phase Call Probability	0.94	1.00	1.00	1.00	0.90	1.00	0.59	1.00
Max Out Probability	0.00	0.00	0.04	0.00	0.00	0.10	0.00	1.00

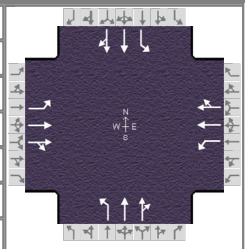
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	104	192	240	304	172	160	84	321	311	32	592	584
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1654	1753	1870	1804	1810	1885	1855
Queue Service Time (*g s*), s	4.5	9.1	14.1	12.8	6.9	7.3	3.2	13.5	13.6	1.2	31.1	31.2
Cycle Queue Clearance Time (*g c*), s	4.5	9.1	14.1	12.8	6.9	7.3	3.2	13.5	13.6	1.2	31.1	31.2
Green Ratio (*g/C*)	0.26	0.20	0.20	0.37	0.31	0.31	0.37	0.35	0.35	0.34	0.32	0.32
Capacity (*c*), veh/h	399	377	320	401	593	520	159	653	629	262	604	594
Volume-to-Capacity Ratio (*X*)	0.261	0.509	0.750	0.758	0.291	0.307	0.527	0.492	0.494	0.122	0.981	0.982
Back of Queue (*Q*), ft/ln (95 th percentile)	86.4	187.2	234.1	237.7	137.7	127.5	61	263.7	253.9	22.5	660.3	648.5
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	7.4	9.4	9.4	5.5	5.1	2.4	10.4	10.2	0.9	26.2	25.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.79	0.19	0.24	1.70	0.14	0.13	0.72	0.26	0.26	0.32	0.66	0.65
Uniform Delay (*d 1*), s/veh	28.8	35.6	37.6	25.6	25.8	26.0	26.1	25.6	25.6	23.0	33.7	33.7
Incremental Delay (*d 2*), s/veh	0.1	0.4	1.3	3.1	0.1	0.1	1.0	2.6	2.8	0.1	32.3	32.7
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.9	36.0	38.9	28.7	25.9	26.1	27.1	28.2	28.3	23.1	66.0	66.4
Level of Service (LOS)	C	D	D	C	C	C	C	C	C	C	E	E
Approach Delay, s/veh / LOS	35.9	D		27.3	C		28.1	C		65.0	E	
Intersection Delay, s/veh / LOS	43.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.28	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	0.93	A	1.01	A	1.08	A	1.48	A

MULTI-PERIOD ANALYSIS

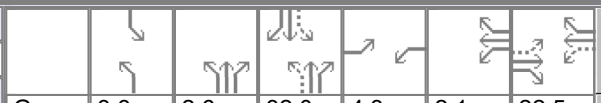
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Feb 14, 2020	Area Type	Other
Jurisdiction		Time Period	AM	PHF	1.00
Urban Street	University	Analysis Year	2024	Analysis Period	4> 8:00
Intersection	University & Indian School	File Name	University-IndianSchool_BAM_mp_hour.xus		
Project Description	Build AM				

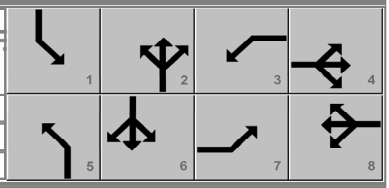


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	132	172	192	268	52	116	424	84	60	964	72

Signal Information			
Cycle, s	95.8	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	3.3	2.6	32.0	4.3	2.1	22.5
Yellow	3.0	0.0	4.0	3.0	3.0	4.0
Red	3.0	0.0	4.0	0.5	3.0	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	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	7.8	28.0	15.9	36.1	11.9	42.6	9.3	40.0
Change Period, ($Y+R_c$), s	3.5	8.0	6.0	8.0	6.0	8.0	6.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.0	11.1	9.7	8.6	6.1	12.0	4.1	26.6
Green Extension Time (g_e), s	0.1	1.2	0.3	1.2	0.1	3.1	0.1	1.9
Phase Call Probability	0.85	1.00	0.99	1.00	0.95	1.00	0.80	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.61

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	72	132	172	192	163	157	116	260	248	60	524	512
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1598	1795	1885	1779	1753	1870	1763	1810	1885	1839
Queue Service Time (g_s), s	3.0	5.7	9.1	7.7	6.4	6.6	4.1	9.9	10.0	2.1	24.6	24.6
Cycle Queue Clearance Time (g_c), s	3.0	5.7	9.1	7.7	6.4	6.6	4.1	9.9	10.0	2.1	24.6	24.6
Green Ratio (*g/C*)	0.25	0.21	0.21	0.33	0.29	0.29	0.40	0.36	0.36	0.37	0.33	0.33
Capacity (*c*), veh/h	375	394	334	383	552	521	225	676	638	351	630	614
Volume-to-Capacity Ratio (*X*)	0.192	0.335	0.516	0.501	0.294	0.302	0.515	0.384	0.389	0.171	0.833	0.833
Back of Queue (*Q*), ft/ln (95 th percentile)	56.7	116.5	157.8	144.1	127.6	122.8	76.3	202.5	193.3	38.5	469.7	457.8
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	4.6	6.3	5.7	5.1	4.9	3.0	8.0	7.7	1.5	18.6	18.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.52	0.12	0.16	1.03	0.13	0.12	0.90	0.20	0.20	0.55	0.47	0.46
Uniform Delay (d_1), s/veh	27.8	32.2	33.6	24.7	26.2	26.3	22.7	22.7	22.7	20.3	29.4	29.4
Incremental Delay (d_2), s/veh	0.1	0.2	0.5	0.4	0.1	0.1	0.7	1.7	1.8	0.1	12.2	12.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.9	32.4	34.1	25.1	26.3	26.4	23.4	24.3	24.5	20.3	41.7	42.0
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	D	D
Approach Delay, s/veh / LOS	32.3	C		25.9	C		24.2	C		40.6	D	
Intersection Delay, s/veh / LOS	32.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.28	B	2.28	B	2.28	B
Bicycle LOS Score / LOS	0.80	A	0.91	A	1.00	A	1.39	A