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Target Commercial Development

(Indian School Rd. / Louisiana Blvd.)

Traffic Impact Study

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FINAL

FINAL

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Signature Date

Presented to:

City of Albuquerque
Transportation Development Section

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Contents

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Introduction

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed Target Commercial Development and determine the impact of the development on the adjacent transportation system. The recommendations of this study will provide guidelines for measures to mitigate the impact of the development of the site plan on critical intersections and street segments. This study is prepared to meet the requirements of the City of Albuquerque associated with its review of the Target Commercial Development as shown on the plan on Page A-2 & A-3 in the Appendix of this report.

Study Procedures

A meeting was held with City of Albuquerque personnel on March 9, 2011 to determine the scope of the Traffic Impact Study for this project.

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections utilized in the Synchro (Version 7, Build 773) Transportation System analysis software program as required by the City of Albuquerque. Synchro software deviates from the 2000 Highway Capacity Manual methods in several areas. The results obtained using Synchro software are generally deemed by the reviewing agencies to be close to those based on the 2000 Highway Capacity Manual in most cases.

Intersections targeted for analysis in this study include Indian School Rd / Louisiana Blvd, Indian School Rd / Uptown Loop, Indian School Rd / Pennsylvania St, Indian School Rd / Espanola St, Indian School Rd / "Q" Street, Uptown Loop / Louisiana Blvd and Uptown Loop / Romano's drive. In addition, the proposed driveways for the site will be analyzed.

Description of Proposed Development

The subject area of land discussed in this report is bound on the west by Louisiana Blvd, on the south by Uptown Loop, on the east by Uptown Loop, and on the north by Indian School Rd. See the Target Commercial Development site map on Pages A-2 & A-3 in the Appendix of this report. The total area encompassed by this project is approximately 8 acres. The project consists mostly commercial uses with limited residential uses. A vicinity map showing the location of the project is included on Page A-1 in the Appendix of this report.

The expected year of full implementation of the Target Commercial Development is 2012.

Access to this new site will be off of Indian School Rd, Louisiana Blvd & Uptown Loop

Louisiana Blvd is classified as a Principal Arterial Roadways on the Long Range Roadway Plan for the Albuquerque Urban Area. Louisiana Blvd is generally an eight lane urban facility with raised medians. The posted speed limit along Louisiana Blvd in the vicinity of this project is 35 MPH.

Indian School Rd and Pennsylvania St are classified as a Minor Arterial Roadways on the Long Range Roadway Plan for the Albuquerque Urban Area. Indian School Rd is generally a four lane urban facility with raised medians while Pennsylvania St is a two lane urban facility with curb & gutters. The posted speed limit along Indian School Rd in the vicinity of this project is 35 MPH and on Pennsylvania St it is 30 MPH.

Uptown Loop is classified as a Collector Street on the Long Range Roadway Plan for the Albuquerque Urban Area. It is generally a two lane urban facility with raised medians & limited access. The posted speed limit along Uptown Loop in the vicinity of this project is 25 MPH.

The Long Range Roadway Plan for the Albuquerque Urban Area Map is included in the report on Page A-6 of the Appendix.

Study Area Conditions

The Target Commercial Development is a proposed mixed use project of commercial & residential uses. It will consist of a single story "raised Target" with at grade parking below the Target and additional neighborhood commercial / retail at street level. In addition, some of the retail will include three levels of residential above the retail. The Target entry, parking & some small commercial will be at the street level while the main Target store will be at street level. Site plans showing the layout are shown in the Appendix on Pages A-2 & A-3.

There is one proposed development in the surrounding area that has been included in this study. It is the Winrock Theater project located at the southeast corner of Winrock Mall which has not yet been constructed, but has been approved.

There are no programmed transportation improvements to the adjacent roadway system at this time. As shown by a portion of the Bikeway System Map below, there are some bike trails or bike lanes in this area, especially on the Uptown Loop Rd. The bike lanes exist on the Loop Rd. east of Louisiana Blvd. Also, Sun Tran has several bus routes in the area, including a Rapid Ride station, RR route 766, and routes 3/157. Route 766 runs between the uptown station and the Central / Unser station, and route 3/157 runs north & south on Louisiana and west to the NW Transit Center from 5:30 AM to 10 PM. See Appendix page A-111.

Existing Facilites

- Trail
- Lane
- Route
- Overcrossing/Tunnel

Proposed Facilites

- Trail
- Lane
- Route
- Overcrossing/Tunnel
- Bikeway Corridor

AMPA Boundary

Existing bikeways are those which are physically on the ground and can be utilized. Proposed facilities are those which have been determined to be desirable and feasible, but have not as yet been implemented. Corridors are intended to show areas where bikeways are under consideration, but the type and feasibility have not been determined.

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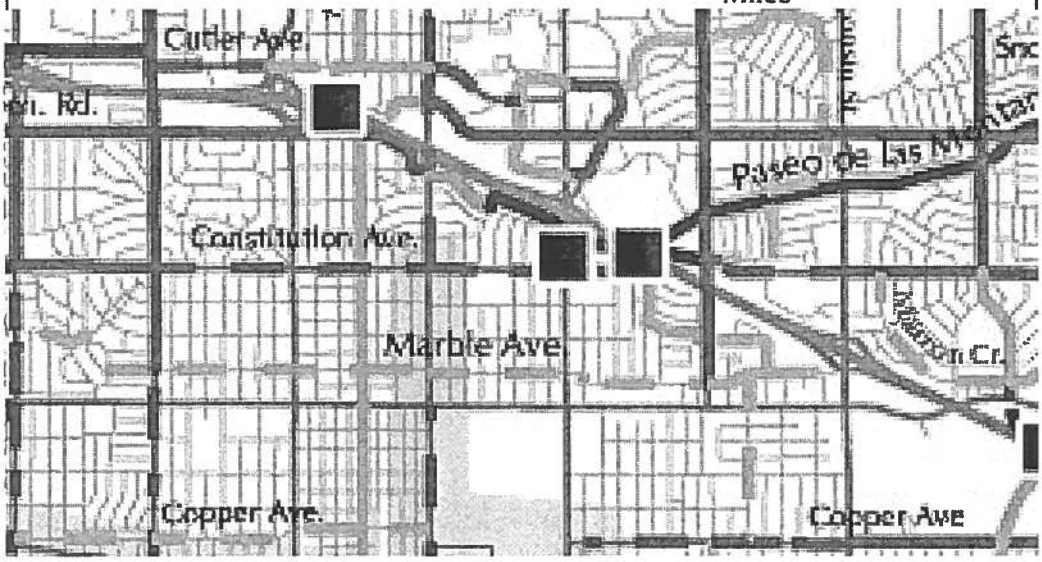


Analysis of Existing Conditions

2009 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-5 of the Appendix.

Current turning movement volumes obtained during the AM and PM Peak Hours for this project were acquired from recent field counts conducted by the consulting engineer conducting the Traffic Impact Study. Existing AM and PM Peak Hour turning movement counts for the year 2011 were provided by the consulting engineer for the following intersections:

Indian School Rd / Louisiana Blvd
Indian School Rd / Uptown Loop
Indian School Rd / Pennsylvania St
Indian School Rd / Espanola St
Indian School Rd / Q Street
Uptown Loop / Louisiana Blvd
Uptown Loop / Romano's Dr

Due to the nature of the request associated with this project, there is currently no analysis of existing conditions. Existing conditions for the adjacent transportation system are not pertinent to the application for site plan approval of this project. Additionally, the 2012 NO BUILD Conditions reported in this study should closely approximate the existing 2011 conditions. This study will analyze the projected 2012 NO BUILD and BUILD conditions.

Implementation Year Traffic Analysis

Classification of levels-of-service and delay for signalized and unsignalized intersections will be made based on criteria established by Synchro, Version 7 (Build 773) computer modeling software which approximates the 2000 Highway Capacity Manual methodology. The average control delay is calculated for each intersection and for each lane group of each leg of the intersection. The control delay then determines the level-of-service based on the following:

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Average Delay (secs)	Level-of-Service
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Average Delay (secs)	Level-of-Service
≤ 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Generally speaking, a Level-of-Service D or better is an acceptable parameter for design purposes.

The trip generation rate for this project was calculated utilizing data from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (8th Edition). The following table summarizes the results of that calculation:

Uptown Monroe Site (Indian School Rd. / Louisiana Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
Summary Sheet	Units					
Free-Standing Discount Store (815)	160.00	10,767	115	54	400	400
Shopping Center (820)	14.00	1,892	29	19	83	87
Residential Condominium / Townhouse (230)	40.00	290	4	21	19	9
Subtotal		**12,949**	**148**	**94**	**502**	**496**
Subtotal Commercial Trips		**12,659**	**144**	**73**	**483**	**487**
Pass-by Trip Adjustment (PM Only)	20%	-	-	-	**(97)**	**(97)**
Net New Commercial Trips Generated		**12,659**	**144**	**73**	**386**	**390**
Residential Trips Generated		**290**	**4**	**21**	**19**	**9**
Total New Trips to System for New Plan		**12,949**	**148**	**94**	**405**	**399**

As shown, pass-by trips were allocated at 20% for the PM analysis.

The Trip Generation Table and the individual trip generation worksheets for each land use are also found on Pages A-8 thru A-10 in the Appendix of this report.

Besides the intersections previously listed, five access driveways are targeted for analysis in this study. They are labeled as Driveways 'A' through 'D' and the northbound leg of Indian School Rd / Q Street.

The targeted intersections for analysis in this study are:

2012 AM / PM Peak Hour NO BUILD and BUILD Conditions

1. *Indian School Rd / Louisiana Blvd (Signalized)*
2. *Indian School Rd / Uptown Loop (Signalized)*
3. *Indian School Rd / Pennsylvania St (Signalized)*
4. *Indian School Rd / Espanola St (Signalized)*
5. *Indian School Rd / Q Street (Signalized)*
6. *Uptown Loop / Louisiana Blvd (Signalized)*
7. *Driveway 'A' / Louisiana Blvd*
8. *Uptown Loop / Driveway 'B'*
9. *Driveway 'C' / Uptown Loop*
10. *Indian School Rd / Driveway 'D'*
11. *Uptown Loop / Romano's Dr (Unsignalized)*

Following is a summary of the results of the Synchro Analysis for each of the intersections targeted for evaluation in this report:

Intersection #1 – Indian School Rd / Louisiana Blvd - Pages A-63 thru A-68

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #1 - Indian School Rd. / Louisiana Blvd.

	2012 AM Peak Hour			2012 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Indian School Rd.						
L	1	D - 47.0	D - 47.0	1	D - 47.4	D - 47.4
T	2	D - 41.1	D - 41.3	2	D - 48.0	E - 55.3
R	>	D - 41.1	D - 41.3	>	D - 48.0	E - 55.3
Westbound - Indian School Rd.						
L	2	C - 30.3	C - 28.3	2	D - 49.5	D - 53.1
T	2	C - 26.4	C - 29.4	2	C - 34.8	C - 34.8
R	>	C - 26.4	C - 29.4	>	C - 34.8	C - 34.8
Northbound - Louisiana Blvd.						
L	2	D - 45.6	D - 46.1	2	E - 65.3	E - 64.7
T	4	A - 5.9	A - 6.3	4	B - 16.1	C - 21.2
R	1	B - 11.0	B - 10.8	1	A - 1.6	A - 2.2
Southbound - Louisiana Blvd.						
L	2	D - 45.8	D - 45.8	2	E - 56.2	E - 56.5
T	4	B - 18.3	B - 18.4	4	C - 27.1	C - 28.4
R	1	B - 12.8	B - 12.9	1	B - 13.3	B - 14.2
Intersection:		**B - 19.7**	**C - 20.3**		**C - 29.7**	**C - 33.5**

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

Indian School Rd / Louisiana Blvd is a major intersection. The analysis of the intersection of Indian School Rd. / Louisiana Blvd. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. The average intersection delay is LOS "D" or better in each case, and there are no turning movements that are worse than LOS "E". Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Indian School Rd. / Louisiana Blvd. are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Target Commercial Center

Intersection: **Indian School Rd / Louisiana Blvd**

2012

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*20*	*160*	*2*	*97*	*Cont*	*0*	*56*	*0*
AM NO BUILD Queue	1	20	50	2	99	100	0	57	100
AM BUILD Queue	**1**	**20**	**50**	**2**	**107**	**100**	**0**	**57**	**100**
Existing Lane Length	*1*	*112*	*160*	*2*	*379*	*Cont*	*0*	*201*	*0*
PM NO BUILD Queue	1	114	200	2	389	325	0	209	300
PM BUILD Queue	**1**	**114**	**200**	**2**	**411**	**325**	**0**	**209**	**300**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*181*	*170*	*2*	*301*	*Cont*	*0*	*53*	*0*
AM NO BUILD Queue	2	181	150	2	301	200	0	53	100
AM BUILD Queue	**2**	**183**	**150**	**2**	**302**	**200**	**0**	**54**	**100**
Existing Lane Length	*2*	*323*	*170*	*2*	*242*	*Cont*	*0*	*184*	*0*
PM NO BUILD Queue	2	323	**275**	2	245	225	0	191	**275**
PM BUILD Queue	**2**	**363**	**300**	**2**	**247**	**225**	**0**	**227**	**325**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*204*	*180*	*4*	*839*	*Cont*	*1*	*162*	*140*
AM NO BUILD Queue	2	204	150	4	839	300	1	162	200
AM BUILD Queue	**2**	**209**	**150**	**4**	**845**	**300**	**1**	**162**	**200**
Existing Lane Length	*2*	*98*	*180*	*4*	*1,440*	*Cont*	*1*	*306*	*140*
PM NO BUILD Queue	2	101	125	4	1,447	**550**	1	306	425
PM BUILD Queue	**2**	**121**	**125**	**4**	**1,473**	**575**	**1**	**306**	**425**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*54*	*180*	*4*	*813*	*Cont*	*1*	*74*	*50*
AM NO BUILD Queue	2	54	75	4	813	275	1	74	125
AM BUILD Queue	**2**	**65**	**75**	**4**	**813**	**275**	**1**	**74**	**125**
Existing Lane Length	*2*	*218*	*180*	*4*	*1,255*	*Cont*	*1*	*90*	*50*
PM NO BUILD Queue	2	229	**200**	4	1,266	500	1	90	150
PM BUILD Queue	**2**	**291**	**250**	**4**	**1,234**	**500**	**1**	**90**	**150**

	AM	PM
Cycle Length:	**100**	**130**

NOTE: Queue lengths are in feet.

Intersection #2 – Indian School Rd / Uptown Loop - Pages A-69 thru A-72

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #2 - Indian Sch Rd. / Uptown Loop (Winrock)

	2012 AM Peak Hour			2012 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Indian Sch Rd.						
L	1	C - 21.7	C - 31.6	1	C - 21.4	C - 22.3
T	2	D - 37.2	D - 38.7	2	C - 33.0	C - 33.7
R	1	C - 33.3	D - 42.7	1	C - 28.6	C - 27.1
Westbound - Indian Sch Rd.						
L	1	A - 2.3	A - 2.6	1	A - 5.6	A - 5.7
T	2	A - 5.0	A - 4.8	2	B - 11.5	B - 11.7
R	>	A - 5.0	A - 4.8	>	B - 11.5	B - 11.7
Northbound - Uptown Loop (Winrock)						
L	1	D - 39.2	D - 38.7	1	D - 39.8	D - 37.7
T	2	D - 39.8	D - 44.3	2	E - 57.1	D - 44.3
R	>	D - 39.8	D - 44.3	>	E - 57.1	D - 44.3
Southbound - Uptown Loop (Winrock)						
L	1	D - 38.0	D - 38.0	1	C - 32.5	C - 32.7
T	2	D - 43.3	D - 43.3	2	D - 39.2	D - 39.3
R	>	C - 33.1	C - 33.1	>	C - 27.3	C - 27.4
Intersection:		**B - 15.7**	**B - 16.8**		**C - 26.1**	**C - 25.4**

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The analysis of the intersection of Indian School Rd. / Uptown Loop. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Indian School Rd. / Uptown Loop. are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Target Commercial Center

Intersection: **Indian School Rd / Uptown Loop**

2012

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*64*	*160*	*2*	*232*	*Cont*	*1*	*2*	*120*
AM NO BUILD Queue	1	64	100	2	232	175	1	2	0
AM BUILD Queue	**1**	**64**	**100**	**2**	**241**	**200**	**1**	**4**	**25**
Existing Lane Length	*1*	*164*	*160*	*2*	*621*	*Cont*	*1*	*35*	*120*
PM NO BUILD Queue	1	164	250	2	637	450	1	35	**75**
PM BUILD Queue	**1**	**165**	**250**	**2**	**675**	**450**	**1**	**43**	**100**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*99*	*370*	*2*	*501*	*Cont*	*0*	*66*	*0*
AM NO BUILD Queue	1	99	150	2	501	325	0	66	125
AM BUILD Queue	**1**	**102**	**150**	**2**	**513**	**350**	**0**	**66**	**125**
Existing Lane Length	*1*	*86*	*370*	*2*	*511*	*Cont*	*0*	*55*	*0*
PM NO BUILD Queue	1	86	150	2	521	**375**	0	55	100
PM BUILD Queue	**1**	**95**	**150**	**2**	**555**	**400**	**0**	**55**	**100**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*8*	*100*	*2*	*10*	*Cont*	*0*	*38*	*0*
AM NO BUILD Queue	1	8	25	2	10	25	0	38	75
AM BUILD Queue	**1**	**8**	**25**	**2**	**10**	**25**	**0**	**39**	**75**
Existing Lane Length	*1*	*55*	*100*	*2*	*40*	*Cont*	*0*	*85*	*0*
PM NO BUILD Queue	1	55	100	2	40	50	0	85	150
PM BUILD Queue	**1**	**55**	**100**	**2**	**40**	**50**	**0**	**89**	**150**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*24*	*130*	*2*	*5*	*Cont*	*1*	*23*	*125*
AM NO BUILD Queue	1	24	50	2	5	0	1	23	50
AM BUILD Queue	**1**	**24**	**50**	**2**	**5**	**0**	**1**	**23**	**50**
Existing Lane Length	*1*	*126*	*130*	*2*	*35*	*Cont*	*1*	*90*	*125*
PM NO BUILD Queue	1	126	200	2	35	50	1	90	150
PM BUILD Queue	**1**	**126**	**200**	**2**	**36**	**50**	**1**	**90**	**150**

	AM	PM
Cycle Length:	**110**	**120**

NOTE: Queue lengths are in feet.

Intersection #3 – Indian School Rd / Pennsylvania St - Pages A-73 thru A-76

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #3 - Indian School Rd. / Pennsylvania St.

	2012 AM Peak Hour			2012 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Indian School Rd.						
L	1	C - 26.0	B - 16.2	1	A - 9.7	A - 9.5
T	1	C - 31.5	B - 18.9	1	C - 25.9	C - 24.7
R	1	A - 4.7	B - 19.3	1	A - 1.2	A - 1.0
Westbound - Indian School Rd.						
L	1	C - 25.5	C - 25.0	1	C - 23.2	C - 23.3
T	2	D - 40.0	D - 39.9	2	C - 24.7	C - 24.9
R	>	D - 40.0	D - 39.9	>	C - 24.7	C - 24.9
Northbound - Pennsylvania St.						
L	1	B - 12.8	B - 13.0	1	C - 20.6	C - 21.5
T	1	B - 19.0	B - 19.3	1	C - 33.3	C - 34.7
R	1	A - 8.8	A - 8.9	1	B - 16.6	B - 17.3
Southbound - Pennsylvania St.						
L	1	B - 13.8	B - 14.1	1	C - 21.7	C - 22.6
T	1	C - 21.5	C - 22.0	1	C - 30.9	C - 32.2
R	1	B - 11.2	B - 11.5	1	B - 16.5	B - 16.5
Intersection:		**C - 25.4**	**C - 24.7**		**C - 23.3**	**C - 23.3**

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The analysis of the intersection of Indian School Rd. / Pennsylvania St. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Indian School Rd. / Pennsylvania St. are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Target Commercial Center

Intersection: **Indian School Rd / Pennsylvania St**

2012

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*48*	*160*	*1*	*141*	*Cont*	*1*	*72*	*250*
AM NO BUILD Queue	1	48	100	1	141	200	1	72	125
AM BUILD Queue	**1**	**50**	**100**	**1**	**145**	**200**	**1**	**75**	**125**
Existing Lane Length	*1*	*137*	*160*	*1*	*476*	*Cont*	*1*	*134*	*250*
PM NO BUILD Queue	1	137	**200**	1	477	575	1	134	**200**
PM BUILD Queue	**1**	**145**	**225**	**1**	**495**	**575**	**1**	**148**	**225**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*90*	*250*	*2*	*369*	*Cont*	*0*	*38*	*0*
AM NO BUILD Queue	1	98	150	2	400	275	0	41	75
AM BUILD Queue	**1**	**98**	**150**	**2**	**407**	**275**	**0**	**41**	**75**
Existing Lane Length	*1*	*74*	*250*	*2*	*319*	*Cont*	*0*	*39*	*0*
PM NO BUILD Queue	1	98	150	2	346	275	0	42	100
PM BUILD Queue	**1**	**98**	**150**	**2**	**364**	**275**	**0**	**42**	**100**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*89*	*130*	*1*	*167*	*Cont*	*1*	*56*	*130*
AM NO BUILD Queue	1	89	150	1	167	225	1	56	100
AM BUILD Queue	**1**	**94**	**150**	**1**	**167**	**225**	**1**	**56**	**100**
Existing Lane Length	*1*	*89*	*130*	*1*	*313*	*Cont*	*1*	*99*	*130*
PM NO BUILD Queue	1	89	**150**	1	318	400	1	110	175
PM BUILD Queue	**1**	**103**	**175**	**1**	**318**	**400**	**1**	**110**	**175**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*47*	*100*	*1*	*245*	*Cont*	*1*	*132*	*100*
AM NO BUILD Queue	1	50	100	1	263	325	1	142	200
AM BUILD Queue	**1**	**50**	**100**	**1**	**263**	**325**	**1**	**145**	**200**
Existing Lane Length	*1*	*49*	*100*	*1*	*223*	*Cont*	*1*	*81*	*100*
PM NO BUILD Queue	1	53	100	1	247	325	1	87	150
PM BUILD Queue	**1**	**53**	**100**	**1**	**247**	**325**	**1**	**95**	**150**

	AM	PM
Cycle Length:	**110**	**120**

NOTE: Queue lengths are in feet.

Intersection #6 – Uptown Loop / Louisiana Blvd - Pages A-77 thru A-80

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #6 - Americas Pkwy (Winrock) / Louisiana Blvd.

	2012 AM Peak Hour			2012 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Americas Pkwy (Winrock)						
L	1	D - 37.1	D - 37.2	1	C - 28.4	C - 28.5
T	2	D - 42.4	D - 42.8	2	C - 32.0	C - 31.6
R	1	C - 27.3	C - 27.4	1	C - 29.0	C - 30.5
Westbound - Americas Pkwy (Winrock)						
L	2	D - 41.8	D - 36.2	2	C - 29.1	C - 28.4
T	2	D - 44.8	D - 41.8	2	C - 31.8	C - 30.0
R	1	B - 18.3	C - 32.6	1	C - 35.0	C - 22.3
Northbound - Louisiana Blvd.						
L	2	D - 42.7	D - 42.7	2	D - 45.7	D - 46.8
T	4	B - 10.7	B - 11.6	4	C - 20.4	C - 24.3
R	>	B - 10.7	B - 11.6	>	C - 20.4	C - 24.3
Southbound - Louisiana Blvd.						
L	2	D - 36.5	D - 35.8	2	D - 45.9	D - 44.8
T	4	B - 11.4	B - 11.9	4	B - 13.8	B - 16.1
R	>	B - 11.4	B - 11.9	>	B - 13.8	B - 16.1
Intersection:		**B - 15.9**	**B - 16.6**		**B - 19.9**	**C - 23.1**

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The analysis of the intersection of Americas Parkway / Louisiana Blvd. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Americas Parkway / Louisiana Blvd. are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Target Commercial Center

Intersection: Am Pkwy / Uptown Lp / Louisiana Blvd

2012

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*20*	*70*	*2*	*5*	*Cont*	*1*	*132*	*70*
AM NO BUILD Queue	1	20	50	2	5	0	1	132	200
AM BUILD Queue	**1**	**24**	**50**	**2**	**8**	**25**	**1**	**132**	**200**
Existing Lane Length	*1*	*31*	*70*	*2*	*16*	*Cont*	*1*	*270*	*70*
PM NO BUILD Queue	1	31	**75**	2	17	**25**	1	270	350
PM BUILD Queue	**1**	**42**	**100**	**2**	**25**	**50**	**1**	**270**	**350**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*42*	*225*	*2*	*4*	*Cont*	*1*	*0*	*210*
AM NO BUILD Queue	2	42	50	2	4	0	1	0	0
AM BUILD Queue	**2**	**88**	**100**	**2**	**8**	**25**	**1**	**0**	**0**
Existing Lane Length	*2*	*83*	*225*	*2*	*3*	*Cont*	*1*	*3*	*210*
PM NO BUILD Queue	2	83	**100**	2	3	**0**	1	3	**0**
PM BUILD Queue	**2**	**278**	**225**	**2**	**22**	**50**	**1**	**4**	**25**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*284*	*175*	*4*	*1,186*	*Cont*	*0*	*53*	*0*
AM NO BUILD Queue	2	284	225	4	1,186	425	0	53	100
AM BUILD Queue	**2**	**284**	**225**	**4**	**1,278**	**450**	**0**	**66**	**125**
Existing Lane Length	*2*	*135*	*175*	*4*	*1,677*	*Cont*	*0*	*132*	*0*
PM NO BUILD Queue	2	136	125	4	1,687	**600**	0	132	**200**
PM BUILD Queue	**2**	**136**	**125**	**4**	**1,939**	**675**	**0**	**167**	**250**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*2*	*150*	*4*	*989*	*Cont*	*0*	*39*	*0*
AM NO BUILD Queue	2	2	0	4	989	350	0	39	75
AM BUILD Queue	**2**	**2**	**0**	**4**	**991**	**350**	**0**	**39**	**75**
Existing Lane Length	*2*	*19*	*150*	*4*	*1,596*	*Cont*	*0*	*28*	*0*
PM NO BUILD Queue	2	35	50	4	1,596	575	0	28	75
PM BUILD Queue	**2**	**35**	**50**	**4**	**1,604**	**575**	**0**	**28**	**75**

	AM	PM
Cycle Length:	**110**	**120**

NOTE: Queue lengths are in feet.

Intersection #5 – Indian School Rd / Q Street - Pages A-85 thru A-90

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **#5 - Indian School Rd. / "Q" Street**

	2012 AM Peak Hour						2012 PM Peak Hour				
	BASE GEOMETRY			MIT. GEOM.*		BASE GEOMETRY			MIT. GEOM.*	
	NO BUILD		BUILD	BUILD (Sig)		NO BUILD		BUILD	BUILD (Sig)	
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay
Eastbound - Indian School Rd.										
L	1	A - 8.6	A - 8.6	*1*	*A - 5.2*	1	B - 10.1	A - 10.0	*1*	*B - 11.9*
T	2	A - 0.0	A - 0.0	*2*	*A - 5.1*	2	A - 0.0	A - 0.0	*2*	*B - 10.4*
R	1	A - 0.0	A - 0.0	*1*	*A - 5.1*	1	A - 0.0	A - 0.0	*1*	*B - 11.9*
Westbound - Indian School Rd.										
L	1	A - 0.0	A - 8.0	*1*	*A - 4.2*	1	A - 0.0	B - 10.4	*1*	*A - 8.1*
T	2	A - 0.0	A - 0.0	*2*	*A - 7.7*	2	A - 0.0	A - 0.0	*2*	*B - 11.4*
R	>	A - 0.0	A - 0.0	*>*	*A - 7.7*	>	A - 0.0	A - 0.0	*>*	*B - 11.4*
Northbound - "Q" Street										
L	1	A - 0.0	C - 16.9	*1*	*B - 17.0*	1	A - 0.0	F - 700	*1*	*B - 17.0*
T	1	A - 0.0	B - 10.2	*1*	*B - 16.1*	1	A - 0.0	B - 13.4	*1*	*B - 11.9*
R	>	A - 0.0	B - 10.2	*>*	*B - 16.1*	>	A - 0.0	B - 13.4	*>*	*B - 11.9*
Southbound - "Q" Street										
L	>	A - 9.7	B - 10.2	*>*	*B - 16.3*	>	C - 19.2	E - 43.0	*>*	*B - 13.1*
T	1	A - 0.0	B - 10.2	*1*	*B - 16.3*	1	A - 0.0	E - 43.0	*1*	*B - 13.1*
R	>	A - 9.7	B - 10.2	*>*	*B - 16.3*	>	C - 19.2	E - 43.0	*>*	*B - 13.1*

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The intersection of Indian School Rd. / Q Street is an existing unsignalized tee intersection with the stop sign controlling southbound traffic. It is located approximately midway along Indian School Rd. between Louisiana Blvd. and Uptown Loop Rd. NE. The northbound leg of the intersection will be built with this project. Analysis of the unsignalized Indian School Rd. / Q Street intersection indicates that the northbound left turn movement at the intersection will experience long delays for the PM Peak Hour conditions considered in this report. Mitigation of the unacceptable levels-of-service and delays forecast at this intersection can be mitigated by constructing a two-phase traffic signal at Indian School Rd. / Q St. operating a half-cycle length. Additionally, the intersection is projected to meet the Peak Hour Warrant for a new traffic signal (see Page A-103 in the Appendix) based on the 2012 PM Peak Hour BUILD volumes. The signals at Indian School Rd. / Louisiana Blvd., Indian School Rd. / Q St., and Indian School Rd. / Uptown Loop Rd. should be interconnected to effect progression and queuing control through metering measures implemented into the timing plan. Of concern are the queuing lengths on

Indian School Rd. from Louisiana Blvd. to Uptown Loop Rd. The signal spacing between the three signals would be approximate 375 feet (centerline to centerline). Thus available queuing distance would be approximately 300 feet before queuing would extend into the adjacent signalized intersection under this plan. The calculated westbound left turn queue length is 325 feet based on 95th percentile Poisson's arrival method. The calculated westbound left turn queue length is 247 feet based on 95th percentile Synchro method. (NOTE: the 247 feet has a flag indicating that 95th percentile volume exceeds capacity, queue may be longer). The results of this report indicate that there may be minor queuing problems for the westbound left turn movement on Indian School Rd. at Louisiana during the PM Peak Hour period. Additionally, the calculated eastbound thru queue length on Indian School Rd. at Uptown Loop is 350 feet long during the AM Peak Hour period and 400 feet long during the PM Peak Hour period. There may also be minor queuing problems for the eastbound thru volumes on Indian School Rd. at Uptown Loop Rd. NE during the AM and PM Peak Hour periods. These queuing issues will be present whether Q St. is signalized or not.

As a result of communicating this data with the City of Albuquerque Traffic Operations Section of the Municipal Development Department, it has been determined that a traffic signal will not be permitted at Indian School Rd. / Ave. "Q".

The results of the queuing analysis for the intersection of Indian School Rd. / "Q" St. are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Target Commercial Center
Intersection: **Indian School Rd / Q St**

2012

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*61*	*85*	*2*	*282*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	61	75	2	282	125	0	0	0
AM BUILD Queue	**1**	**61**	**75**	**2**	**282**	**125**	**0**	**19**	**25**
Existing Lane Length	*1*	*72*	*85*	*2*	*703*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	72	75	2	719	275	0	0	**0**
PM BUILD Queue	**1**	**72**	**75**	**2**	**704**	**275**	**0**	**100**	**100**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*0*	*110*	*2*	*523*	*Cont*	*0*	*10*	*0*
AM NO BUILD Queue	1	0	0	2	523	200	0	10	25
AM BUILD Queue	**1**	**0**	**0**	**2**	**523**	**200**	**0**	**10**	**25**
Existing Lane Length	*1*	*0*	*110*	*2*	*749*	*Cont*	*0*	*86*	*0*
PM NO BUILD Queue	1	0	**0**	2	759	**300**	0	86	100
PM BUILD Queue	**1**	**16**	**25**	**2**	**743**	**275**	**0**	**86**	**100**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*0*	*200*	*1*	*0*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	0	0	1	0	0	0	0	0
AM BUILD Queue	**1**	**20**	**25**	**1**	**0**	**0**	**0**	**10**	**25**
Existing Lane Length	*1*	*0*	*200*	*1*	*0*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	0	**0**	1	0	0	0	0	**0**
PM BUILD Queue	**1**	**166**	**150**	**1**	**1**	**0**	**0**	**58**	**75**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*0*	*2*	*0*	*1*	*0*	*Cont*	*0*	*31*	*0*
AM NO BUILD Queue	0	2	0	1	0	0	0	31	50
AM BUILD Queue	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**31**	**50**
Existing Lane Length	*0*	*19*	*0*	*1*	*0*	*Cont*	*0*	*105*	*0*
PM NO BUILD Queue	0	19	25	1	0	0	0	105	100
PM BUILD Queue	**0**	**19**	**25**	**1**	**1**	**0**	**0**	**105**	**100**

	AM	PM	
Cycle Length:	**50**	**60**	(Half Cycle)

NOTE: Queue lengths are in feet.

Note that the Synchro Queuing Report (Page A-87a and A-90a) indicates the maximum queue length northbound is 86 feet (95th Percentile).

Intersection #7 – Driveway 'A' / Louisiana Blvd - Pages A-91 thru A-92

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #7 - Driveway "A" / Louisiana Blvd.

	2012 AM Peak Hour			2012 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Westbound - Driveway "A"						
L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
T	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
R	1	A - 0.0	A - 8.8	1	A - 0.0	A - 10.0
Northbound - Louisiana Blvd.						
L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
T	4	A - 0.0	A - 0.0	4	A - 0.0	A - 0.0
R	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
Southbound - Louisiana Blvd.						
L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
T	4	A - 0.0	A - 0.0	4	A - 0.0	A - 0.0
R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The intersection of Driveway 'A' / Louisiana Blvd. is a proposed unsignalized right-in, right-out tee intersection with the stop sign controlling westbound traffic. It is located approximately midway on Louisiana Blvd. between Americas Parkway (Winrock) and Indian School Rd. on the west side of this project. There is no eastbound leg of the intersection. Also, Louisiana Blvd. is an eight-lane two-way roadway. Analysis of the unsignalized Driveway 'A' / Louisiana Blvd intersection indicates that the operation of the intersection will be acceptable for the AM and PM Peak Hour conditions considered in this report.

Since the northbound PM volumes are greater than 60 and the posted speed limit on Louisiana Blvd. in this area is 35 MPH, City of Albuquerque standards warrant a deceleration lane of 100' plus transition. All design and construction of improvements on Louisiana Blvd. and on Driveway 'A' should meet the minimum requirements of the City of Albuquerque *Development Process Manual.*

Intersection #8 – Uptown Loop / Driveway 'B' - Pages A-93 thru A-94

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #8 - Uptown Loop (Winrock) / Driveway "B"

	2012 AM Peak Hour			2012 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Uptown Loop (Winrock)						
L	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
Westbound - Uptown Loop (Winrock)						
L	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
Southbound - Driveway "B"						
L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
T	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
R	1	A - 0.0	A - 8.7	1	A - 0.0	A - 9.8

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The intersection of Uptown Loop / Driveway 'B' is a proposed right-in, right-out unsignalized tee intersection with the stop sign controlling southbound traffic. The preceding table demonstrates that the intersection of Uptown Loop. / Driveway 'B'. will operate at satisfactory levels-of-service for all conditions analyzed in this study. No recommendations are made for this intersection.

Intersection #9 – Driveway 'C' / Uptown Loop - Pages A-95 thru A-96

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #9 - Driveway "C" / Uptown Loop

	2012 AM Peak Hour			2012 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Driveway "C"						
L	>	A - 0.0	A - 8.9	>	A - 0.0	A - 9.7
T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
R	>	A - 0.0	A - 8.9	>	A - 0.0	A - 9.7
Northbound - Uptown Loop						
L	1	A - 0.0	A - 3.7	1	A - 0.0	A - 3.6
T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
Southbound - Uptown Loop						
L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The intersection of Driveway 'C' / Uptown Loop is a proposed unsignalized full access tee intersection with the stop sign controlling eastbound traffic. The preceding table demonstrates that the projected levels-of-service and associated delays at the intersection of Driveway 'C' / Uptown Loop. are satisfactory for all cases analyzed during the 2012 AM Peak Hour period and marginally satisfactory for the 2012 PM Peak Hour period. No recommendation is made for this intersection.

Intersection #10 – Indian School Rd / Driveway 'D' - Pages A-97 thru A-98

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #10 - Indian School Rd. / Driveway "D"

	2012 AM Peak Hour			2012 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Indian School Rd.						
L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
Westbound - Indian School Rd.						
L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
Northbound - Driveway "D"						
L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
T	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
R	1	A - 0.0	A - 9.4	1	A - 0.0	B - 12.0

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The intersection of Indian School Rd / Driveway "D" is proposed to be an unsignalized tee intersection with the stop sign controlling northbound traffic. It will be a right-in, right-out only driveway. Also, Indian School Rd is a four lane roadway. Analysis of the unsignalized Indian School Rd. / Driveway "D" indicates that the operation of the intersection will be acceptable for all conditions considered in this report.

Intersection #11 – Uptown Loop / Romano's drive - Pages A-99 thru A-102

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #11 - Indian School Rd. / Romano's Driveway

	2012 AM Peak Hour			2012 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Indian School Rd.						
L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
Westbound - Indian School Rd.						
L	0	A - 7.5	A - 7.5	0	A - 8.0	A - 8.0
T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
Northbound - Romano's Driveway						
L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
T	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
R	1	A - 8.6	A - 8.6	1	A - 9.1	A - 9.1

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The intersection of Uptown Loop / Romano's drive is an existing unsignalized right-in, right-out, left-in tee intersection with the stop sign controlling northbound traffic. It is a right-in, right-out left-in only driveway. There is no southbound leg of the intersection. Also, Uptown Loop is a two lane roadway. Analysis of the unsignalized Uptown Loop / Romano's drive indicates that the operation of the intersection will be acceptable for all conditions considered in this report.

Summary of Deficiencies, Anticipated Impacts, and Recommendations

The implementation of the proposed Target Commercial Development will generate a moderate volume of new traffic on the adjacent transportation system and thus, will have a moderate impact at the intersections and roadways analyzed in this study. The existing capacity of the intersections analyzed in this study is sufficient to accommodate these new volumes of traffic. The projected 2012 BUILD analysis of the signalized and unsignalized intersections demonstrate that they would operate at acceptable levels-of-service with acceptable delays. Queuing may be an issue along the segment of Indian School Rd. between Louisiana Blvd. and Uptown Loop Rd. (Winrock) due to close spacing of existing driveways.

Access to the proposed Target development consists of a new right-in, right-out driveway (Driveway "A") on the east side of Louisiana Blvd. approximately midway between Uptown Loop (Winrock) and Indian School Rd., a new full access driveway (aligned with "Q" St.) on the south side of Indian School Rd. approximately midway between Louisiana Blvd. and Uptown Loop Rd. (Winrock), a new right-in, right-out driveway (Driveway "B") located on the north side of Uptown Loop Rd. (Winrock) approximately 350 feet east of Louisiana Blvd. (centerline to centerline), a full access driveway (Driveway "C") located along the west side of Uptown Loop Rd. (Winrock) approximately 430 feet south of Indian School Rd. (centerline to centerline), and a new right-out only driveway (Driveway "D") located along the south side of Indian School Rd. approximately 130 feet east of "Q" St. (centerline to centerline).

Recommendations for improvements to the adjacent transportation system include:

Project Access is recommended as summarized below:

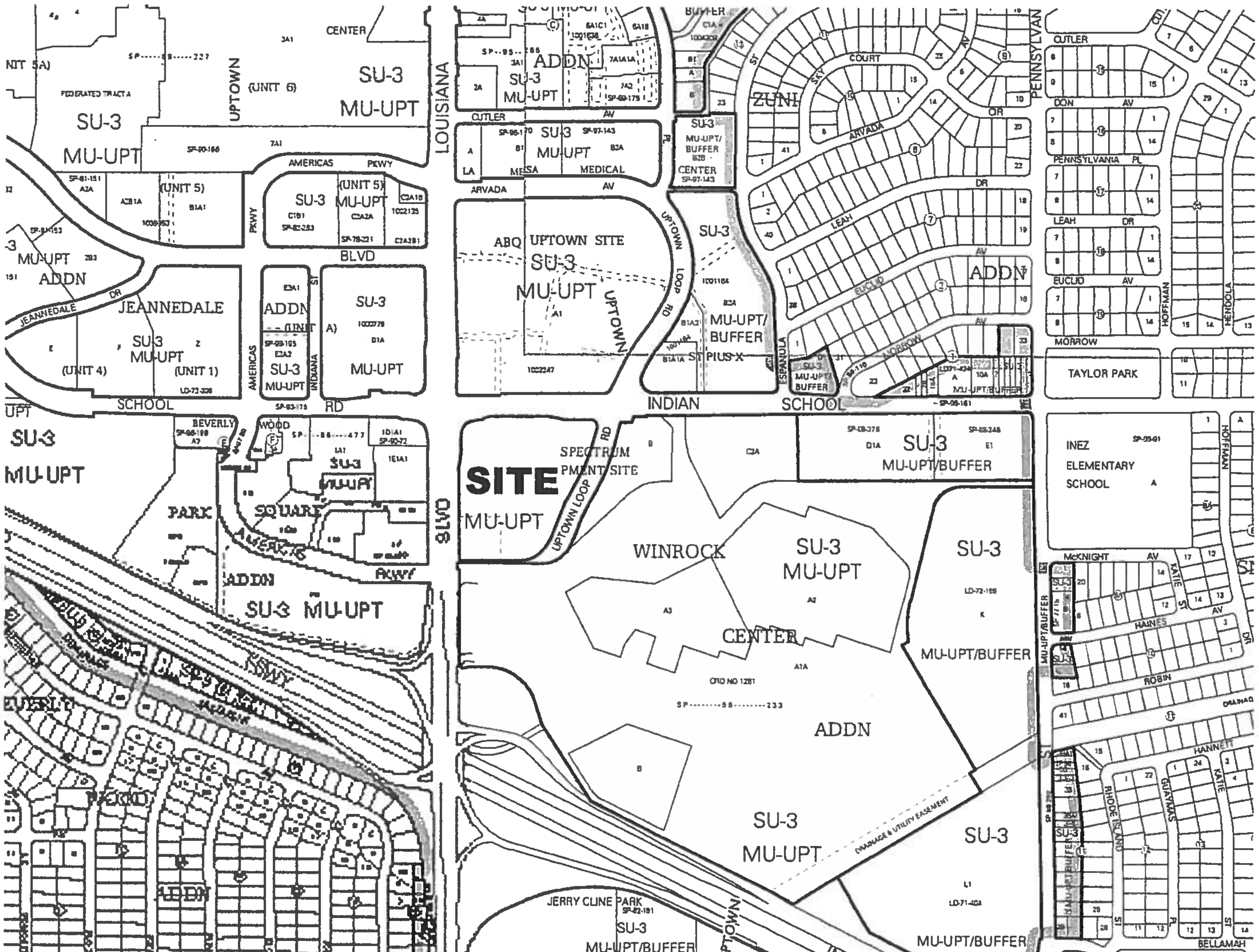
Driveway "A" – construct a new right-in, right-out unsignalized driveway located along the east side of Louisiana Blvd. approximately midway between Uptown Loop Rd. (Winrock) and Indian School Rd. A northbound right turn deceleration lane is warranted on Louisiana Blvd. at Driveway "A".
"Q" St. Driveway – construct a new full access driveway on the south side of Indian School Rd. to align with existing "Q" St. This report recommends that the new "Q" St. Driveway be unsignalized full access. The new south leg of this driveway should be constructed to implement a northbound left turn lane and a northbound thru/right turn lane for a distance of approximately 100 feet.
Driveway "B" – construct a new right-in, right-out unsignalized driveway along the north side of Uptown Loop Rd. (Winrock) approximately 350 feet east of Louisiana Blvd. (centerline to centerline).
Driveway "C" – construct a new full access unsignalized driveway along the west side of Uptown Loop Rd. (Winrock) approximately 430 feet south of Indian School Rd. (centerline to centerline). Driveway "C" should be constructed with a minimum of two exiting lanes on one entering lane. One of the exiting lanes should be designated as a left turn only lane.
Driveway "D" – construct a new right-in, right-out only unsignalized driveway along the south side of Indian School Rd. approximately 130 feet east of "Q" St. (centerline to centerline).

All construction of roadway improvements, driveways, and landscaping, shall preserve adequate sight distances at all existing and proposed intersections and driveways.

Improvements on City of Albuquerque streets and intersections should comply with requirements of the City of Albuquerque's *Development Process Manual*

Appendix

APPENDIX



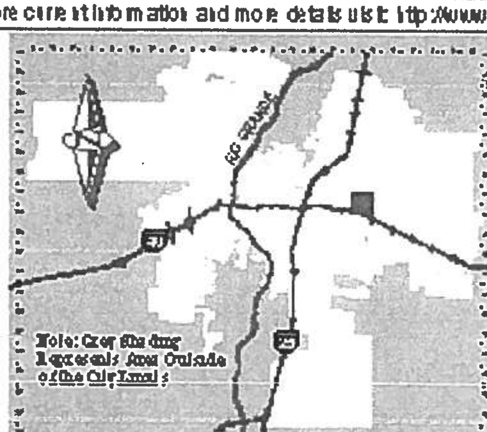
Target Commercial Center

Indian School Rd / Louisiana Blvd
Vicinity Map

For more current information and more details visit: http://www.cabq.gov/gis

AGIS
Albuquerque Geographic Information System

Map amended through: 1/24/2011

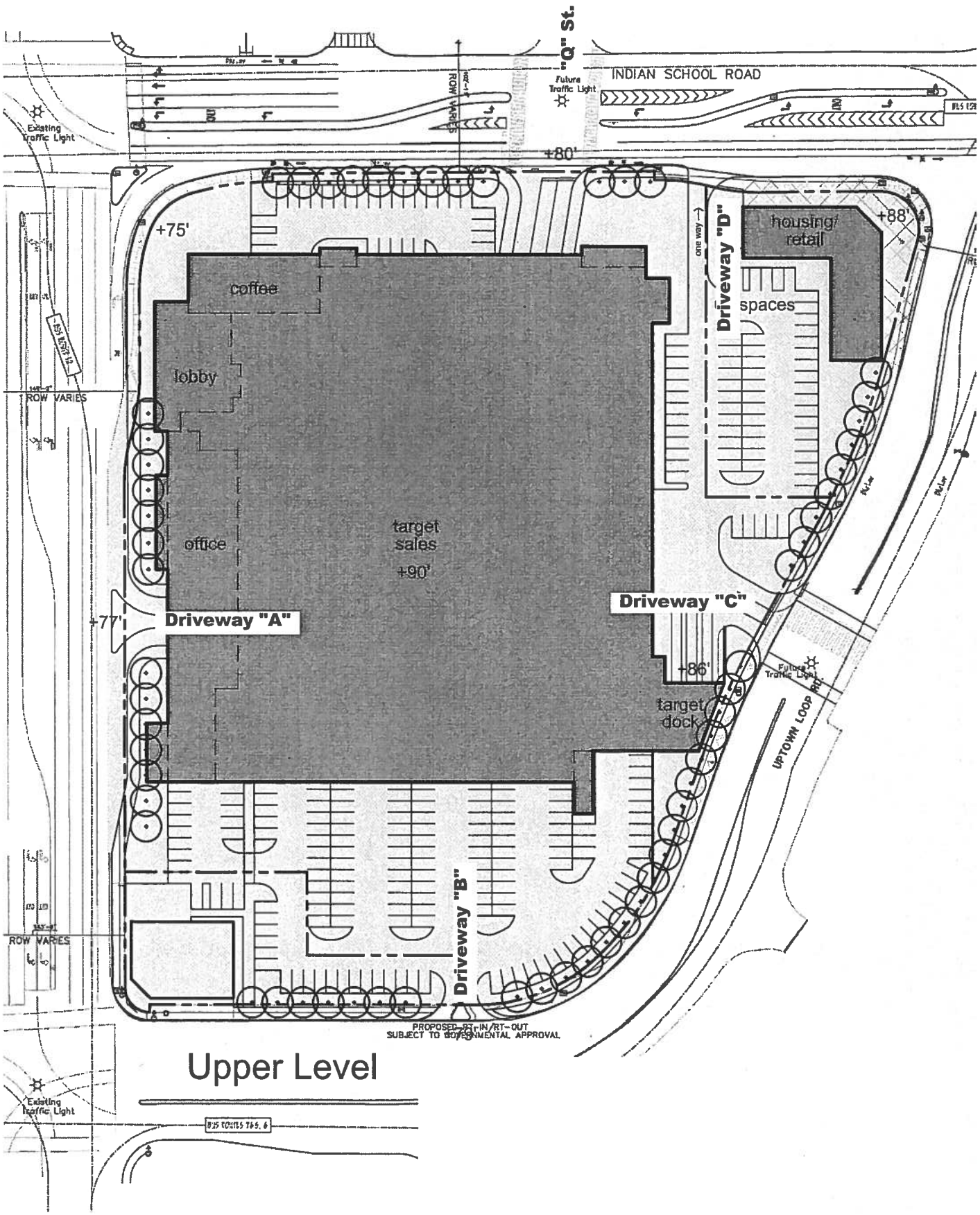


Zone Atlas Page:
H-18,19, J-18,19

Selected Symbols

- SECTOR PLANS
- Escarpment
- Design Overlay Zones
- 2 Mile Airport Zone
- City Historic Zones
- Airport Noise Contours
- H-1 Buffer Zone
- Wall Overlay Zone
- Petroglyph Mon.

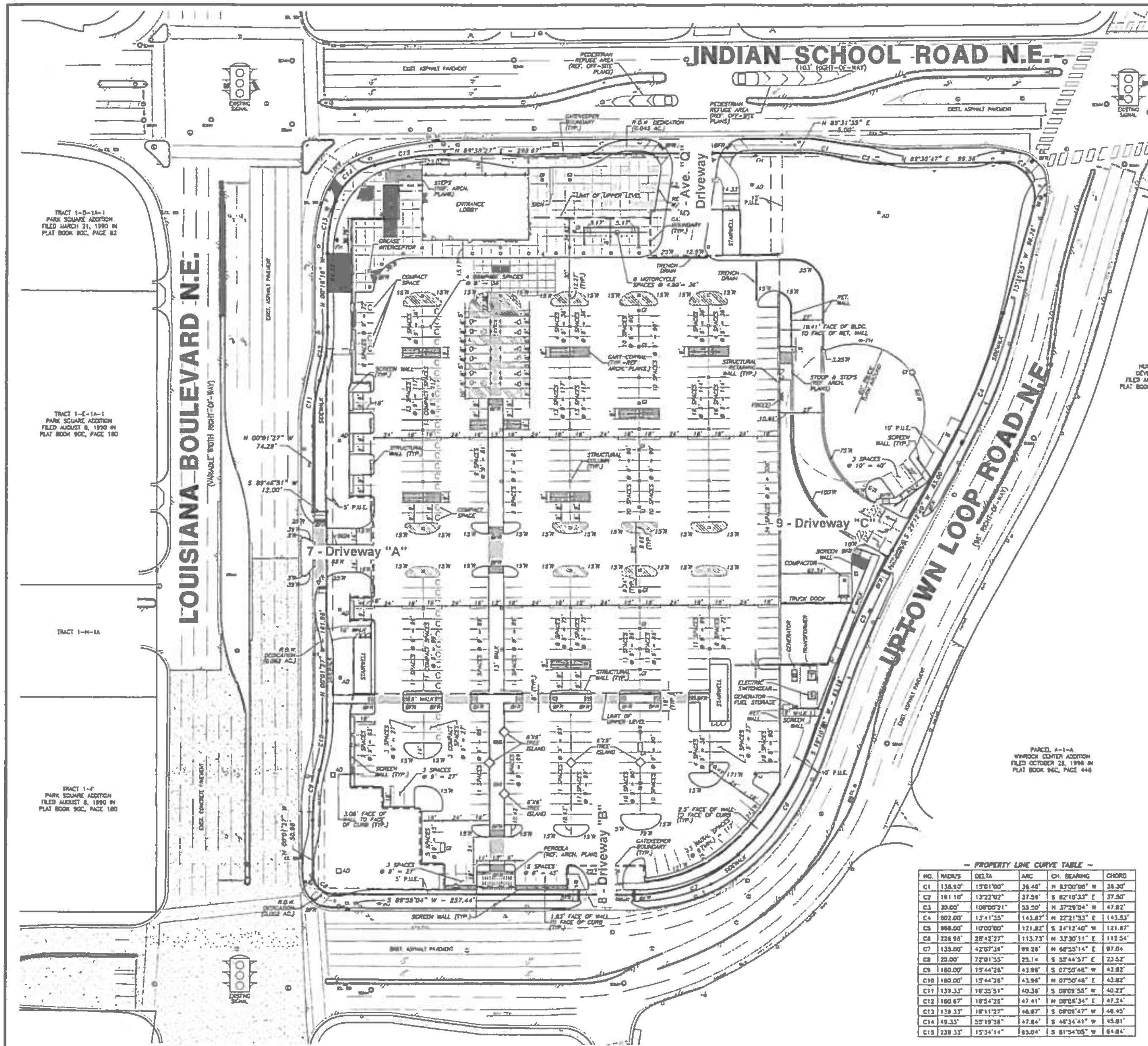
0 750 1,500 Feet



Uptown Monroe Site
Conceptual Site Plan 9a

Albuquerque, NM 99-9ABQ.001 December 21, 2010

Dekker/Perich/Sabatini



~ PROPERTY LINE CURVE TABLE ~

NO.	RADIUS	DELTA	ARC	CH. BEARING	CHORD
C1	138.90'	15°01'00"	36.40'	N 83°00'06" W	36.30'
C2	161.10'	13°22'02"	37.59'	S 82°10'33" E	37.50'
C3	30.00'	106°00'21"	55.50'	N 37°29'04" W	47.92'
C4	602.00'	13°41'35"	143.87'	N 22°21'33" E	143.53'
C5	698.00'	10°00'00"	121.82'	S 24°12'40" W	121.67'
C6	226.98'	28°42'27"	113.73'	N 33°30'11" E	112.54'
C7	133.00'	42°07'38"	98.28'	N 66°55'14" E	97.04'
C8	20.00'	72°01'55"	25.14	S 35°44'57" E	23.52'
C9	160.00'	15°44'28"	43.96'	S 07°50'46" W	43.82'
C10	160.00'	15°44'28"	43.96'	N 07°50'46" E	43.82'
C11	139.33'	16°35'51"	40.36'	S 08°09'55" W	40.22'
C12	160.67'	16°54'25"	47.41'	N 08°08'34" E	47.24'
C13	139.33'	18°11'27"	46.67'	S 08°03'47" W	46.45'
C14	49.33'	55°19'38"	47.64'	S 46°34'41" W	45.81'
C15	239.33'	15°34'14"	65.04'	S 81°54'05" W	64.84'

SITE DATA	
SITE AREA:	7.3572 AC.
BUILDING AREA:	155,629 SQ. FT.
FLOOR - AREA RATIO:	0.49
PROPOSED USE:	RETAIL
PARKING REQUIRED:	312 SPACES (2/1,000 SF)
PARKING PROVIDED:	471 SPACES
COMPACT:	38 SPACES
ACCESSIBLE:	12 SPACES (2 VAN)
MOTORCYCLE PARKING REQUIRED:	6 SPACES
MOTORCYCLE PARKING PROVIDED:	10 SPACES

LAYOUT & DIMENSION CONTROL GENERAL NOTES

1. BOUNDARY SURVEY: BOUNDARY SURVEY INFORMATION IS BASED ON THE BOUNDARY SURVEY PREPARED BY SURV-TEK, INC., DATED DECEMBER 2010.
2. PROPERTY LINES AND EASEMENTS: REFER TO THE BOUNDARY SURVEY AND PLAT TO VERIFY THE LOCATION OF PROPERTY LINES AND EASEMENTS.
3. DIMENSION CONTROL: UNLESS NOTED OTHERWISE, ALL PAVING DIMENSIONS SHOWN ARE TO FACE OF CURB.
4. CURB RADII: UNLESS NOTED OTHERWISE, ALL CURB RADII SHALL BE 3' AT FACE OF CURB.
5. BUILDING DIMENSIONS: REFER TO THE ARCHITECT PLANS TO VERIFY THE EXACT BUILDING DIMENSIONS.
6. BUILDING ORIENTATION: THE BUILDING IS PARALLEL AND PERPENDICULAR TO THE NORTHERN MOST EAST PROPERTY LINE - N 00° 18' 18" W.

ENGINEERS SEAL

SURVEY INFORMATION

NO.	FIELD NOTES	BY	DATE

BENCHMARKS

ALBUQUERQUE CONTROL SURVEY BENCHMARK "20-H18"
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE-NAD 83)
LOCATED IN THE MEDIAN OF LOUISIANA BOULEVARD ON THE SOUTH SIDE OF ITS INTERSECTION WITH UPTOWN BOULEVARD N.E., APPROXIMATELY 625 FEET NORTH OF THE CENTERLINE OF INDIAN SCHOOL ROAD N.E.
NORTHING: 1483154.978
EASTING: 1545048.210
ELEVATION: 5283.222 (NAVD 1988)

AS BUILT INFORMATION

CONTRACTOR — DATE
STAKED BY — DATE
INSPECTED BY — DATE
ACCEPTED BY — DATE
FIELD VERIFICATION BY — DATE
DRAWINGS CORRECTED BY — DATE

MICRO-FILM INFORMATION

RECORDED BY — DATE
NO.

Lawrence A. Cates & Associates, LLP
Consulting Engineers
14800 Quorum Drive, Suite 200
Dallas, Texas 75254
Office: 972-385-2272 Fax: 972-980-1627

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN		
DESIGNED BY LCA	DATE	12.09.11
DRAWN BY LCA	DATE	12.09.11
CHECKED BY LCA	DATE	12.09.11

DIMENSION CONTROL PLAN

TARGET ALBUQUERQUE UPTOWN (T-2813)
TRACT A-1, HUNT-SPECTRUM
THE CITY OF ALBUQUERQUE, NEW MEXICO

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D.R.C. Chair			WATER		
TRANS. DEV.			WASTE WATER		
HYDROLOGY			TRAF. OPER.		

LCA PROJECT NO. 001-002 | MAP NO. J-19-7 | SHEET

CALL BEFORE YOU DIG 1-800-321-2537 NEW MEXICO ONE CALL SYSTEM

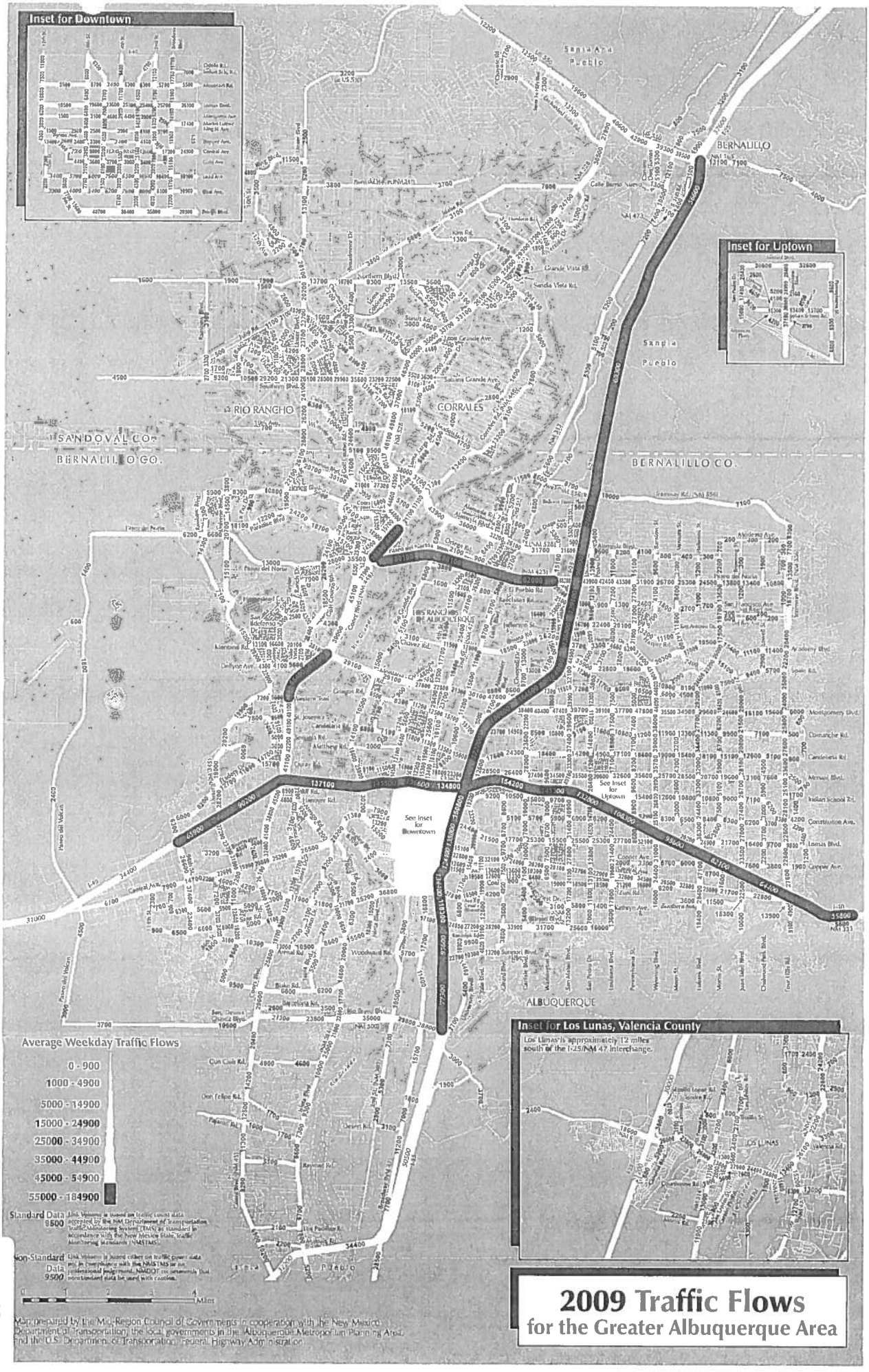
A-3

R:\DWG\S001-002\OUTBD\ J - DC\DIMENSION CONTROL PLAN.dwg, 1/3/2012 10:35:57 AM, chris

Target Commercial Center

Indian School Rd / Louisiana Blvd

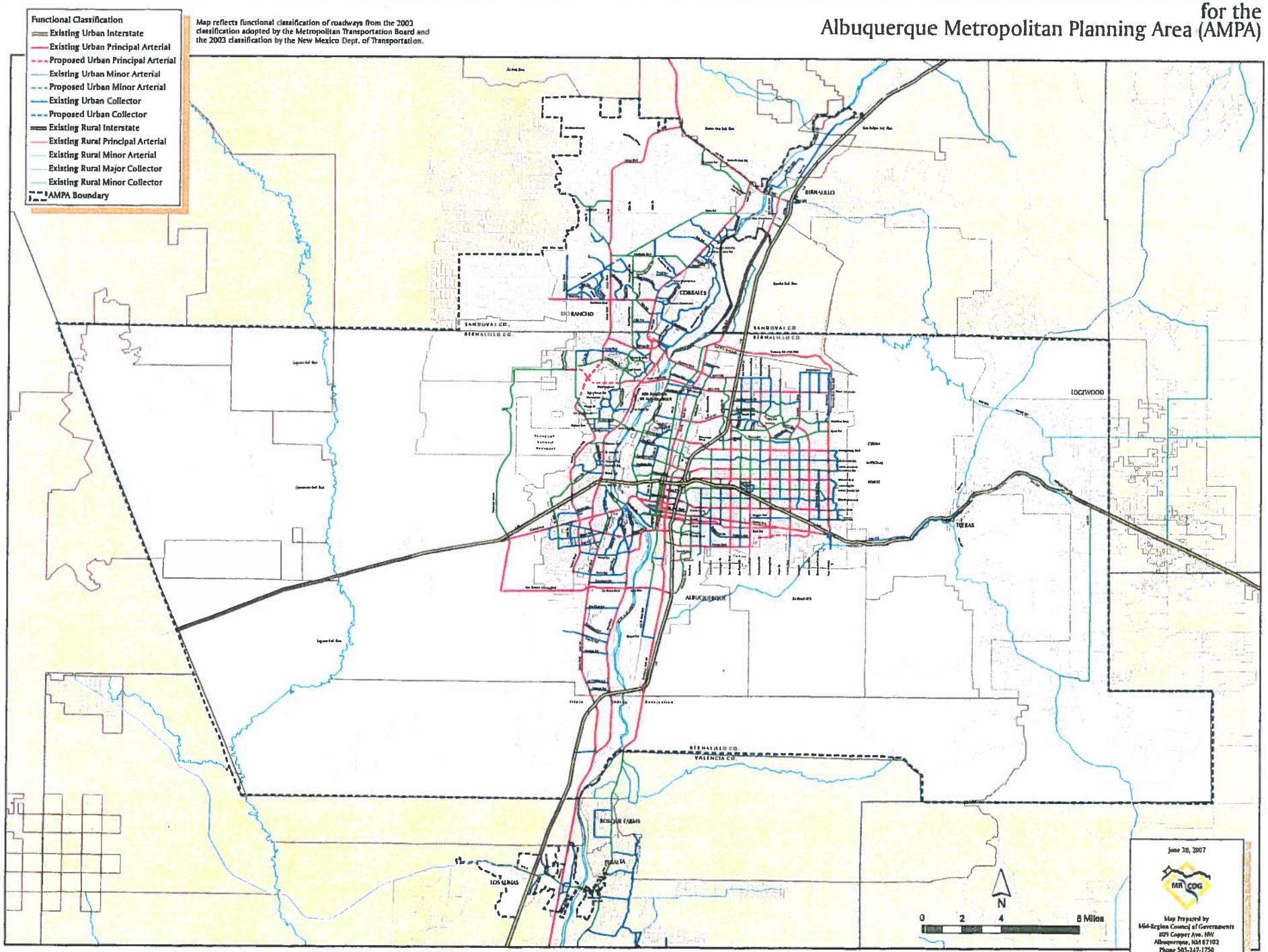
Aerial Photo Map



2009 Traffic Flows
for the Greater Albuquerque Area

Current Roadway Functional Classification System

for the
Albuquerque Metropolitan Planning Area (AMPA)



Uptown Monroe Site (Indian School Rd. / Louisiana Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HR VOL.	A. M. PEAK HR.		P. M. PEAK HR.	
DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
Summary Sheet	Units					
Free-Standing Discount Store (815)	160.00	10,767	115	54	400	400
Shopping Center (820)	14.00	1,892	29	19	83	87
Residential Condominium / Townhouse (230)	40.00	290	4	21	19	9
Subtotal		**12,949**	**148**	**94**	**502**	**496**
Subtotal Commercial Trips		**12,659**	**144**	**73**	**483**	**487**
Pass-by Trip Adjustment (PM Only)	20%	-	-	-	**(97)**	**(97)**
Net New Commercial Trips Generated		**12,659**	**144**	**73**	**386**	**390**
Residential Trips Generated		**290**	**4**	**21**	**19**	**9**
Total New Trips to System for New Plan		**12,949**	**148**	**94**	**405**	**399**
Trips Assumed in BHI - 2008 Traffic Impact Study*		**9,099**	**295**	**174**	**409**	**438**
Increase (Decrease) in Trips Generated		**3,850**	**(147)**	**(80)**	**(4)**	**(39)**
Percent Increase (Decrease) in Trips Generated		42.3%	-49.8%	-46.0%	-1.0%	-8.9%

* - BHI Trips Adjusted for Pass-by traffic

Uptown Monroe Site (Indian School Rd. / Louisiana Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Free-Standing Discount Store (815)	*160.00*	10,767	115	54	400	400
	1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

Ln(T) = *1.52* Ln(X) + *1.57*
50% Enter, *50%* Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

T = *1.06* (X) + *0*
68% Enter, *32%* Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

T = *5* (X) + *0*
50% Enter, *50%* Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 8th Edition

Uptown Monroe Site (Indian School Rd. / Louisiana Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Shopping Center (820)	*14.00*	1,892	29	19	83	87
	1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

Ln(T) = *0.65* Ln(X) + *5.83*
50% Enter, *50%* Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

Ln(T) = *0.59* Ln(X) + *2.32*
61% Enter, *39%* Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

Ln(T) = *0.67* Ln(X) + *3.37*
49% Enter, *51%* Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 8th Edition

Uptown Monroe Site (Indian School Rd. / Louisiana Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Residential Condominium / Townhouse (230)	***40.00***	290	4	21	19	9
	Dwelling Units					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

Ln(T) = ***0.87*** **Ln(X) +** ***2.46***
50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

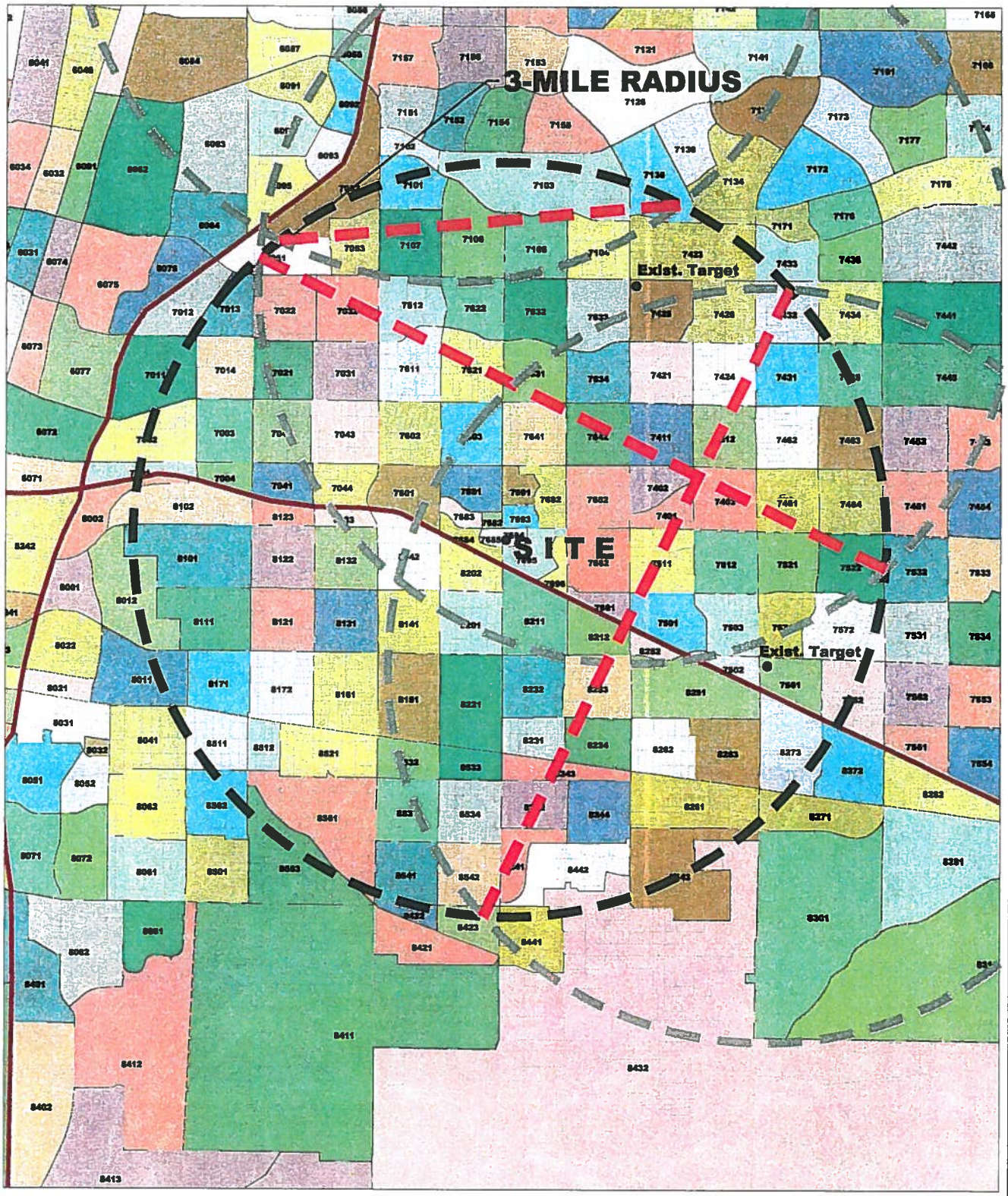
Ln(T) = ***0.8*** **Ln(X) +** ***0.26***
17% Enter, ***83%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

Ln(T) = ***0.82*** **Ln(X) +** ***0.32***
67% Enter, ***33%*** Exit

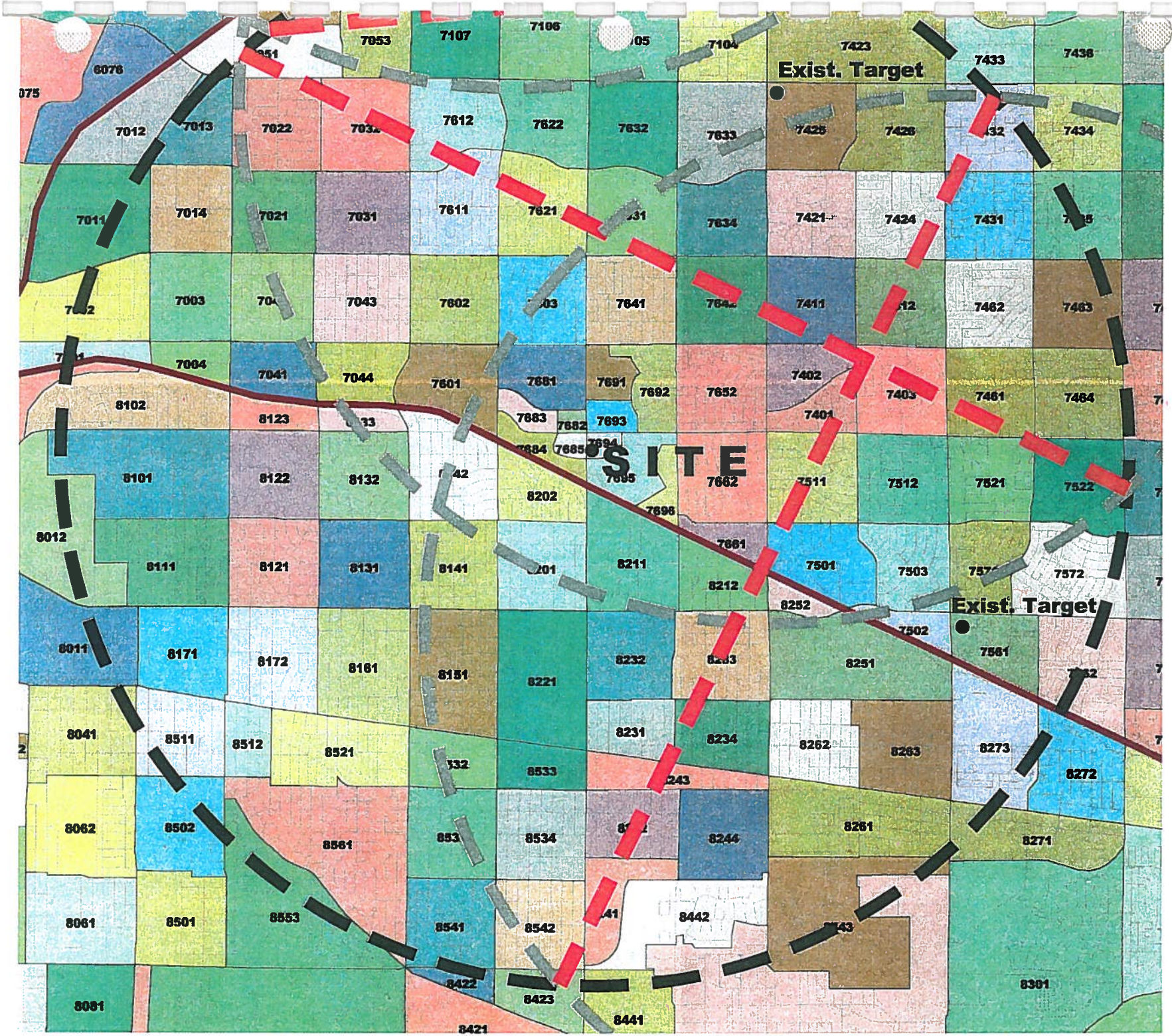
Comments:
Tract No.

Based on ITE Trip Generation Manual - 8th Edition



DATA ANALYSIS SUBZONE (DASZ) MAP

Monroe Site (Indian School Rd. / Louisiana Blvd.)


Exist. Target
SITE
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Trip Distribution Table

Target Commercial Center

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(IE) Indian School Rd East			(PS) Pennsylvania St South			(UC) Uptown Loop Central		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2012											
Boundary Specified on DASZ Map															
7001	50%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7002	55%	5	0	3	2	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7003	100%	87	79	85	85	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7004	100%	2	2	2	2	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7011	30%	13	12	13	4	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7013	100%	1084	1031	1,068	1,068	1.46%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7014	100%	1946	1807	1,903	1,903	2.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7021	100%	1282	1185	1,252	1,252	1.72%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7022	100%	1690	1570	1,653	1,653	2.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7031	100%	1956	1815	1,913	1,913	2.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7032	55%	1648	1541	1,615	888	1.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7041	100%	182	166	177	177	0.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7042	100%	1110	1028	1,085	1,085	1.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7043	100%	1467	1360	1,434	1,434	1.96%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7044	100%	13	15	14	14	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7401	70%	724	668	707	495	0.68%	100%	0.68%	495	0%	0.00%	0	0%	0.00%	0
7402	95%	891	852	879	835	1.14%	100%	1.14%	835	0%	0.00%	0	0%	0.00%	0
7411	10%	1504	1399	1,472	147	0.20%	50%	0.10%	74	0%	0.00%	0	0%	0.00%	0
7511	45%	1253	1215	1,241	558	0.76%	50%	0.38%	279	50%	0.38%	279	0%	0.00%	0
7601	100%	924	858	904	904	1.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7602	100%	1062	987	1,039	1,039	1.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7603	100%	1221	1132	1,194	1,194	1.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7611	85%	1854	1720	1,813	1,541	2.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7621	50%	1297	1205	1,269	635	0.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7631	5%	1101	1018	1,075	54	0.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7641	100%	1259	1165	1,230	1,230	1.69%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7642	50%	904	841	885	443	0.61%	50%	0.30%	222	0%	0.00%	0	0%	0.00%	0
7652	100%	1024	951	1,002	1,002	1.37%	50%	0.69%	501	0%	0.00%	0	0%	0.00%	0
7661	95%	194	215	200	190	0.26%	0%	0.00%	0	80%	0.21%	152	0%	0.00%	0
7662	100%	1692	1572	1,655	1,655	2.27%	50%	1.13%	828	50%	1.13%	828	0%	0.00%	0
7681	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7682	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7683	100%	126	117	123	123	0.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7684	100%	662	632	653	653	0.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7685	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7691	100%	147	150	148	148	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7692	100%	659	868	723	723	0.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7693	100%	0	796	245	245	0.34%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7694	100%	0	85	26	26	0.04%	0%	0.00%	0	0%	0.00%	0	100%	0.04%	26
7695	100%	0	139	43	43	0.06%	0%	0.00%	0	0%	0.00%	0	100%	0.06%	43
7696	100%	877	837	865	865	1.19%	0%	0.00%	0	50%	0.59%	433	50%	0.59%	433
8002	15%	422	524	453	68	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8011	40%	2027	1998	2,018	807	1.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Target Commercial Center

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(IE) Indian School Rd East			(PS) Pennsylvania St South			(UC) Uptown Loop Central		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2012											
Boundary Specified on DASZ Map															
8012	45%	466	471	468	211	0.29%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8041	5%	2730	2659	2,708	135	0.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8101	100%	2346	2176	2,294	2,294	3.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8102	85%	1462	1378	1,436	1,221	1.67%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8111	100%	1772	1643	1,732	1,732	2.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8121	100%	1229	1136	1,200	1,200	1.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8122	100%	1241	1168	1,219	1,219	1.67%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8123	100%	471	435	460	460	0.63%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8131	100%	1262	1170	1,234	1,234	1.69%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8132	100%	1162	1076	1,136	1,136	1.56%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8133	100%	1	0	1	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8141	100%	1021	951	999	999	1.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8142	100%	1483	1376	1,450	1,450	1.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8151	100%	1752	1674	1,728	1,728	2.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8161	100%	2081	2358	2,166	2,166	2.97%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8171	100%	1020	974	1,006	1,008	1.38%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8172	100%	1605	1514	1,577	1,577	2.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8201	100%	1126	1045	1,101	1,101	1.51%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8202	100%	806	757	791	791	1.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8211	100%	1580	1479	1,549	1,549	2.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8212	90%	335	308	327	294	0.40%	0%	0.00%	0	50%	0.20%	147	0%	0.00%	0
8221	100%	3	10	5	5	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8231	100%	1462	1382	1,437	1,437	1.97%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8232	100%	1199	1118	1,174	1,174	1.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8233	50%	2587	2500	2,560	1,280	1.75%	0%	0.00%	0	50%	0.88%	640	0%	0.00%	0
8234	10%	1866	1759	1,833	183	0.25%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8241	30%	1000	942	982	295	0.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8242	50%	4255	4387	4,296	2,148	2.94%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8243	50%	1114	1099	1,109	555	0.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8502	25%	1209	1125	1,183	296	0.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8511	85%	1058	995	1,039	883	1.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8512	100%	357	365	359	359	0.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8521	100%	961	1281	1,059	1,059	1.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8531	100%	1864	1794	1,842	1,842	2.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8532	100%	1054	1018	1,043	1,043	1.43%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8533	100%	709	699	706	708	0.97%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8534	100%	1893	1795	1,863	1,863	2.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8541	95%	2956	2879	2,932	2,785	3.82%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8542	95%	1624	1510	1,589	1,510	2.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8553	20%	2284	2250	2,274	455	0.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8561	95%	2668	2524	2,624	2,493	3.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				92,570	72,978	100.00%			3,233			2,478			502
									4.43%			3.40%			0.89%

Trip Distribution Table
Target Commercial Center

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercia**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(LS) Louisiana Blvd South			(UW) Uptown Loop West			(IW) Indian School Rd West		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2012											
Boundary Specified on DASZ Map															
7001	50%	0	0	0	0	0.00%	70%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7002	55%	5	0	3	2	0.00%	70%	0.00%	1	0%	0.00%	0	0%	0.00%	0
7003	100%	87	79	85	85	0.12%	70%	0.08%	60	0%	0.00%	0	0%	0.00%	0
7004	100%	2	2	2	2	0.00%	70%	0.00%	1	0%	0.00%	0	0%	0.00%	0
7011	30%	13	12	13	4	0.01%	70%	0.00%	3	0%	0.00%	0	0%	0.00%	0
7013	100%	1084	1031	1,068	1,068	1.46%	70%	1.02%	748	0%	0.00%	0	0%	0.00%	0
7014	100%	1946	1807	1,903	1,903	2.61%	70%	1.83%	1,332	0%	0.00%	0	0%	0.00%	0
7021	100%	1282	1185	1,252	1,252	1.72%	70%	1.20%	876	0%	0.00%	0	0%	0.00%	0
7022	100%	1690	1570	1,653	1,653	2.27%	70%	1.59%	1,157	0%	0.00%	0	0%	0.00%	0
7031	100%	1956	1815	1,913	1,913	2.62%	70%	1.83%	1,339	0%	0.00%	0	0%	0.00%	0
7032	55%	1648	1541	1,615	888	1.22%	70%	0.85%	622	0%	0.00%	0	0%	0.00%	0
7041	100%	182	166	177	177	0.24%	100%	0.24%	177	0%	0.00%	0	0%	0.00%	0
7042	100%	1110	1028	1,085	1,085	1.49%	80%	1.19%	868	0%	0.00%	0	0%	0.00%	0
7043	100%	1467	1360	1,434	1,434	1.96%	70%	1.38%	1,004	0%	0.00%	0	0%	0.00%	0
7044	100%	13	15	14	14	0.02%	100%	0.02%	14	0%	0.00%	0	0%	0.00%	0
7401	70%	724	668	707	495	0.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7402	95%	891	852	879	835	1.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7411	10%	1504	1399	1,472	147	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7511	45%	1253	1215	1,241	558	0.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7601	100%	924	858	904	904	1.24%	30%	0.37%	271	20%	0.25%	181	50%	0.62%	452
7602	100%	1062	987	1,039	1,039	1.42%	50%	0.71%	520	20%	0.28%	208	20%	0.28%	208
7603	100%	1221	1132	1,194	1,194	1.64%	0%	0.00%	0	25%	0.41%	299	25%	0.41%	299
7611	85%	1854	1720	1,813	1,541	2.11%	60%	1.27%	925	20%	0.42%	308	20%	0.42%	308
7621	50%	1297	1205	1,269	635	0.87%	0%	0.00%	0	25%	0.22%	159	25%	0.22%	159
7631	5%	1101	1018	1,075	54	0.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7641	100%	1259	1165	1,230	1,230	1.69%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7642	50%	904	841	885	443	0.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7652	100%	1024	951	1,002	1,002	1.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7661	95%	194	215	200	190	0.26%	20%	0.05%	38	0%	0.00%	0	0%	0.00%	0
7662	100%	1692	1572	1,655	1,655	2.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7681	100%	0	0	0	0	0.00%	0%	0.00%	0	20%	0.00%	0	0%	0.00%	0
7682	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0
7683	100%	126	117	123	123	0.17%	0%	0.00%	0	20%	0.03%	25	80%	0.13%	98
7684	100%	662	632	653	653	0.89%	0%	0.00%	0	50%	0.45%	327	50%	0.45%	327
7685	100%	0	0	0	0	0.00%	0%	0.00%	0	50%	0.00%	0	50%	0.00%	0
7691	100%	147	150	148	148	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7692	100%	659	868	723	723	0.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7693	100%	0	796	245	245	0.34%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7694	100%	0	85	26	26	0.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7695	100%	0	139	43	43	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7696	100%	877	837	865	865	1.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8002	15%	422	524	453	68	0.09%	0%	0.00%	0	50%	0.05%	34	50%	0.05%	34
8011	40%	2027	1998	2,018	807	1.11%	100%	1.11%	807	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table
Target Commercial Center

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercia**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(LS) Louisiana Blvd South			(UW) Uptown Loop West			(IW) Indian School Rd West		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2012											
Boundary Specified on DASZ Map															
8012	45%	466	471	468	211	0.29%	50%	0.14%	106	0%	0.00%	0	50%	0.14%	106
8041	5%	2730	2659	2,708	135	0.18%	100%	0.18%	135	0%	0.00%	0	0%	0.00%	0
8101	100%	2346	2176	2,294	2,294	3.14%	50%	1.57%	1,147	25%	0.79%	574	25%	0.79%	574
8102	85%	1462	1378	1,436	1,221	1.67%	50%	0.84%	611	25%	0.42%	305	25%	0.42%	305
8111	100%	1772	1643	1,732	1,732	2.37%	100%	2.37%	1,732	0%	0.00%	0	0%	0.00%	0
8121	100%	1229	1136	1,200	1,200	1.84%	100%	1.64%	1,200	0%	0.00%	0	0%	0.00%	0
8122	100%	1241	1168	1,219	1,219	1.67%	50%	0.84%	610	25%	0.42%	305	25%	0.42%	305
8123	100%	471	435	460	460	0.63%	0%	0.00%	0	50%	0.32%	230	50%	0.32%	230
8131	100%	1262	1170	1,234	1,234	1.69%	100%	1.69%	1,234	0%	0.00%	0	0%	0.00%	0
8132	100%	1162	1076	1,136	1,136	1.56%	65%	1.01%	738	10%	0.16%	114	25%	0.39%	284
8133	100%	1	0	1	1	0.00%	0%	0.00%	0	50%	0.00%	1	50%	0.00%	1
8141	100%	1021	951	999	999	1.37%	100%	1.37%	999	0%	0.00%	0	0%	0.00%	0
8142	100%	1483	1376	1,450	1,450	1.99%	50%	0.99%	725	25%	0.50%	363	25%	0.50%	363
8151	100%	1752	1674	1,728	1,728	2.37%	100%	2.37%	1,728	0%	0.00%	0	0%	0.00%	0
8161	100%	2081	2358	2,166	2,166	2.97%	100%	2.97%	2,166	0%	0.00%	0	0%	0.00%	0
8171	100%	1020	974	1,006	1,006	1.38%	100%	1.38%	1,006	0%	0.00%	0	0%	0.00%	0
8172	100%	1605	1514	1,577	1,577	2.16%	100%	2.16%	1,577	0%	0.00%	0	0%	0.00%	0
8201	100%	1126	1045	1,101	1,101	1.51%	100%	1.51%	1,101	0%	0.00%	0	0%	0.00%	0
8202	100%	806	757	791	791	1.08%	100%	1.08%	791	0%	0.00%	0	0%	0.00%	0
8211	100%	1580	1479	1,549	1,549	2.12%	100%	2.12%	1,549	0%	0.00%	0	0%	0.00%	0
8212	90%	335	308	327	294	0.40%	50%	0.20%	147	0%	0.00%	0	0%	0.00%	0
8221	100%	3	10	5	5	0.01%	100%	0.01%	5	0%	0.00%	0	0%	0.00%	0
8231	100%	1462	1382	1,437	1,437	1.97%	100%	1.97%	1,437	0%	0.00%	0	0%	0.00%	0
8232	100%	1199	1118	1,174	1,174	1.61%	100%	1.61%	1,174	0%	0.00%	0	0%	0.00%	0
8233	50%	2587	2500	2,560	1,280	1.75%	50%	0.88%	640	0%	0.00%	0	0%	0.00%	0
8234	10%	1866	1759	1,833	183	0.25%	100%	0.25%	183	0%	0.00%	0	0%	0.00%	0
8241	30%	1000	942	982	295	0.40%	100%	0.40%	295	0%	0.00%	0	0%	0.00%	0
8242	50%	4255	4387	4,296	2,148	2.94%	100%	2.94%	2,148	0%	0.00%	0	0%	0.00%	0
8243	50%	1114	1099	1,109	555	0.76%	100%	0.76%	555	0%	0.00%	0	0%	0.00%	0
8502	25%	1209	1125	1,183	296	0.41%	100%	0.41%	296	0%	0.00%	0	0%	0.00%	0
8511	85%	1058	995	1,039	883	1.21%	100%	1.21%	883	0%	0.00%	0	0%	0.00%	0
8512	100%	357	365	359	359	0.49%	100%	0.49%	359	0%	0.00%	0	0%	0.00%	0
8521	100%	961	1281	1,059	1,059	1.45%	100%	1.45%	1,059	0%	0.00%	0	0%	0.00%	0
8531	100%	1864	1794	1,842	1,842	2.52%	100%	2.52%	1,842	0%	0.00%	0	0%	0.00%	0
8532	100%	1054	1018	1,043	1,043	1.43%	100%	1.43%	1,043	0%	0.00%	0	0%	0.00%	0
8533	100%	709	699	706	706	0.97%	100%	0.97%	706	0%	0.00%	0	0%	0.00%	0
8534	100%	1893	1795	1,863	1,863	2.55%	100%	2.55%	1,863	0%	0.00%	0	0%	0.00%	0
8541	95%	2956	2879	2,932	2,785	3.82%	100%	3.82%	2,785	0%	0.00%	0	0%	0.00%	0
8542	95%	1624	1510	1,589	1,510	2.07%	100%	2.07%	1,510	0%	0.00%	0	0%	0.00%	0
8553	20%	2284	2250	2,274	455	0.62%	100%	0.62%	455	0%	0.00%	0	0%	0.00%	0
8561	95%	2668	2524	2,624	2,493	3.42%	100%	3.42%	2,493	0%	0.00%	0	0%	0.00%	0
				92,570	72,978	100.00%			51,794			3,429			4,050
									70.97%			4.70%			5.55%

Trip Distribution Table
Target Commercial Center

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercia**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(LN) Louisiana Blvd North			(QN) Q St North			(UN) Uptown Loop North		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2012											
Boundary Specified on DASZ Map															
7001	50%	0	0	0	0	0.00%	30%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7002	55%	5	0	3	2	0.00%	30%	0.00%	1	0%	0.00%	0	0%	0.00%	0
7003	100%	87	79	85	85	0.12%	30%	0.03%	26	0%	0.00%	0	0%	0.00%	0
7004	100%	2	2	2	2	0.00%	30%	0.00%	1	0%	0.00%	0	0%	0.00%	0
7011	30%	13	12	13	4	0.01%	30%	0.00%	1	0%	0.00%	0	0%	0.00%	0
7013	100%	1084	1031	1,068	1,068	1.46%	30%	0.44%	320	0%	0.00%	0	0%	0.00%	0
7014	100%	1946	1807	1,903	1,903	2.61%	30%	0.78%	571	0%	0.00%	0	0%	0.00%	0
7021	100%	1282	1185	1,252	1,252	1.72%	30%	0.51%	376	0%	0.00%	0	0%	0.00%	0
7022	100%	1690	1570	1,653	1,653	2.27%	30%	0.68%	496	0%	0.00%	0	0%	0.00%	0
7031	100%	1956	1815	1,913	1,913	2.62%	30%	0.79%	574	0%	0.00%	0	0%	0.00%	0
7032	55%	1648	1541	1,815	888	1.22%	30%	0.37%	266	0%	0.00%	0	0%	0.00%	0
7041	100%	182	166	177	177	0.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7042	100%	1110	1028	1,085	1,085	1.49%	20%	0.30%	217	0%	0.00%	0	0%	0.00%	0
7043	100%	1467	1360	1,434	1,434	1.96%	30%	0.59%	430	0%	0.00%	0	0%	0.00%	0
7044	100%	13	15	14	14	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7401	70%	724	668	707	495	0.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7402	95%	891	852	879	835	1.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7411	10%	1504	1399	1,472	147	0.20%	20%	0.04%	29	0%	0.00%	0	0%	0.00%	0
7511	45%	1253	1215	1,241	558	0.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7601	100%	924	858	904	904	1.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7602	100%	1062	987	1,039	1,039	1.42%	10%	0.14%	104	0%	0.00%	0	0%	0.00%	0
7603	100%	1221	1132	1,194	1,194	1.64%	50%	0.82%	597	0%	0.00%	0	0%	0.00%	0
7611	85%	1854	1720	1,813	1,541	2.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7621	50%	1297	1205	1,269	635	0.87%	50%	0.44%	318	0%	0.00%	0	0%	0.00%	0
7631	5%	1101	1018	1,075	54	0.07%	50%	0.04%	27	0%	0.00%	0	0%	0.00%	0
7641	100%	1259	1165	1,230	1,230	1.69%	50%	0.84%	615	0%	0.00%	0	0%	0.00%	0
7642	50%	904	841	885	443	0.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7652	100%	1024	951	1,002	1,002	1.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7661	95%	194	215	200	190	0.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7662	100%	1692	1572	1,655	1,655	2.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7681	100%	0	0	0	0	0.00%	80%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7682	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7683	100%	126	117	123	123	0.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7684	100%	662	632	653	653	0.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7685	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7691	100%	147	150	148	148	0.20%	20%	0.04%	30	0%	0.00%	0	0%	0.00%	0
7692	100%	659	868	723	723	0.99%	50%	0.50%	362	0%	0.00%	0	0%	0.00%	0
7693	100%	0	796	245	245	0.34%	0%	0.00%	0	50%	0.17%	123	50%	0.17%	123
7694	100%	0	85	26	26	0.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7695	100%	0	139	43	43	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7696	100%	877	837	885	865	1.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8002	15%	422	524	453	68	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8011	40%	2027	1998	2,018	807	1.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table
Target Commercial Center

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercia**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(LN) Louisiana Blvd North			(QN) Q St North			(UN) Uptown Loop North		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2012											
Boundary Specified on DASZ Map															
8012	45%	466	471	468	211	0.29%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8041	5%	2730	2659	2,708	135	0.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8101	100%	2346	2176	2,294	2,294	3.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8102	85%	1462	1378	1,436	1,221	1.67%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8111	100%	1772	1643	1,732	1,732	2.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8121	100%	1229	1136	1,200	1,200	1.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8122	100%	1241	1168	1,219	1,219	1.67%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8123	100%	471	435	460	460	0.63%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8131	100%	1262	1170	1,234	1,234	1.69%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8132	100%	1162	1076	1,136	1,136	1.56%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8133	100%	1	0	1	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8141	100%	1021	951	999	999	1.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8142	100%	1483	1376	1,450	1,450	1.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8151	100%	1752	1674	1,728	1,728	2.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8161	100%	2081	2358	2,166	2,166	2.97%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8171	100%	1020	974	1,006	1,006	1.38%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8172	100%	1605	1514	1,577	1,577	2.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8201	100%	1126	1045	1,101	1,101	1.51%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8202	100%	806	757	791	791	1.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8211	100%	1580	1479	1,549	1,549	2.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8212	90%	335	308	327	294	0.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8221	100%	3	10	5	5	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8231	100%	1462	1382	1,437	1,437	1.97%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8232	100%	1199	1118	1,174	1,174	1.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8233	50%	2587	2500	2,560	1,280	1.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8234	10%	1866	1759	1,833	183	0.25%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8241	30%	1000	942	982	295	0.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8242	50%	4255	4387	4,296	2,148	2.94%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8243	50%	1114	1099	1,109	555	0.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8502	25%	1209	1125	1,183	296	0.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8511	85%	1058	995	1,039	883	1.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8512	100%	357	365	359	359	0.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8521	100%	961	1281	1,059	1,059	1.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8531	100%	1864	1794	1,842	1,842	2.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8532	100%	1054	1018	1,043	1,043	1.43%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8533	100%	709	699	706	706	0.97%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8534	100%	1893	1795	1,863	1,863	2.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8541	95%	2956	2879	2,932	2,785	3.82%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8542	95%	1624	1510	1,589	1,510	2.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8553	20%	2284	2250	2,274	455	0.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8561	95%	2668	2524	2,624	2,493	3.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				92,570	72,978	100.00%			5,359			123			123
									7.34%			0.17%			0.17%

Trip Distribution Table
Target Commercial Center

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercia**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(EN) Espanola St North			(PN) Pensylvania St North		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2012								
Boundary Specified on DASZ Map												
7001	50%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
7002	55%	5	0	3	2	0.00%	0%	0.00%	0	0%	0.00%	0
7003	100%	87	79	85	85	0.12%	0%	0.00%	0	0%	0.00%	0
7004	100%	2	2	2	2	0.00%	0%	0.00%	0	0%	0.00%	0
7011	30%	13	12	13	4	0.01%	0%	0.00%	0	0%	0.00%	0
7013	100%	1084	1031	1,068	1,068	1.46%	0%	0.00%	0	0%	0.00%	0
7014	100%	1946	1807	1,903	1,903	2.61%	0%	0.00%	0	0%	0.00%	0
7021	100%	1282	1185	1,252	1,252	1.72%	0%	0.00%	0	0%	0.00%	0
7022	100%	1690	1570	1,653	1,653	2.27%	0%	0.00%	0	0%	0.00%	0
7031	100%	1956	1815	1,913	1,913	2.62%	0%	0.00%	0	0%	0.00%	0
7032	55%	1648	1541	1,615	888	1.22%	0%	0.00%	0	0%	0.00%	0
7041	100%	182	166	177	177	0.24%	0%	0.00%	0	0%	0.00%	0
7042	100%	1110	1028	1,085	1,085	1.49%	0%	0.00%	0	0%	0.00%	0
7043	100%	1467	1360	1,434	1,434	1.96%	0%	0.00%	0	0%	0.00%	0
7044	100%	13	15	14	14	0.02%	0%	0.00%	0	0%	0.00%	0
7401	70%	724	668	707	495	0.68%	0%	0.00%	0	0%	0.00%	0
7402	95%	891	852	879	835	1.14%	0%	0.00%	0	0%	0.00%	0
7411	10%	1504	1399	1,472	147	0.20%	0%	0.00%	0	30%	0.06%	44
7511	45%	1253	1215	1,241	558	0.76%	0%	0.00%	0	0%	0.00%	0
7601	100%	924	858	904	904	1.24%	0%	0.00%	0	0%	0.00%	0
7602	100%	1062	987	1,039	1,039	1.42%	0%	0.00%	0	0%	0.00%	0
7603	100%	1221	1132	1,194	1,194	1.64%	0%	0.00%	0	0%	0.00%	0
7611	85%	1854	1720	1,813	1,541	2.11%	0%	0.00%	0	0%	0.00%	0
7621	50%	1297	1205	1,269	635	0.87%	0%	0.00%	0	0%	0.00%	0
7631	5%	1101	1018	1,075	54	0.07%	0%	0.00%	0	50%	0.04%	27
7641	100%	1259	1165	1,230	1,230	1.69%	0%	0.00%	0	50%	0.84%	615
7642	50%	904	841	885	443	0.61%	0%	0.00%	0	50%	0.30%	222
7652	100%	1024	951	1,002	1,002	1.37%	0%	0.00%	0	50%	0.69%	501
7661	95%	194	215	200	190	0.26%	0%	0.00%	0	0%	0.00%	0
7662	100%	1692	1572	1,855	1,655	2.27%	0%	0.00%	0	0%	0.00%	0
7681	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
7682	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
7683	100%	126	117	123	123	0.17%	0%	0.00%	0	0%	0.00%	0
7684	100%	662	632	653	653	0.89%	0%	0.00%	0	0%	0.00%	0
7685	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
7691	100%	147	150	148	148	0.20%	80%	0.16%	118	0%	0.00%	0
7692	100%	659	868	723	723	0.99%	50%	0.50%	362	0%	0.00%	0
7693	100%	0	796	245	245	0.34%	0%	0.00%	0	0%	0.00%	0
7694	100%	0	85	26	26	0.04%	0%	0.00%	0	0%	0.00%	0
7695	100%	0	139	43	43	0.06%	0%	0.00%	0	0%	0.00%	0
7696	100%	877	837	865	865	1.19%	0%	0.00%	0	0%	0.00%	0
8002	15%	422	524	453	68	0.09%	0%	0.00%	0	0%	0.00%	0
8011	40%	2027	1998	2,018	807	1.11%	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table
Target Commercial Center

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercia**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

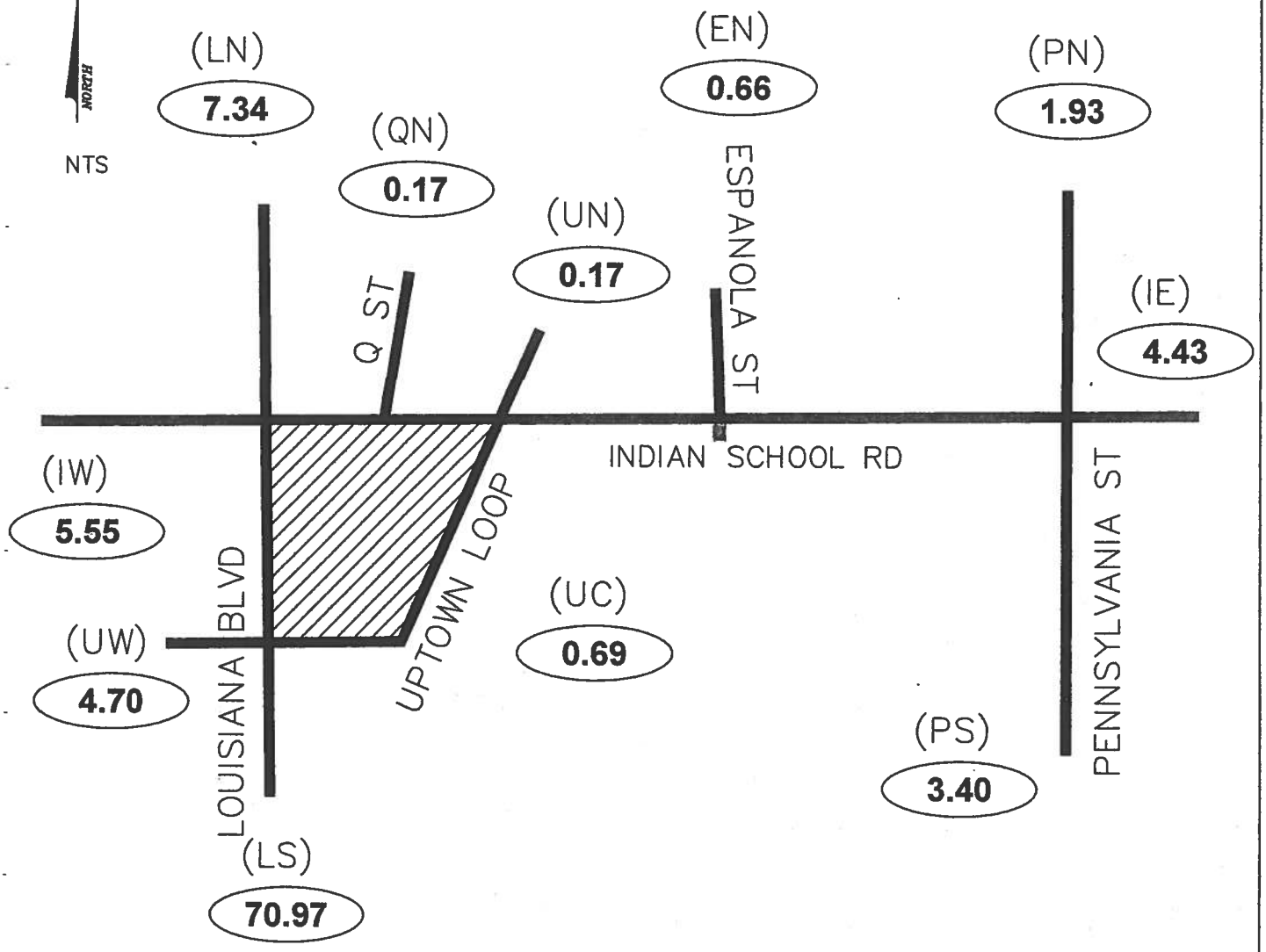
							(EN) Espanola St North			(PN) Pensylvania St North		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2012								
Boundary Specified on DASZ Map												
8012	45%	466	471	468	211	0.29%	0%	0.00%	0	0%	0.00%	0
8041	5%	2730	2659	2,708	135	0.18%	0%	0.00%	0	0%	0.00%	0
8101	100%	2346	2176	2,294	2,294	3.14%	0%	0.00%	0	0%	0.00%	0
8102	85%	1462	1378	1,436	1,221	1.67%	0%	0.00%	0	0%	0.00%	0
8111	100%	1772	1643	1,732	1,732	2.37%	0%	0.00%	0	0%	0.00%	0
8121	100%	1229	1136	1,200	1,200	1.64%	0%	0.00%	0	0%	0.00%	0
8122	100%	1241	1168	1,219	1,219	1.67%	0%	0.00%	0	0%	0.00%	0
8123	100%	471	435	460	460	0.63%	0%	0.00%	0	0%	0.00%	0
8131	100%	1262	1170	1,234	1,234	1.69%	0%	0.00%	0	0%	0.00%	0
8132	100%	1162	1076	1,136	1,136	1.56%	0%	0.00%	0	0%	0.00%	0
8133	100%	1	0	1	1	0.00%	0%	0.00%	0	0%	0.00%	0
8141	100%	1021	951	999	999	1.37%	0%	0.00%	0	0%	0.00%	0
8142	100%	1483	1376	1,450	1,450	1.99%	0%	0.00%	0	0%	0.00%	0
8151	100%	1752	1674	1,728	1,728	2.37%	0%	0.00%	0	0%	0.00%	0
8161	100%	2081	2358	2,166	2,166	2.97%	0%	0.00%	0	0%	0.00%	0
8171	100%	1020	974	1,006	1,006	1.38%	0%	0.00%	0	0%	0.00%	0
8172	100%	1605	1514	1,577	1,577	2.16%	0%	0.00%	0	0%	0.00%	0
8201	100%	1126	1045	1,101	1,101	1.51%	0%	0.00%	0	0%	0.00%	0
8202	100%	806	757	791	791	1.08%	0%	0.00%	0	0%	0.00%	0
8211	100%	1580	1479	1,549	1,549	2.12%	0%	0.00%	0	0%	0.00%	0
8212	90%	335	308	327	294	0.40%	0%	0.00%	0	0%	0.00%	0
8221	100%	3	10	5	5	0.01%	0%	0.00%	0	0%	0.00%	0
8231	100%	1462	1382	1,437	1,437	1.97%	0%	0.00%	0	0%	0.00%	0
8232	100%	1199	1118	1,174	1,174	1.61%	0%	0.00%	0	0%	0.00%	0
8233	50%	2587	2500	2,560	1,280	1.75%	0%	0.00%	0	0%	0.00%	0
8234	10%	1866	1759	1,833	183	0.25%	0%	0.00%	0	0%	0.00%	0
8241	30%	1000	942	982	295	0.40%	0%	0.00%	0	0%	0.00%	0
8242	50%	4255	4387	4,296	2,148	2.94%	0%	0.00%	0	0%	0.00%	0
8243	50%	1114	1099	1,109	555	0.76%	0%	0.00%	0	0%	0.00%	0
8502	25%	1209	1125	1,183	296	0.41%	0%	0.00%	0	0%	0.00%	0
8511	85%	1058	995	1,039	883	1.21%	0%	0.00%	0	0%	0.00%	0
8512	100%	357	365	359	359	0.49%	0%	0.00%	0	0%	0.00%	0
8521	100%	961	1281	1,059	1,059	1.45%	0%	0.00%	0	0%	0.00%	0
8531	100%	1864	1794	1,842	1,842	2.52%	0%	0.00%	0	0%	0.00%	0
8532	100%	1054	1018	1,043	1,043	1.43%	0%	0.00%	0	0%	0.00%	0
8533	100%	709	699	706	706	0.97%	0%	0.00%	0	0%	0.00%	0
8534	100%	1893	1795	1,863	1,863	2.55%	0%	0.00%	0	0%	0.00%	0
8541	95%	2956	2879	2,932	2,785	3.82%	0%	0.00%	0	0%	0.00%	0
8542	95%	1624	1510	1,589	1,510	2.07%	0%	0.00%	0	0%	0.00%	0
8553	20%	2284	2250	2,274	455	0.62%	0%	0.00%	0	0%	0.00%	0
8561	95%	2668	2524	2,624	2,493	3.42%	0%	0.00%	0	0%	0.00%	0
				92,570	72,978	100.00%			480			1,409
									0.66%			1.93%

Target Commercial Center

(Indian School Rd / Louisiana Blvd)

Trip Distribution Map (%)

NTS



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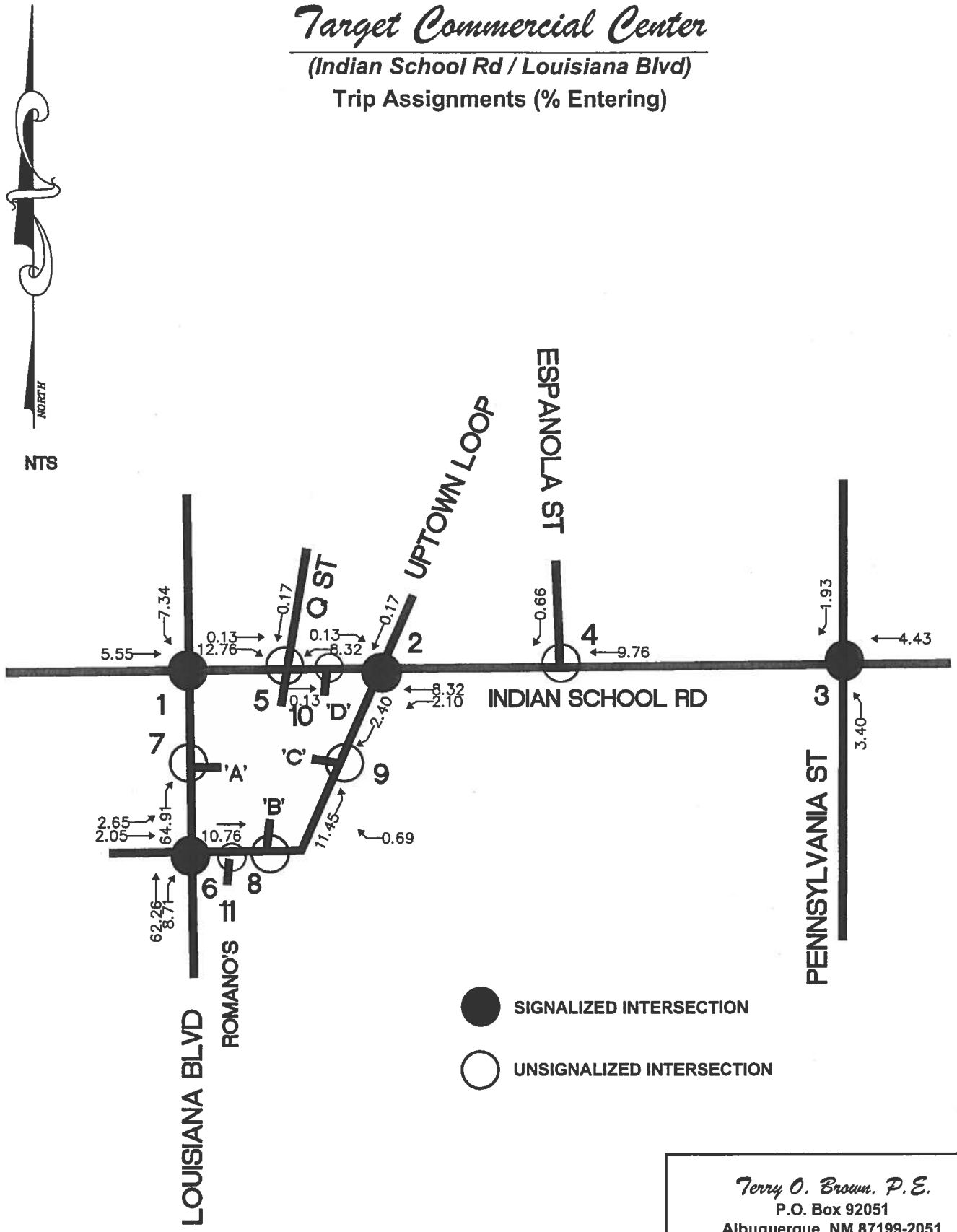
Target Commercial Center

(Indian School Rd / Louisiana Blvd)

Trip Assignments (% Entering)



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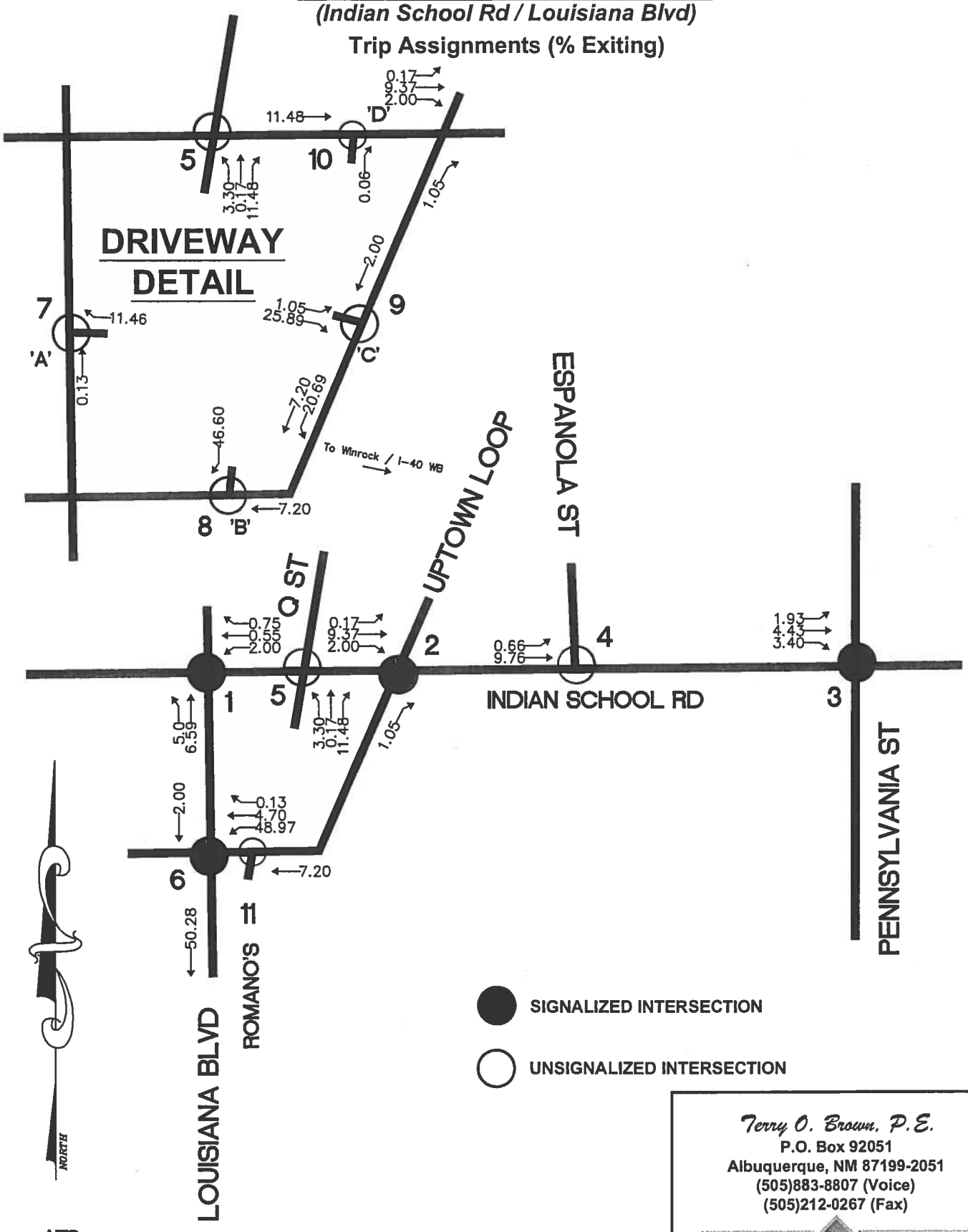
Target Commercial Center

(Indian School Rd / Louisiana Blvd)

Trip Assignments (% Exiting)



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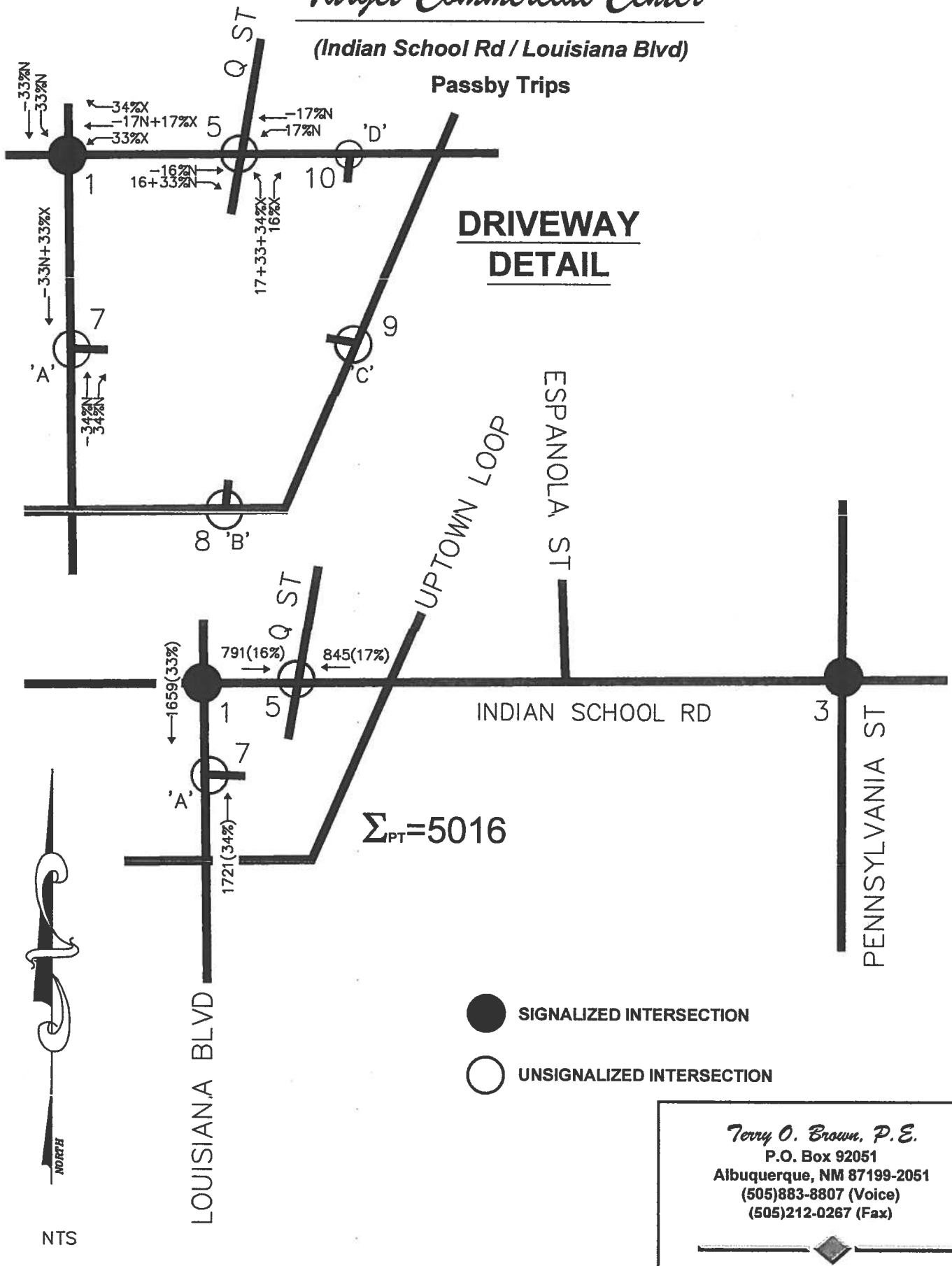
Target Commercial Center

(Indian School Rd / Louisiana Blvd)

Passby Trips



NTS

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Target Commercial Center

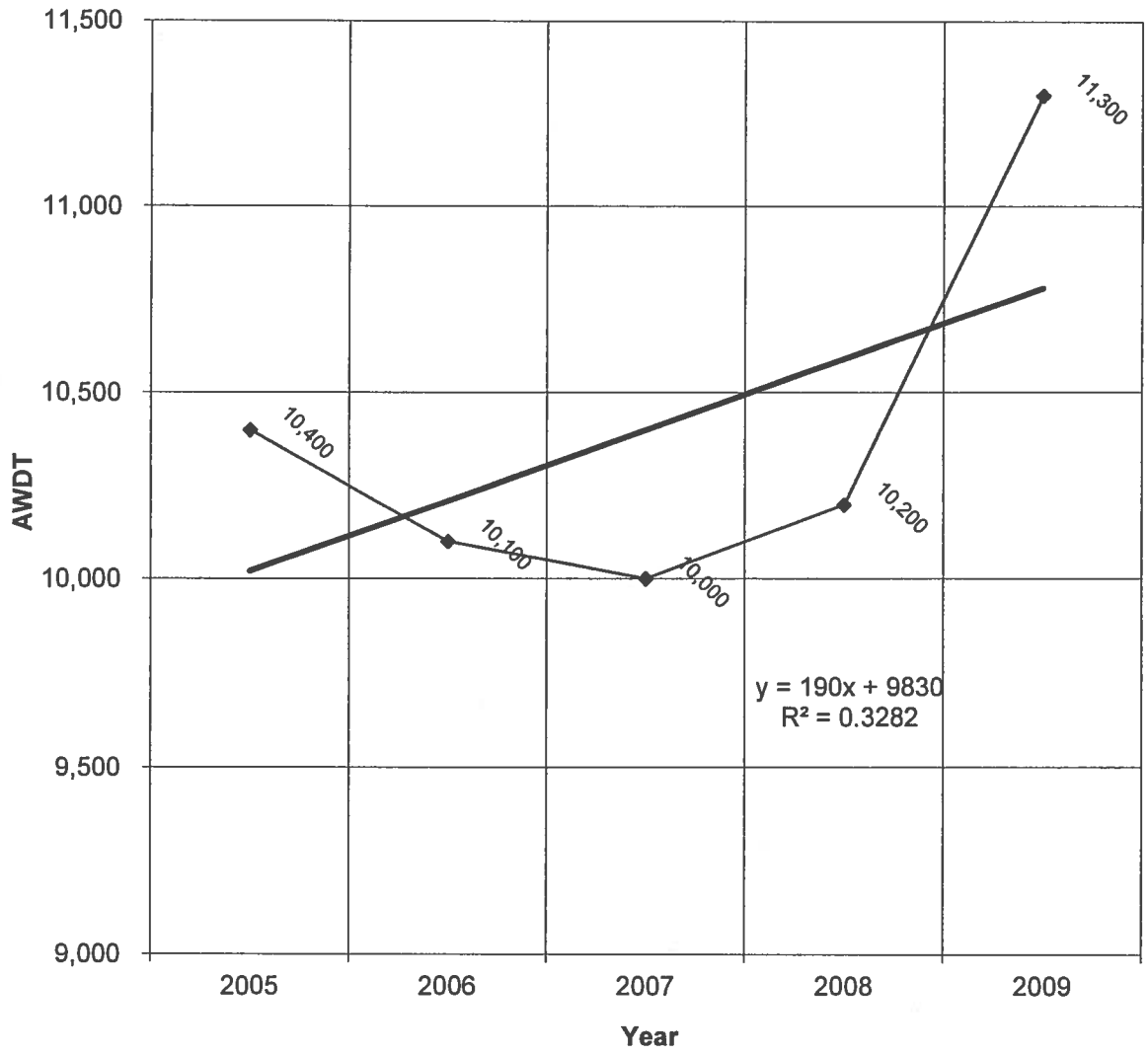
Historic Growth Rate Table

Traffic Flows from MRCOG Map

	2005	2006	2007	2008	2009
Indian School West of Louisiana	10,400	10,100	10,000	10,200	11,300
Louisiana North of Indian School Rd	37,200	36,700	34,200	36,100	30,600
Uptown North of Indian School	-	-	-	4,100	4,000
Pennsylvania North of Indian School	6,000	9,200	9,200	8,900	9,600
Indian School East of Pennsylvania	11,200	11,100	10,900	15,700	15,400
Pennsylvania South of Indian School	9,400	9,300	9,200	9,100	8,900
Indian School West of Pennsylvania	13,400	12,500	12,300	12,100	13,700
Indian School btwn Uptown & Louisiana	17,000	16,900	16,700	13,700	13,400
Louisiana between ISR & Uptown	41,600	41,200	40,700	38,100	37,100
Louisiana South of Uptown Loop	27,600	27,300	27,000	24,800	24,400
Uptown West of Louisiana	3,900	4,200	4,200	3,500	4,200

Target_Growth.xls

Historic Growth Chart Indian School West of Louisiana (2005-2009)



Annual Increase (Trendline) = 190 veh./day

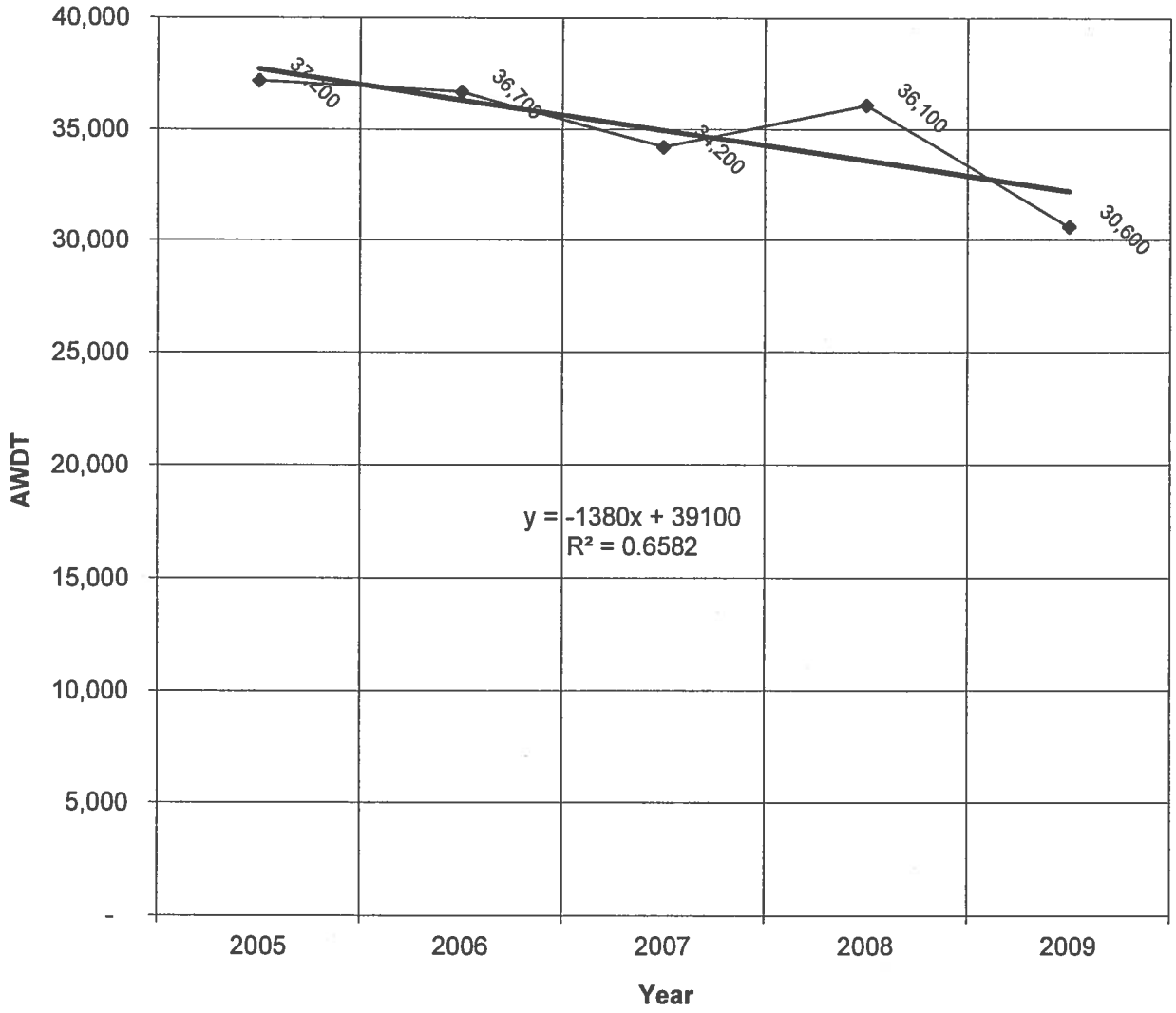
Growth Rate = 190 / 11300

Growth Rate = .0168

Use 1.7% Growth Rate

Target_Growth.xls

Historic Growth Chart Louisiana NOrth of Indian School Rd (2005-2009)

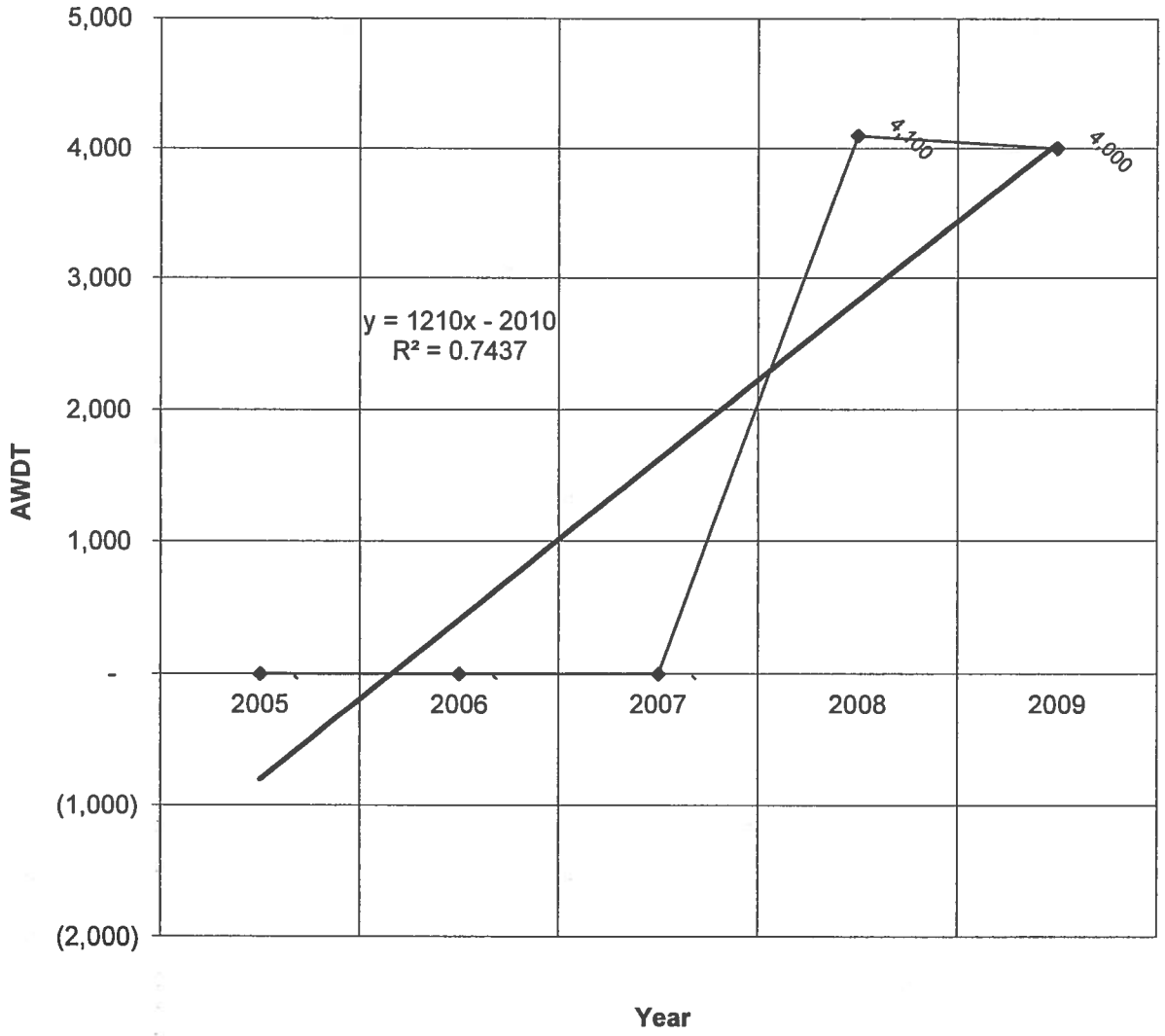


Growth Rate is negative - DO NOT USE

Use 0% Growth Rate

Target_Growth.xls

Historic Growth Chart Uptown North of Indian School (2005-2009)



Annual Increase (Trendline) = 1210 veh./day

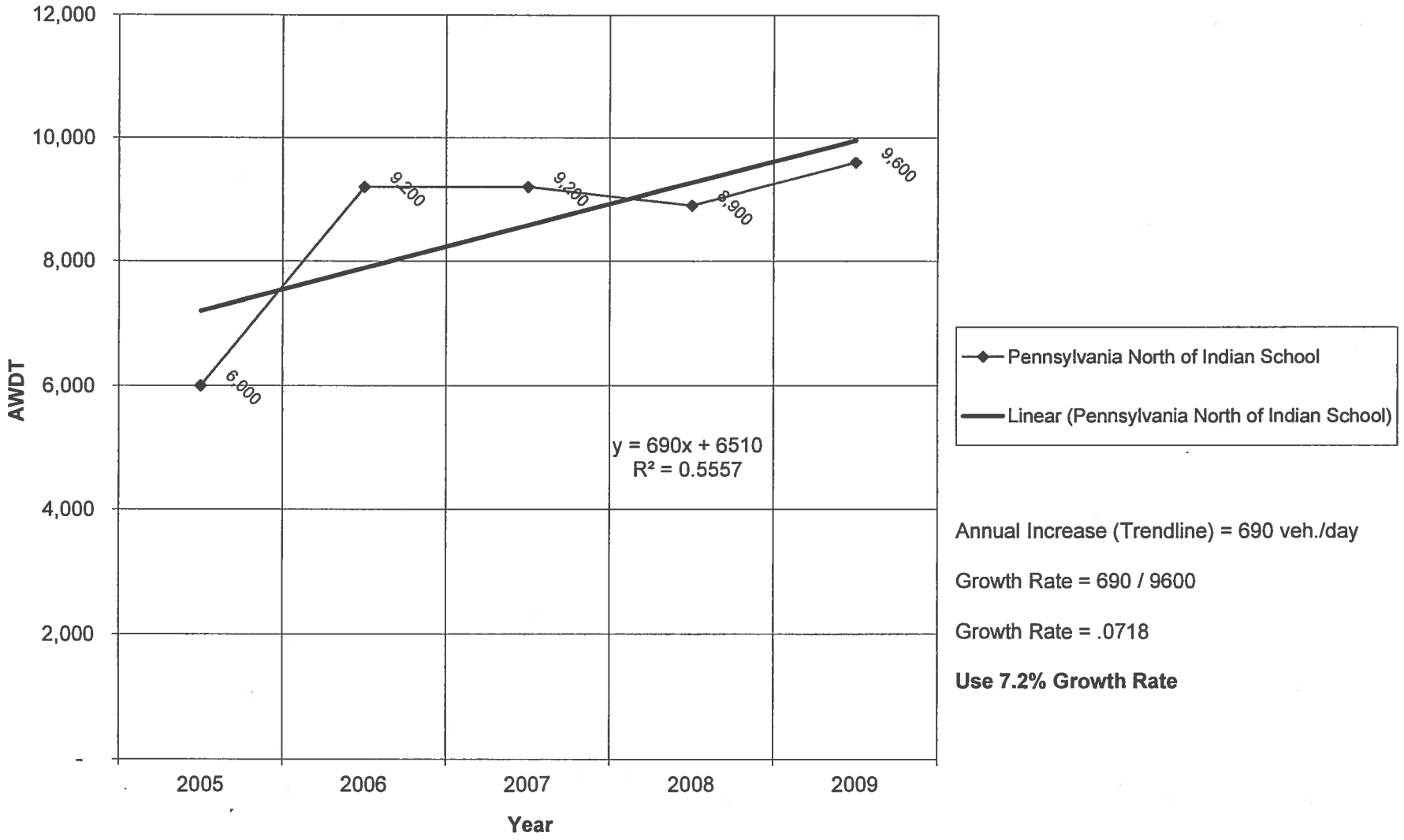
Growth Rate = 1210 / 4000

Growth Rate = .3025

Due to negative growth 2008-2009 Use 0% Growth Rate

Target_Growth.xls

Historic Growth Chart Pennsylvania North of Indian School (2005-2009)



Annual Increase (Trendline) = 690 veh./day

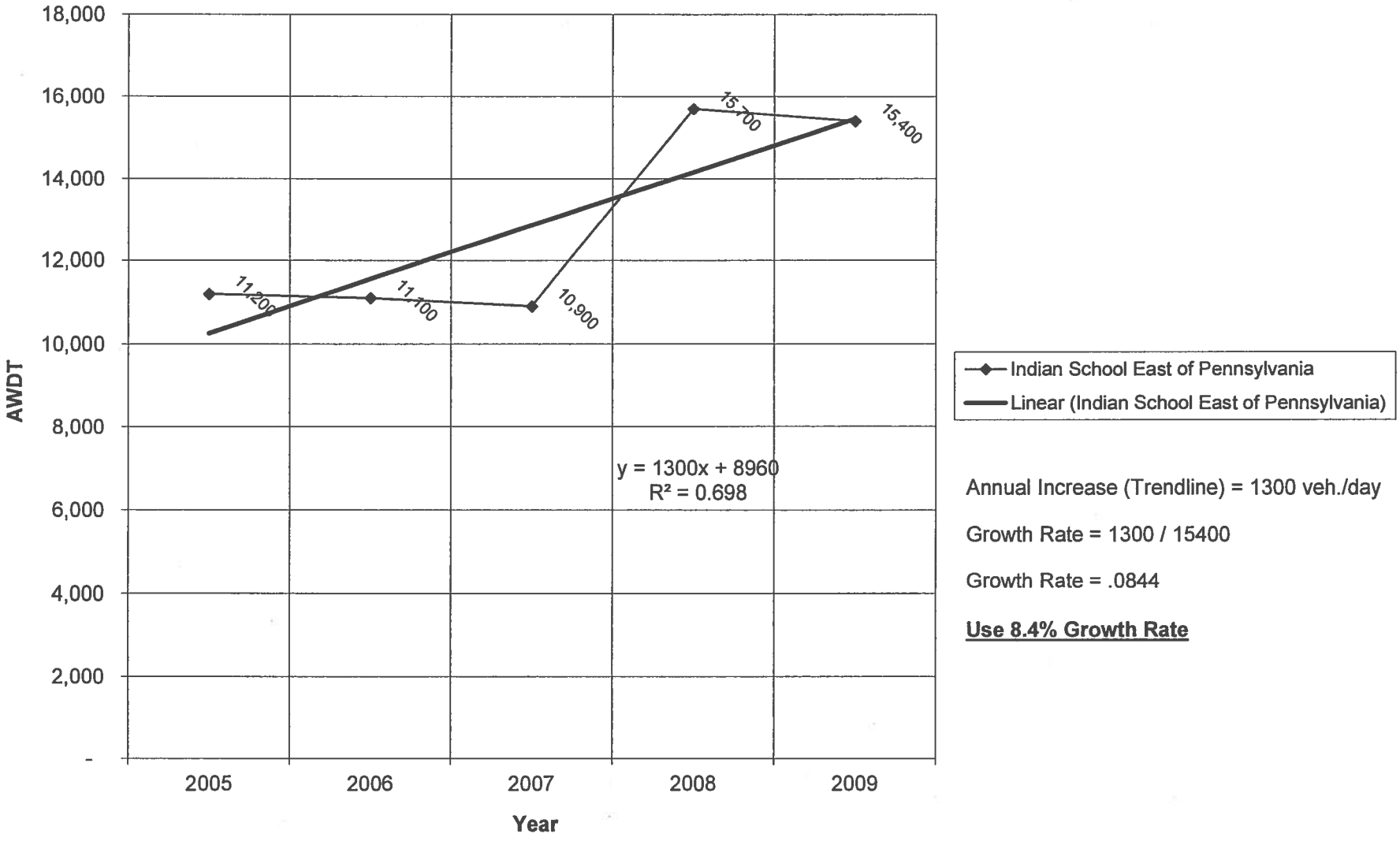
Growth Rate = 690 / 9600

Growth Rate = .0718

Use 7.2% Growth Rate

Target_Growth.xls

Historic Growth Chart Indian School East of Pennsylvania (2005-2009)



Annual Increase (Trendline) = 1300 veh./day

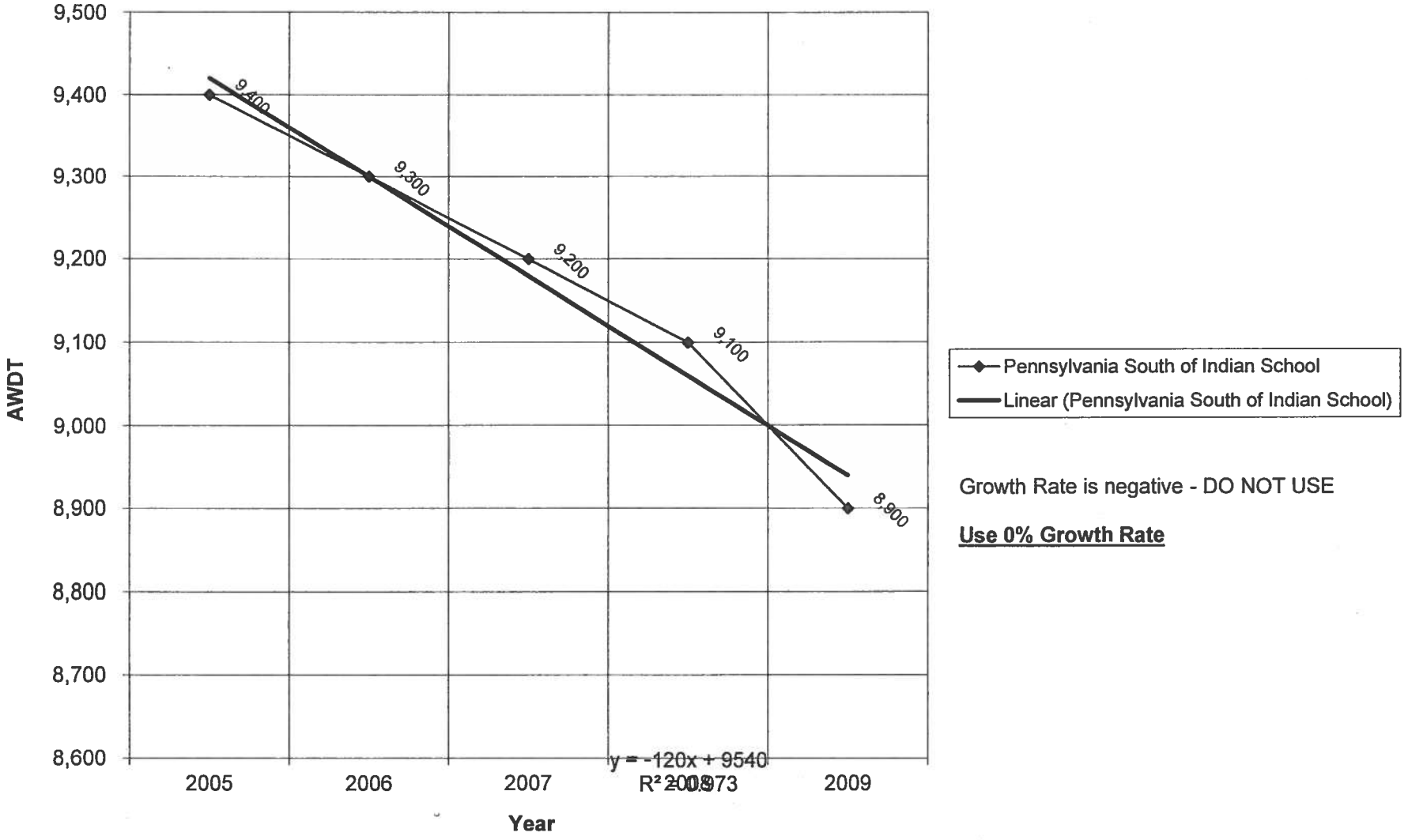
Growth Rate = 1300 / 15400

Growth Rate = .0844

Use 8.4% Growth Rate

Target_Growth.xls

Historic Growth Chart Pennsylvania South of Indian School (2005-2009)

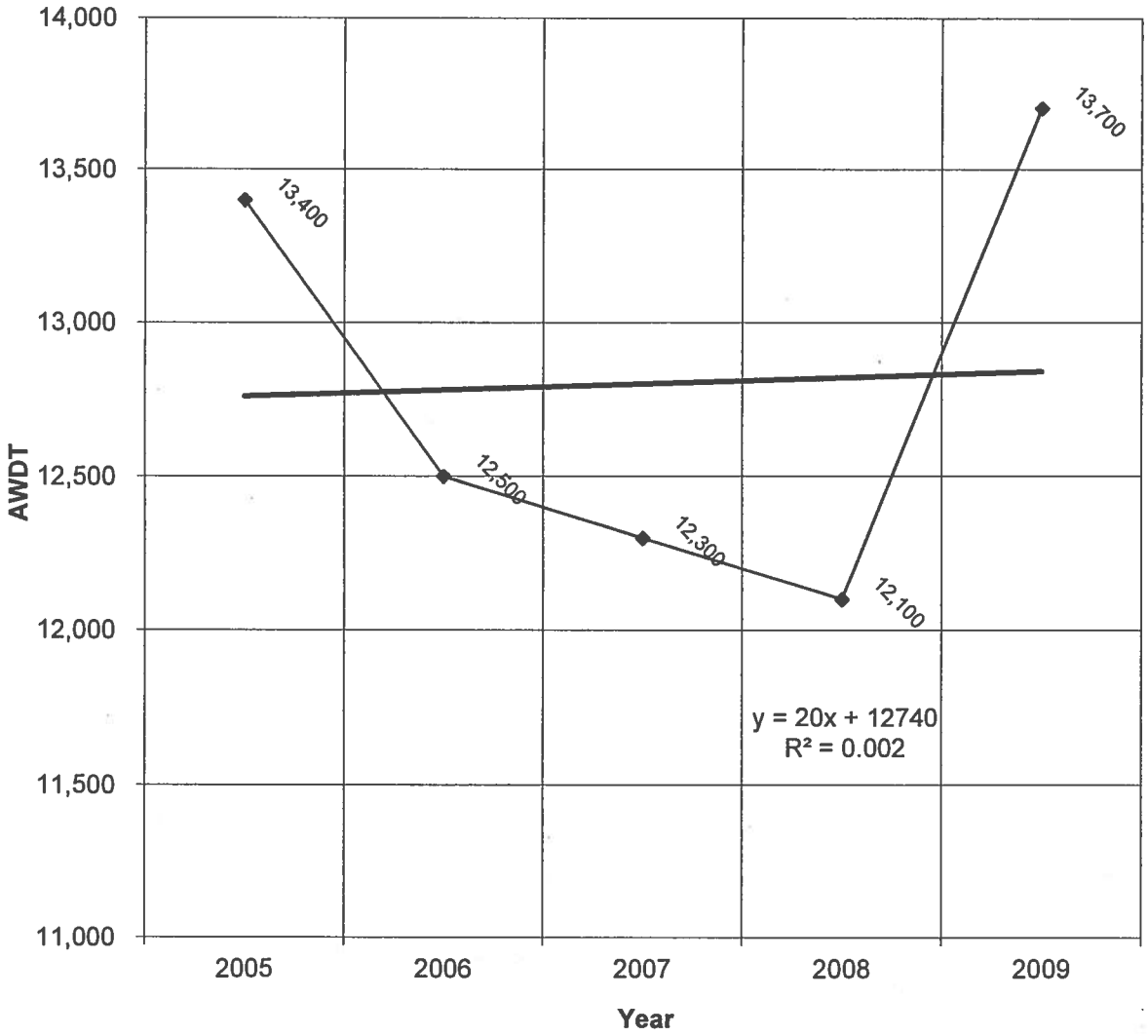


Growth Rate is negative - DO NOT USE

Use 0% Growth Rate

Target_Growth.xls

Historic Growth Chart Indian School West of Pennsylvania (2005-2009)



Indian School West of Pennsylvania

Linear (Indian School West of Pennsylvania)

Annual Increase (Trendline) = 20 veh./day

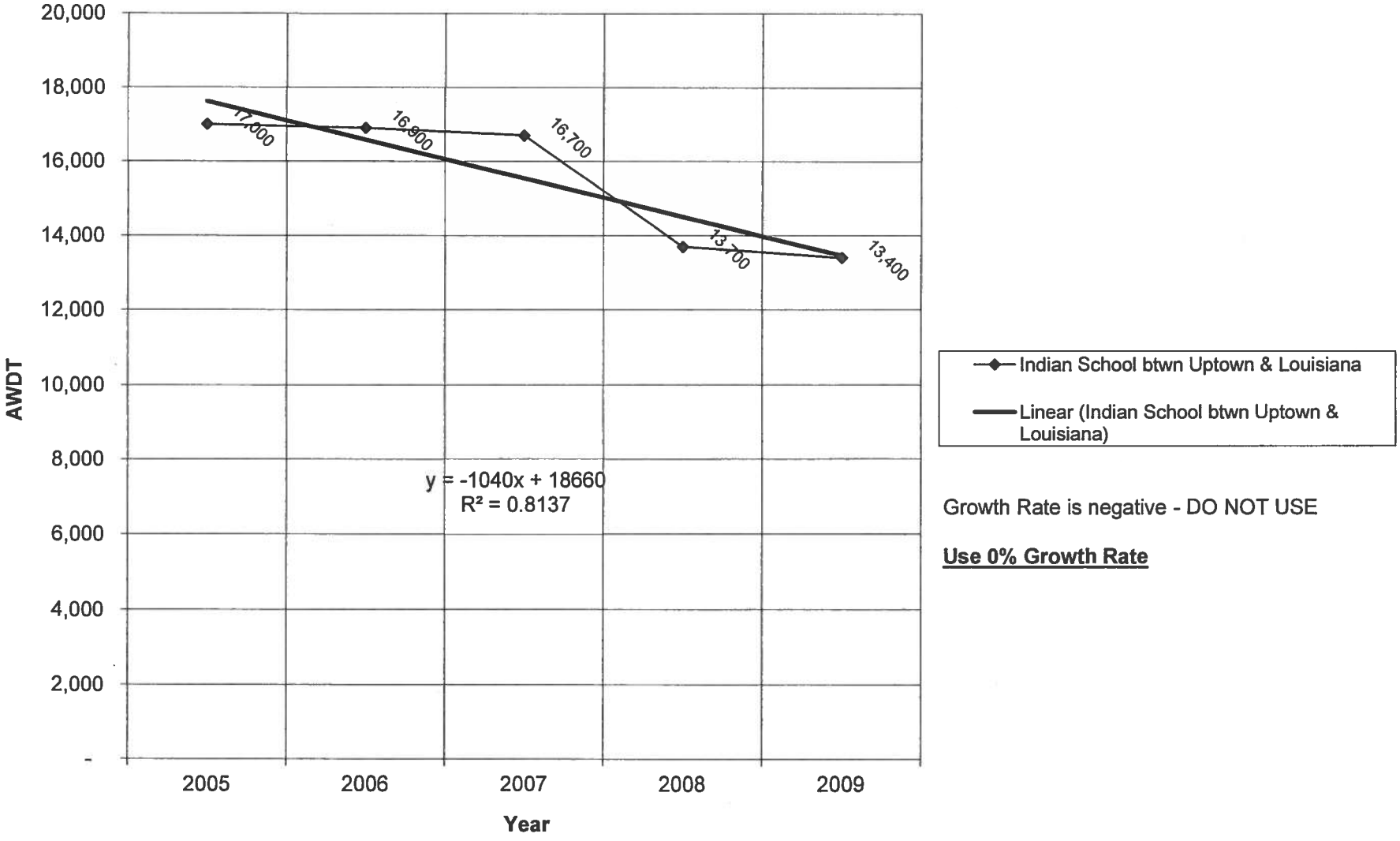
Growth Rate = 20 / 13700

Growth Rate = .0014

Use 0.14% Growth Rate

Target_Growth.xls

Historic Growth Chart Indian School btwn Uptown & Louisiana (2005-2009)

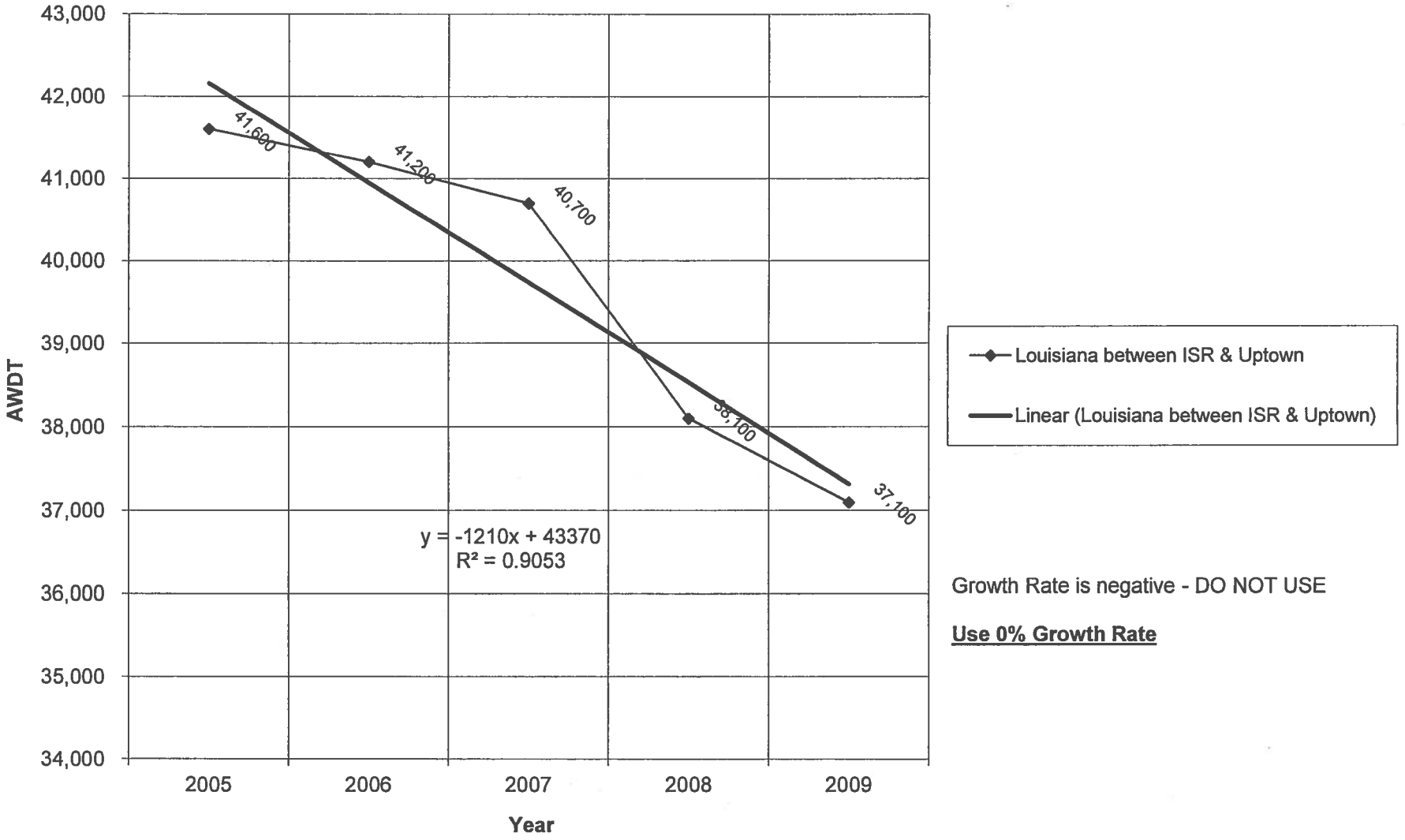


Growth Rate is negative - DO NOT USE

Use 0% Growth Rate

Target_Growth.xls

Historic Growth Chart Louisiana between ISR & Uptown south (2005-2009)

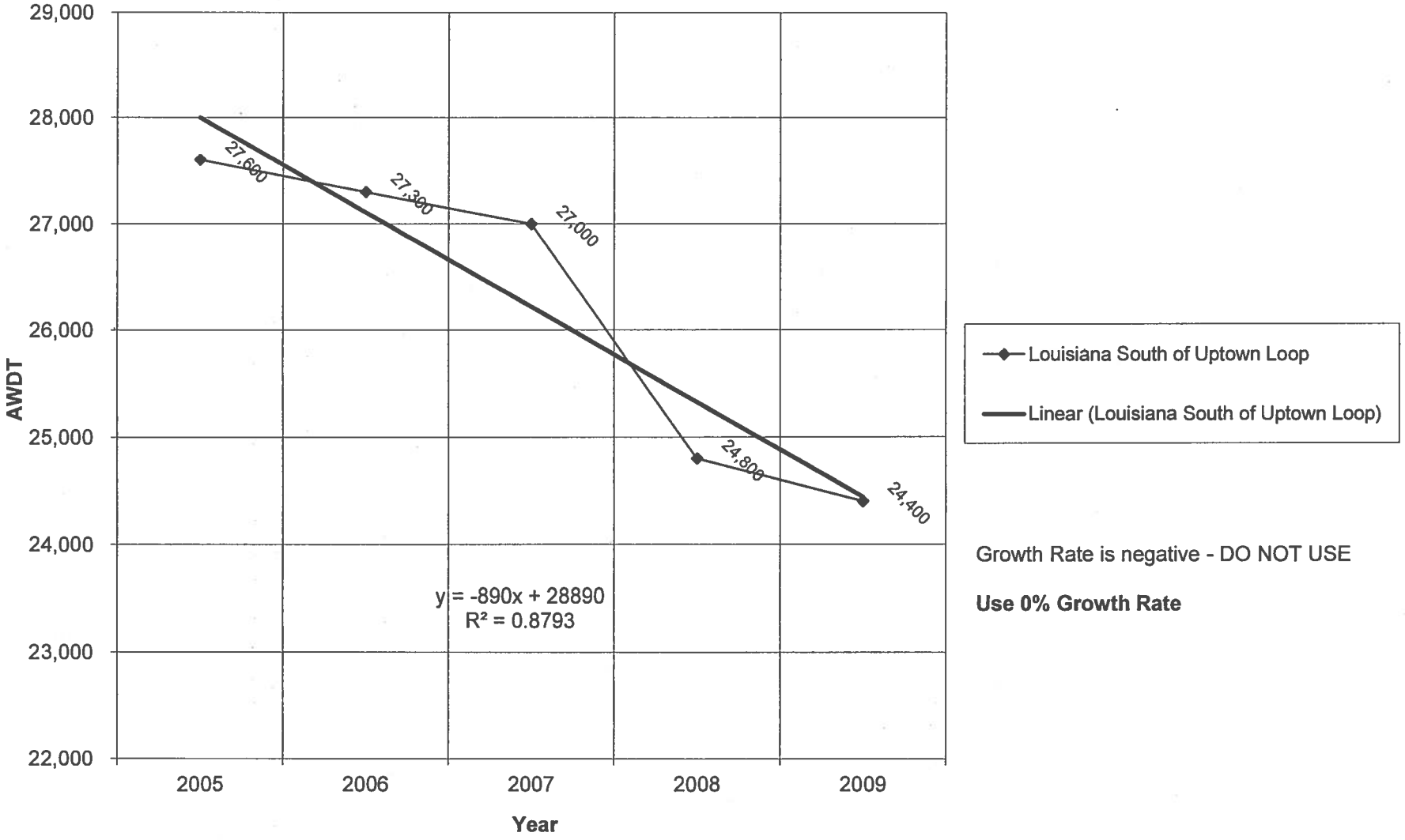


Growth Rate is negative - DO NOT USE

Use 0% Growth Rate

Target_Growth.xls

Historic Growth Louisiana South of Uptown Loop (2005-2009)

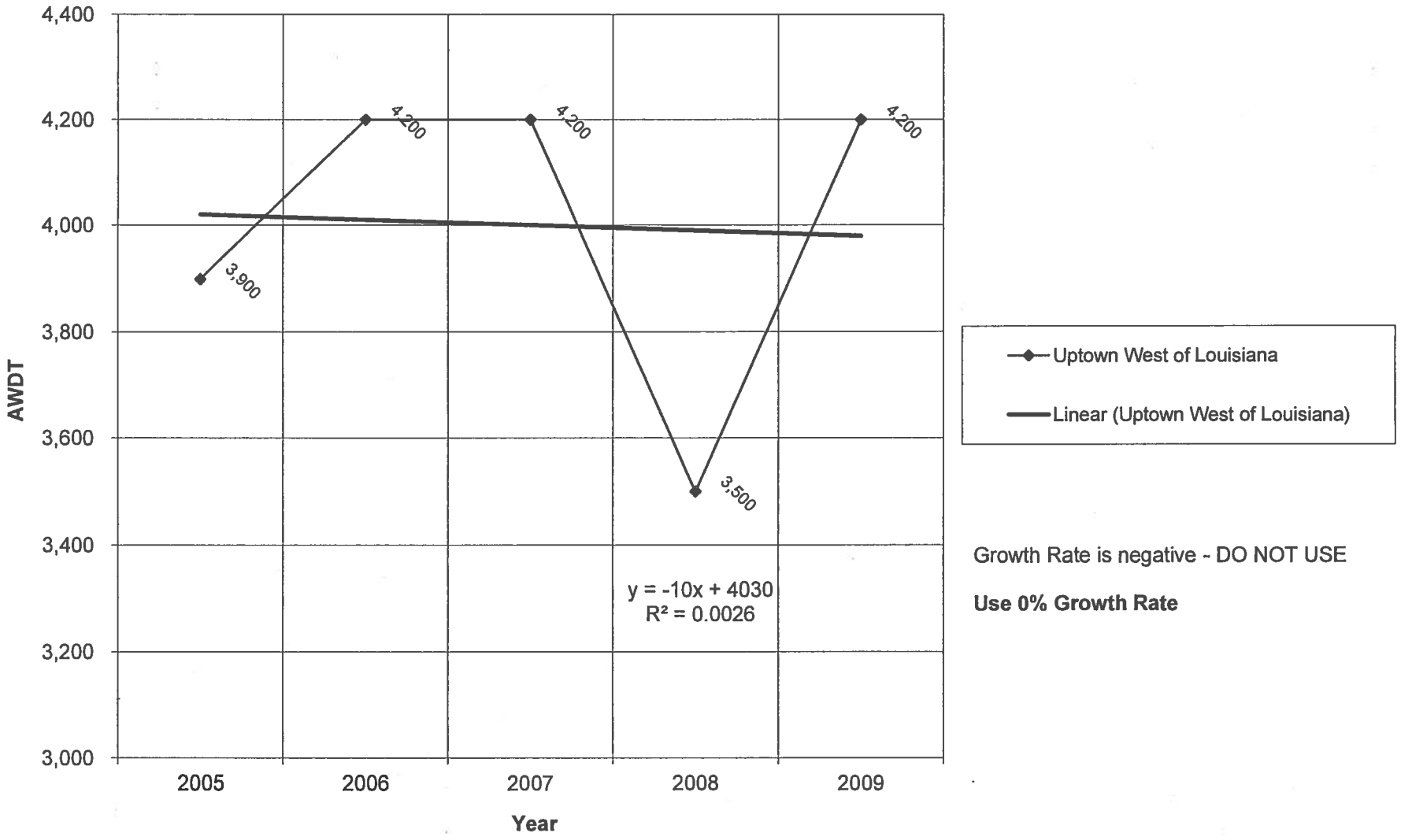


Growth Rate is negative - DO NOT USE

Use 0% Growth Rate

Target_Growth.xls

Historic Growth Chart Uptown West of Louisiana (2005-2009)



Growth Rate is negative - DO NOT USE

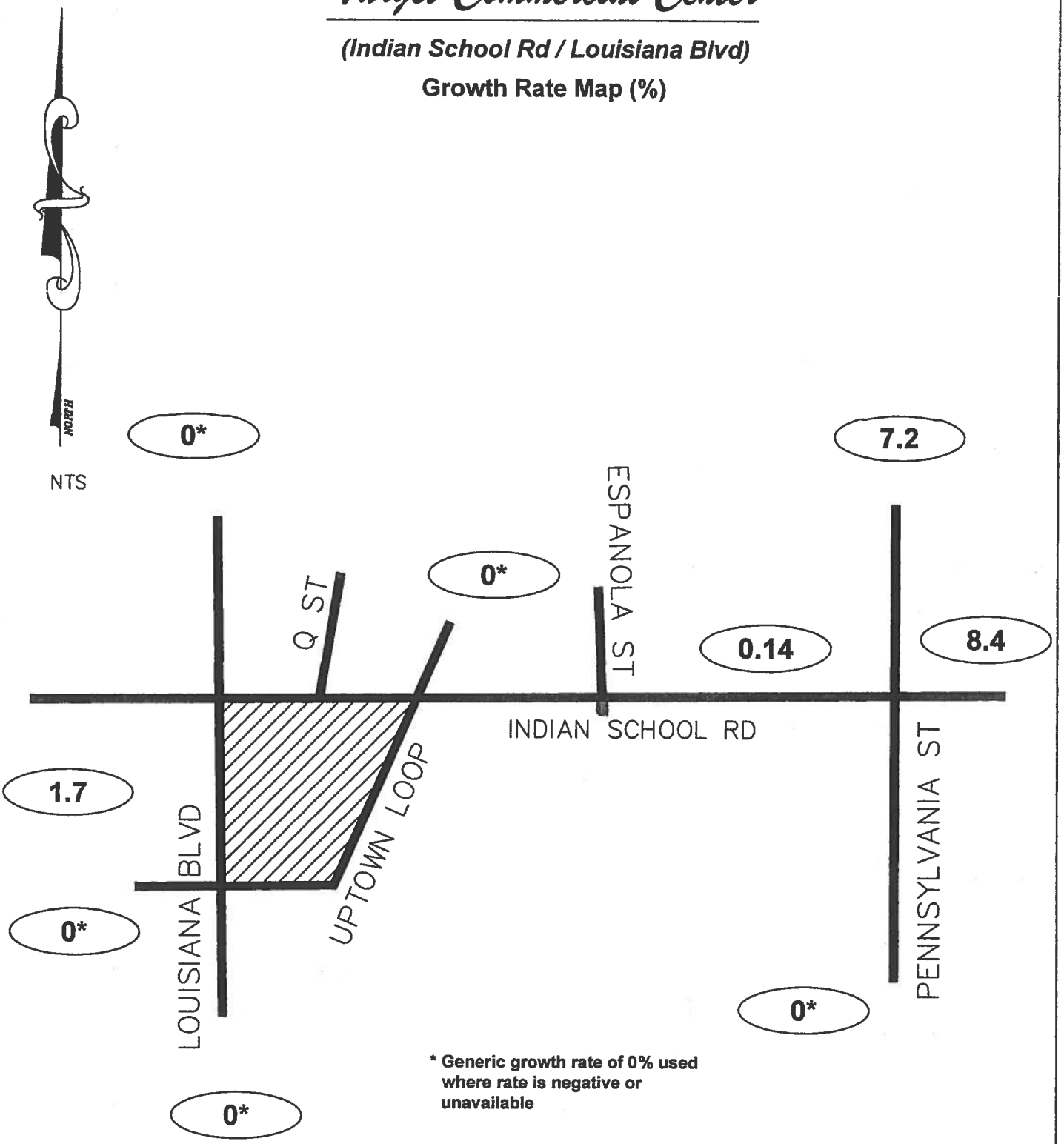
Use 0% Growth Rate

Target_Growth.xls

Target Commercial Center

(Indian School Rd / Louisiana Blvd)

Growth Rate Map (%)



*** Generic growth rate of 0% used where rate is negative or unavailable**

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Target Commercial Center

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION: Summary

Indian School Rd / Louisiana Blvd

(1)	0.77			0.95			0.82			0.86			PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)			
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2012)	20	99	57	181	301	53	204	839	162	54	813	74	
2012 (NO BUILD - A.M.)	*20*	*99*	*57*	*181*	*301*	*53*	*204*	*839*	*162*	*54*	*813*	*74*	
2012 (BUILD - A.M.)	***20***	***107***	***57***	***183***	***302***	***54***	***209***	***845***	***162***	***65***	***813***	***74***	
	0.76			0.88			0.88			0.95			PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2012)	114	385	204	323	242	184	98	1,440	306	218	1,255	90	
2012 (NO BUILD - P.M.)	*114*	*389*	*209*	*323*	*245*	*191*	*101*	*1,447*	*306*	*229*	*1,266*	*90*	
2012 (BUILD - P.M.)	***114***	***411***	***209***	***363***	***247***	***227***	***121***	***1,473***	***306***	***291***	***1,234***	***90***	

Indian School Rd / Uptown Loop

(2)	0.92			0.83			0.75			0.81			PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Uptown Loop)			Southbound (Uptown Loop)			
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2012)	64	232	2	99	501	66	8	10	38	24	5	23	
2012 (NO BUILD - A.M.)	*64*	*232*	*2*	*99*	*501*	*66*	*8*	*10*	*38*	*24*	*5*	*23*	
2012 (BUILD - A.M.)	***64***	***241***	***4***	***102***	***513***	***66***	***8***	***10***	***39***	***24***	***5***	***23***	
	0.91			0.89			0.82			0.75			PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Uptown Loop)			Southbound (Uptown Loop)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2012)	164	621	35	86	511	55	55	40	85	126	35	90	
2012 (NO BUILD - P.M.)	*164*	*637*	*35*	*86*	*521*	*55*	*55*	*40*	*85*	*126*	*35*	*90*	
2012 (BUILD - P.M.)	***165***	***675***	***43***	***95***	***555***	***55***	***55***	***40***	***89***	***126***	***36***	***90***	

Indian School Rd / Pennsylvania St

(3)	0.85			0.77			0.80			0.95			PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Pennsylvania St)			Southbound (Pennsylvania St)			
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2012)	48	141	72	98	400	41	89	167	56	50	263	142	
2012 (NO BUILD - A.M.)	*48*	*141*	*72*	*98*	*400*	*41*	*89*	*167*	*56*	*50*	*263*	*142*	
2012 (BUILD - A.M.)	***50***	***145***	***75***	***98***	***407***	***41***	***94***	***167***	***56***	***50***	***263***	***145***	
	0.85			0.94			0.91			0.94			PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Pennsylvania St)			Southbound (Pennsylvania St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2012)	137	477	134	80	346	42	89	313	99	53	239	87	
2012 (NO BUILD - P.M.)	*137*	*477*	*134*	*98*	*346*	*42*	*89*	*318*	*110*	*53*	*247*	*87*	
2012 (BUILD - P.M.)	***145***	***495***	***148***	***98***	***364***	***42***	***103***	***318***	***110***	***53***	***247***	***95***	

Indian School Rd / Espanola St

(4)	0.88			0.92			0.85			0.75			PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Espanola St)			Southbound (Espanola St)			
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2012)	16	267	0	2	582	8	0	0	0	3	11	9	
2012 (NO BUILD - A.M.)	*16*	*267*	*0*	*2*	*582*	*8*	*0*	*0*	*0*	*3*	*11*	*9*	
2012 (BUILD - A.M.)	***17***	***276***	***0***	***2***	***596***	***8***	***0***	***0***	***0***	***3***	***11***	***10***	
	0.82			0.88			0.75			0.75			PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Espanola St)			Southbound (Espanola St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2012)	50	721	22	15	491	1	16	2	20	11	1	34	
2012 (NO BUILD - P.M.)	*50*	*721*	*38*	*15*	*491*	*1*	*26*	*2*	*20*	*11*	*1*	*34*	
2012 (BUILD - P.M.)	***53***	***760***	***38***	***15***	***531***	***1***	***26***	***2***	***20***	***11***	***1***	***37***	

Target Commercial Center

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION: Summary

Indian School Rd / Q St

(5)

3.0% Truck	0.91 PHF			0.93 PHF			0.85 PHF			0.75 PHF		
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Q St)			Southbound (Q St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	61	282	0	0	523	10	0	0	0	2	0	31
2012 (NO BUILD - A.M.)	*61*	*282*	*0*	*0*	*523*	*10*	*0*	*0*	*0*	*2*	*0*	*31*
2012 (BUILD - A.M.)	***61***	***282***	***19***	***12***	***523***	***10***	***3***	***0***	***11***	***2***	***0***	***31***

	0.86 PHF			0.90 PHF			0.85 PHF			0.75 PHF		
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Q St)			Southbound (Q St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	72	703	0	0	749	86	0	0	0	19	0	105
2012 (NO BUILD - P.M.)	*72*	*719*	*0*	*0*	*759*	*86*	*0*	*0*	*0*	*19*	*0*	*105*
2012 (BUILD - P.M.)	***72***	***704***	***100***	***50***	***743***	***86***	***94***	***1***	***62***	***19***	***1***	***105***

Am Pkwy / Uptown Lp / Louisiana Blvd

(6)

3.0% Truck	0.85 PHF			0.96 PHF			0.86 PHF			0.90 PHF		
	Eastbound (Am Pkwy / Uptown Lp)			Westbound (Am Pkwy / Uptown Lp			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	20	5	132	42	4	0	284	1,186	53	2	989	39
2012 (NO BUILD - A.M.)	*20*	*5*	*132*	*42*	*4*	*0*	*284*	*1,186*	*53*	*2*	*989*	*39*
2012 (BUILD - A.M.)	***24***	***8***	***132***	***88***	***8***	***0***	***284***	***1,278***	***66***	***2***	***991***	***39***

	0.77 PHF			0.67 PHF			0.92 PHF			0.93 PHF		
	Eastbound (Am Pkwy / Uptown Lp)			Westbound (Am Pkwy / Uptown Lp			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	31	16	270	83	3	3	135	1,677	132	19	1,596	28
2012 (NO BUILD - P.M.)	*31*	*17*	*270*	*83*	*3*	*3*	*136*	*1,687*	*132*	*35*	*1,596*	*28*
2012 (BUILD - P.M.)	***42***	***25***	***270***	***278***	***22***	***4***	***136***	***1,939***	***167***	***35***	***1,604***	***28***

Driveway 'A' / Louisiana Blvd

(7)

3.0% Truck	0.85 PHF			0.85 PHF			0.90 PHF			0.90 PHF		
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	0	0	0	0	0	0	1,206	0	0	1,030	0
2012 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1,206*	*0*	*0*	*1,030*	*0*
2012 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***11***	***0***	***1,206***	***96***	***0***	***1,030***	***0***

	0.85 PHF			0.85 PHF			0.93 PHF			0.93 PHF		
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	0	0	0	0	0	0	1,711	0	0	1,643	0
2012 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1,721*	*0*	*0*	*1,659*	*0*
2012 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***46***	***0***	***1,689***	***296***	***0***	***1,659***	***0***

Uptown Loop / Driveway 'B'

(8)

3.0% Truck	0.96 PHF			0.96 PHF			0.85 PHF			0.85 PHF		
	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	60	0	0	46	0	0	0	0	0	0	0
2012 (NO BUILD - A.M.)	*0*	*60*	*0*	*0*	*46*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2012 (BUILD - A.M.)	***0***	***76***	***0***	***0***	***53***	***0***	***0***	***0***	***0***	***0***	***0***	***44***

	0.75 PHF			0.75 PHF			0.85 PHF			0.85 PHF		
	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	167	0	0	89	0	0	0	0	0	0	0
2012 (NO BUILD - P.M.)	*0*	*184*	*0*	*0*	*89*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2012 (BUILD - P.M.)	***0***	***228***	***0***	***0***	***118***	***0***	***0***	***0***	***0***	***0***	***0***	***186***

Target Commercial Center

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION: **Summary**

Driveway 'C' / Uptown Loop

(9)

3.0% Truck

	0.85			0.85			0.75			0.75		PHF
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Uptown Loop)			Southbound (Uptown Loop)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	0	0	0	0	0	0	56	0	0	106	0
2012 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*56*	*0*	*0*	*106*	*0*
2012 (BUILD - A.M.)	***1***	***0***	***24***	***0***	***0***	***0***	***17***	***56***	***0***	***0***	***108***	***4***

	0.85			0.85			0.82			0.82		PHF
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Uptown Loop)			Southbound (Uptown Loop)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	0	0	0	0	0	0	180	0	0	156	0
2012 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*180*	*0*	*0*	*156*	*0*
2012 (BUILD - P.M.)	***4***	***0***	***103***	***0***	***0***	***0***	***46***	***180***	***0***	***0***	***164***	***10***

Indian School Rd / Driveway 'D'

(10)

3.0% Truck

	0.83			0.83			0.85			0.85		PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Driveway 'D')			Southbound (Driveway 'D')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	298	0	0	532	0	0	0	0	0	0	0
2012 (NO BUILD - A.M.)	*0*	*298*	*0*	*0*	*532*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2012 (BUILD - A.M.)	***0***	***309***	***0***	***0***	***532***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	0.89			0.89			0.85			0.85		PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Driveway 'D')			Southbound (Driveway 'D')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	820	0	0	656	0	0	0	0	0	0	0
2012 (NO BUILD - P.M.)	*0*	*836*	*0*	*0*	*666*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2012 (BUILD - P.M.)	***0***	***883***	***0***	***0***	***666***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Uptown Loop / Romano's drive

(11)

3.0% Truck

	0.96			0.96			0.85			0.85		PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Romano's drive)			Southbound (Romano's drive)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	60	3	46	46	0	0	0	5	0	0	0
2012 (NO BUILD - A.M.)	*0*	*60*	*3*	*46*	*46*	*0*	*0*	*0*	*5*	*0*	*0*	*0*
2012 (BUILD - A.M.)	***0***	***76***	***3***	***65***	***53***	***0***	***0***	***0***	***6***	***0***	***0***	***0***

	0.75			0.75			0.85			0.85		PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Romano's drive)			Southbound (Romano's drive)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2012)	0	167	31	56	89	0	0	0	22	0	0	0
2012 (NO BUILD - P.M.)	*0*	*184*	*31*	*56*	*89*	*0*	*0*	*0*	*22*	*0*	*0*	*0*
2012 (BUILD - P.M.)	***0***	***228***	***31***	***139***	***118***	***0***	***0***	***0***	***25***	***0***	***0***	***0***

Target Commercial Center

Projected Turning Movements Worksheet

Indian School Rd / Louisiana Blvd

INTERSECTION: E-W Street: **Indian School Rd** (1)

N-S Street: **Louisiana Blvd**

Year of Existing Counts 2011

Implementation Year **2012**

Growth Rates 1.70% 0.00% 0.00% 0.00%

	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	97	56	181	301	53	204	839	162	54	813	74
Background Traffic Growth	0	2	1	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***20***	***99***	***57***	***181***	***301***	***53***	***204***	***839***	***162***	***54***	***813***	***74***
Percent Commercial Trips Generated(Entering)	*0.00%*	*5.55%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.34%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*2.00%*	*0.55%*	*0.75%*	*5.00%*	*6.59%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	8	0	2	1	1	5	6	0	11	0	0
Total AM Peak Hour BUILD Volumes	**20**	**107**	**57**	**183**	**302**	**54**	**209**	**845**	**162**	**65**	**813**	**74**

	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	112	379	201	323	242	184	98	1,440	306	218	1,255	90
Background Traffic Growth	2	6	3	0	0	0	0	0	0	0	0	0
Subtotal	114	385	204	323	242	184	98	1,440	306	218	1,255	90
Winrock Theater	0	4	5	0	3	7	3	7	0	11	11	0
Subtotal (NO BUILD - P.M.)	***114***	***389***	***209***	***323***	***245***	***191***	***101***	***1,447***	***306***	***229***	***1,266***	***90***
Percent Commercial Trips Generated(Entering)	*0.00%*	*5.55%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.34%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*2.00%*	*0.55%*	*0.75%*	*5.00%*	*6.59%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	22	0	8	2	3	20	26	0	30	0	0
Subtotal PM Pk Hr. BUILD Volumes	**114**	**411**	**209**	**331**	**247**	**194**	**121**	**1,473**	**306**	**259**	**1,266**	**90**
Pass-by Trip Adjustments	*0*	*0*	*0*	*32*	*0*	*33*	*0*	*0*	*0*	*32*	*-32*	*0*
Total PM Peak Hour BUILD Volumes	**114**	**411**	**209**	**363**	**247**	**227**	**121**	**1,473**	**306**	**291**	**1,234**	**90**

	Entering	Exiting		
Number of Commercial Trips Generated	148	94	A.M.	100% Commercial Development
	405	399	P.M.	

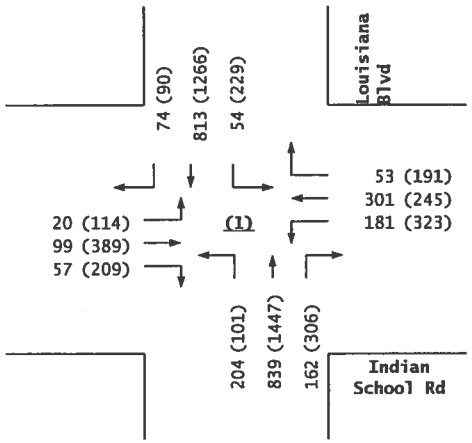
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Indian School Rd)***			***Westbound (Indian School Rd)***			***Northbound (Louisiana Blvd)***			***Southbound (Louisiana Blvd)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

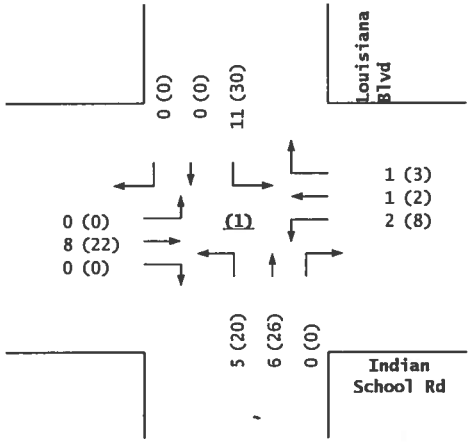
PM Pass-by Trips	***Eastbound (Indian School Rd)***			***Westbound (Indian School Rd)***			***Northbound (Louisiana Blvd)***			***Southbound (Louisiana Blvd)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*33.00%*	*-33.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*32*	*-32*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*33.00%*	*0.00%*	*34.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*32*	*0*	*33*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***32***	***0***	***33***	***0***	***0***	***0***	***32***	***-32***	***0***

	Entering	*Exiting*	
Pass-by Trips	*0*	*0*	*AM*
	97	*97*	*PM*

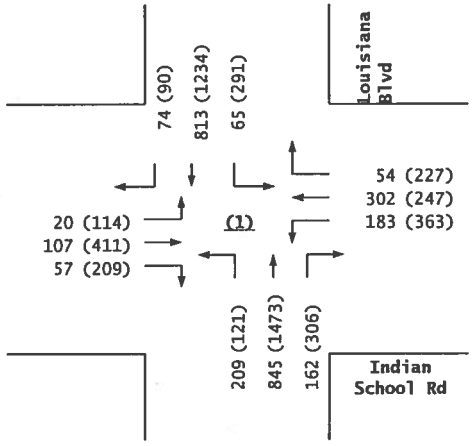
2012
NO BUILD



Trips



2012
BUILD



Indian School Rd / Louisiana Blvd

Target Commercial Center

Projected Turning Movements Worksheet

Indian School Rd / Uptown Loop

INTERSECTION: E-W Street: **Indian School Rd** (2)

N-S Street: **Uptown Loop**

Year of Existing Counts **2011**

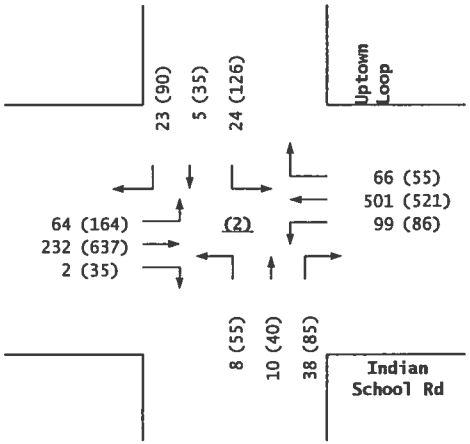
Implementation Year **2012**

Growth Rates	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Uptown Loop)			Southbound (Uptown Loop)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	64	232	2	99	501	66	8	10	38	24	5	23
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***64***	***232***	***2***	***99***	***501***	***66***	***8***	***10***	***38***	***24***	***5***	***23***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.13%*	*0.00%*	*2.10%*	*8.32%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.17%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.17%*	*9.31%*	*2.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.05%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	9	2	3	12	0	0	0	1	0	0	0
Total AM Peak Hour BUILD Volumes	**64**	**241**	**4**	**102**	**513**	**66**	**8**	**10**	**39**	**24**	**5**	**23**

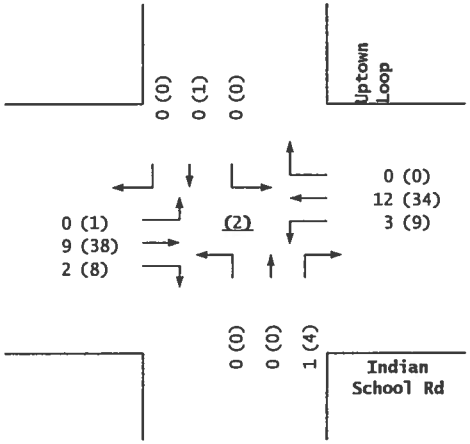
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Uptown Loop)			Southbound (Uptown Loop)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	164	621	35	86	511	55	55	40	85	126	35	90
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	164	621	35	86	511	55	55	40	85	126	35	90
Winrock Theater	0	16	0	0	10	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***164***	***637***	***35***	***86***	***521***	***55***	***55***	***40***	***85***	***126***	***35***	***90***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.13%*	*0.00%*	*2.10%*	*8.32%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.17%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.17%*	*9.31%*	*2.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.05%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	38	8	9	34	0	0	0	4	0	1	0
Total PM Peak Hour BUILD Volumes	**165**	**675**	**43**	**95**	**555**	**55**	**55**	**40**	**89**	**126**	**36**	**90**

	Entering	Exiting		
Number of Commercial Trips Generated	**148**	**94**	A.M.	100% Commercial Development
	405	**399**	P.M.	

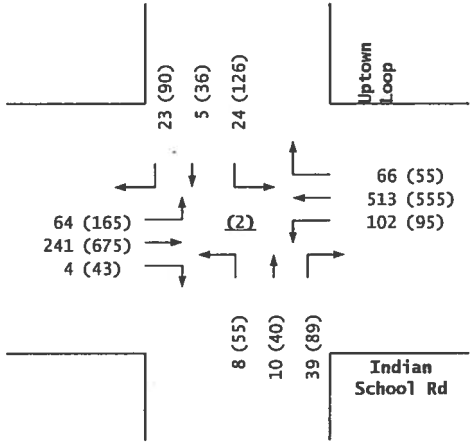
2012
NO BUILD



Trips



2012
BUILD



Indian School Rd / Uptown Loop

Target Commercial Center

Projected Turning Movements Worksheet

Indian School Rd / Pennsylvania St

INTERSECTION: E-W Street: **Indian School Rd** (3)

N-S Street: **Pennsylvania St**

Year of Existing Counts 2011

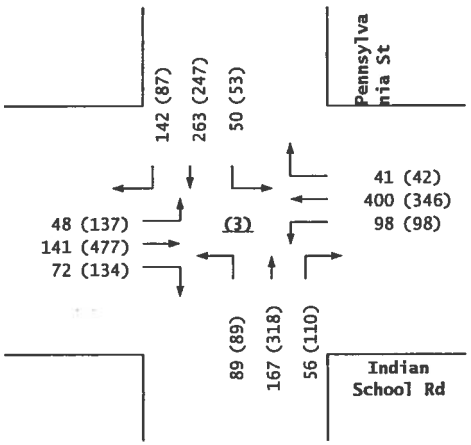
Implementation Year 2012

Growth Rates	0.14%			8.40%			0.00%			7.20%		
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Pennsylvania St)			Southbound (Pennsylvania St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	48	141	72	90	369	38	89	167	56	47	245	132
Background Traffic Growth	0	0	0	8	31	3	0	0	0	3	18	10
Subtotal (NO BUILD - A.M.)	***48***	***141***	***72***	***98***	***400***	***41***	***89***	***167***	***56***	***50***	***263***	***142***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.43%*	*0.00%*	*3.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.93%*
Percent Commercial Trips Generated(Exiting)	*1.93%*	*4.43%*	*3.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	2	4	3	0	7	0	5	0	0	0	0	3
Total AM Peak Hour BUILD Volumes	**50**	**145**	**75**	**98**	**407**	**41**	**94**	**167**	**56**	**50**	**263**	**145**

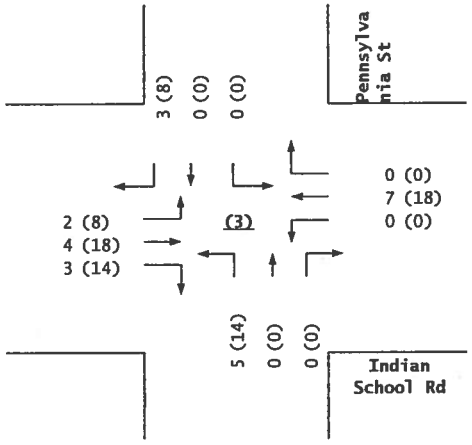
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Pennsylvania St)			Southbound (Pennsylvania St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	137	476	134	74	319	39	89	313	99	49	223	81
Background Traffic Growth	0	1	0	6	27	3	0	0	0	4	16	6
Subtotal	137	477	134	80	346	42	89	313	99	53	239	87
Winrock Theater	0	0	0	18	0	0	0	5	11	0	8	0
Subtotal (NO BUILD - P.M.)	***137***	***477***	***134***	***98***	***346***	***42***	***89***	***318***	***110***	***53***	***247***	***87***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.43%*	*0.00%*	*3.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.93%*
Percent Commercial Trips Generated(Exiting)	*1.93%*	*4.43%*	*3.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	8	18	14	0	18	0	14	0	0	0	0	8
Total PM Peak Hour BUILD Volumes	**145**	**495**	**148**	**98**	**364**	**42**	**103**	**318**	**110**	**53**	**247**	**95**

	Entering	Exiting		
Number of Commercial Trips Generated	148	94	A.M.	100% Commercial Development
	405	399	P.M.	

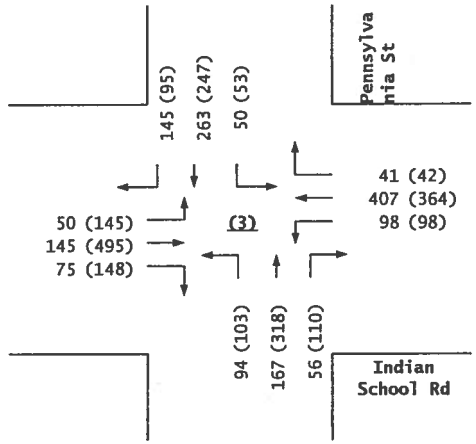
2012
NO BUILD



Trips



2012
BUILD



Indian School Rd / Pennsylvania St

Target Commercial Center

Projected Turning Movements Worksheet

Indian School Rd / Espanola St

INTERSECTION: E-W Street: **Indian School Rd** (4)

N-S Street: **Espanola St**

Year of Existing Counts 2011

Implementation Year **2012**

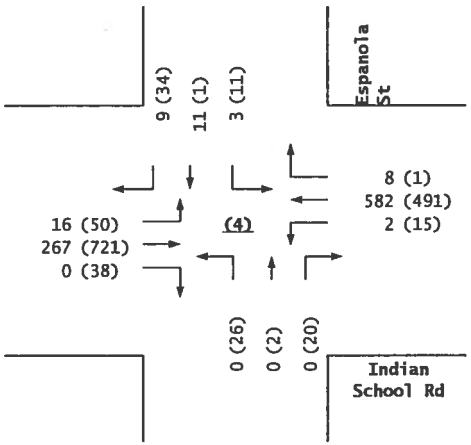
Growth Rates 0.00% 0.14% 0.00% 0.00%

	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Espanola St)			Southbound (Espanola St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	267	0	2	581	8	0	0	0	3	11	9
Background Traffic Growth	0	0	0	0	1	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***16***	***267***	***0***	***2***	***582***	***8***	***0***	***0***	***0***	***3***	***11***	***9***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.66%*
Percent Commercial Trips Generated(Exiting)	*0.66%*	*9.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	9	0	0	14	0	0	0	0	0	0	1
Total AM Peak Hour BUILD Volumes	**17**	**276**	**0**	**2**	**596**	**8**	**0**	**0**	**0**	**3**	**11**	**10**

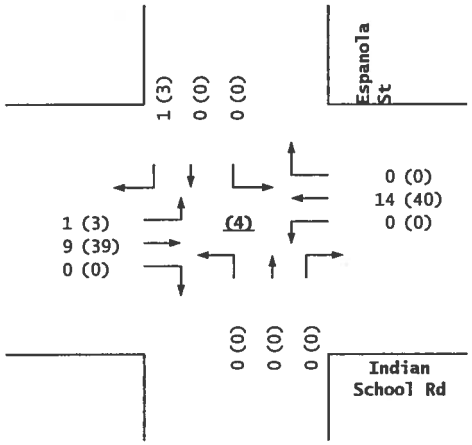
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Espanola St)			Southbound (Espanola St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	50	721	22	15	490	1	16	2	20	11	1	34
Background Traffic Growth	0	0	0	0	1	0	0	0	0	0	0	0
Subtotal	50	721	22	15	491	1	16	2	20	11	1	34
Winrock Theater	0	0	16	0	0	0	10	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***50***	***721***	***38***	***15***	***491***	***1***	***26***	***2***	***20***	***11***	***1***	***34***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.66%*
Percent Commercial Trips Generated(Exiting)	*0.66%*	*9.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	3	39	0	0	40	0	0	0	0	0	0	3
Total PM Peak Hour BUILD Volumes	**53**	**760**	**38**	**15**	**531**	**1**	**26**	**2**	**20**	**11**	**1**	**37**

	Entering	Exiting		
Number of Commercial Trips Generated	148	94	A.M.	100% Commercial Development
	405	399	P.M.	

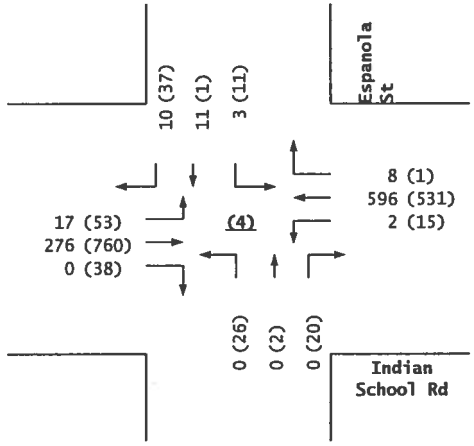
2012
NO BUILD



Trips



2012
BUILD



Indian School Rd / Espanola St

Target Commercial Center

Projected Turning Movements Worksheet

Indian School Rd / Q St

INTERSECTION: E-W Street: **Indian School Rd** (5)

N-S Street: **Q St**

Year of Existing Counts: 2011

Implementation Year: **2012**

Growth Rates	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Q St)			Southbound (Q St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	61	282	0	0	523	10	0	0	0	2	0	31
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	61	282	0	0	523	10	0	0	0	2	0	31
Winrock Theater	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***61***	***282***	***0***	***0***	***523***	***10***	***0***	***0***	***0***	***2***	***0***	***31***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.13%*	*12.76%*	*8.32%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.17%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.30%*	*0.17%*	*11.48%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	19	12	0	0	3	0	11	0	0	0
Total AM Peak Hour BUILD Volumes	**61**	**282**	**19**	**12**	**523**	**10**	**3**	**0**	**11**	**2**	**0**	**31**

	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Q St)			Southbound (Q St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	72	703	0	0	749	86	0	0	0	19	0	105
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	72	703	0	0	749	86	0	0	0	19	0	105
Winrock Theater	0	16	0	0	10	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***72***	***719***	***0***	***0***	***759***	***86***	***0***	***0***	***0***	***19***	***0***	***105***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.13%*	*12.76%*	*8.32%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.17%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.30%*	*0.17%*	*11.48%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	52	34	0	0	13	1	46	0	1	0
Subtotal PM Pk Hr. BUILD Volumes	**72**	**720**	**52**	**34**	**759**	**86**	**13**	**1**	**46**	**19**	**1**	**105**
Pass-by Trip Adjustments	*0*	*-16*	*48*	*16*	*-16*	*0*	*81*	*0*	*16*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**72**	**704**	**100**	**50**	**743**	**86**	**94**	**1**	**62**	**19**	**1**	**105**

	Entering	Exiting		
Number of Commercial Trips Generated	148	94	A.M.	100% Commercial Development
	405	399	P.M.	

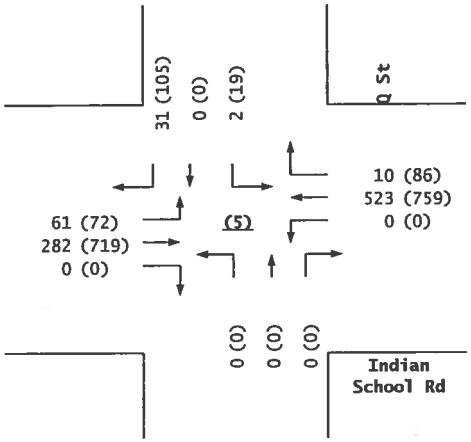
Pass-by Trip Calculations:

AM Pass-by Trips	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Q St)			Southbound (Q St)		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

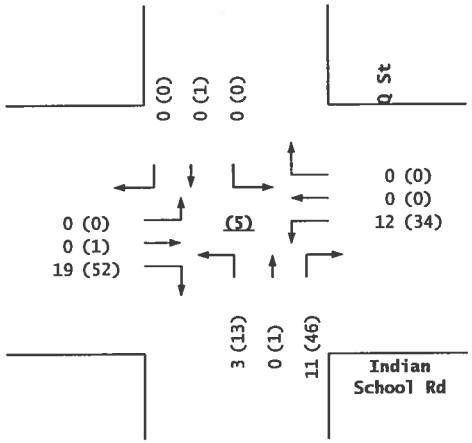
PM Pass-by Trips	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Q St)			Southbound (Q St)		
Percent Entering	*0.00%*	*-16.00%*	*49.00%*	*17.00%*	*-17.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*-16*	*48*	*16*	*-16*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*84.00%*	*0.00%*	*16.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*81*	*0*	*16*	*0*	*0*	*0*
Net PM Passby Trips	*0*	*-16*	*48*	*16*	*-16*	*0*	*81*	*0*	*16*	*0*	*0*	*0*

	Entering	*Exiting*	
Pass-by Trips	*0*	*0*	*AM*
	97	*97*	*PM*

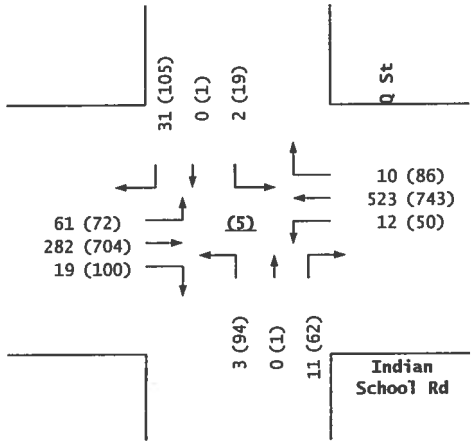
2012
NO BUILD



Trips



2012
BUILD



Indian School Rd / Q St

Target Commercial Center

Projected Turning Movements Worksheet

Am Pkwy / Uptown Lp / Louisiana Blvd

INTERSECTION: E-W Street: **Am Pkwy / Uptown Lp** (6)
N-S Street: **Louisiana Blvd**

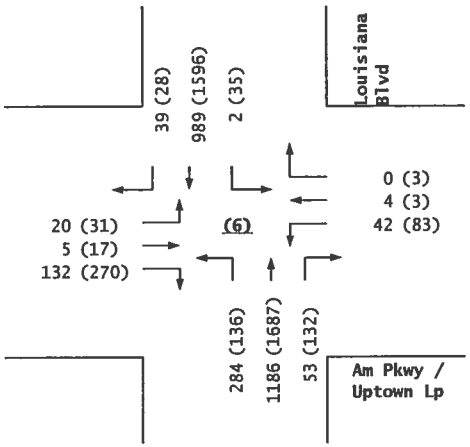
Year of Existing Counts 2011
Implementation Year **2012**

Growth Rates	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Am Pkwy / Uptown Lp)			Westbound (Am Pkwy / Uptown Lp)			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	5	132	42	4	0	284	1,186	53	2	989	39
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***20***	***5***	***132***	***42***	***4***	***0***	***284***	***1,186***	***53***	***2***	***989***	***39***
Percent Commercial Trips Generated(Entering)	*2.65%*	*2.05%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*62.26%*	*8.71%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*48.97%*	*4.70%*	*0.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.00%*	*0.00%*
Total Trips Generated	4	3	0	46	4	0	0	92	13	0	2	0
Total AM Peak Hour BUILD Volumes	**24**	**8**	**132**	**88**	**8**	**0**	**284**	**1,278**	**66**	**2**	**991**	**39**

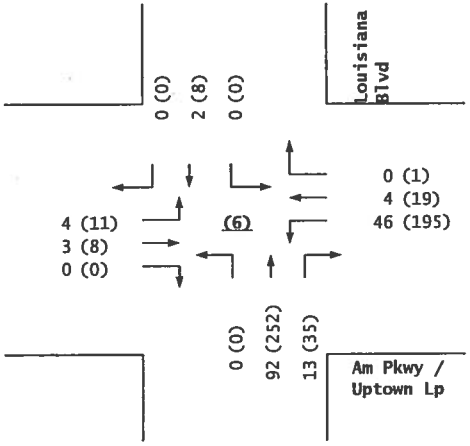
	Eastbound (Am Pkwy / Uptown Lp)			Westbound (Am Pkwy / Uptown Lp)			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	31	16	270	83	3	3	135	1,677	132	19	1,596	28
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	31	16	270	83	3	3	135	1,677	132	19	1,596	28
Winrock Theater	0	1	0	0	0	0	1	10	0	16	0	0
Subtotal (NO BUILD - P.M.)	***31***	***17***	***270***	***83***	***3***	***3***	***136***	***1,687***	***132***	***35***	***1,596***	***28***
Percent Commercial Trips Generated(Entering)	*2.65%*	*2.05%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*62.26%*	*8.71%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*48.97%*	*4.70%*	*0.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.00%*	*0.00%*
Total Trips Generated	11	8	0	195	19	1	0	252	35	0	8	0
Total PM Peak Hour BUILD Volumes	**42**	**25**	**270**	**278**	**22**	**4**	**136**	**1,939**	**167**	**35**	**1,604**	**28**

	Entering	Exiting		
Number of Commercial Trips Generated	**148**	**94**	A.M.	100% Commercial Development
	405	**399**	P.M.	

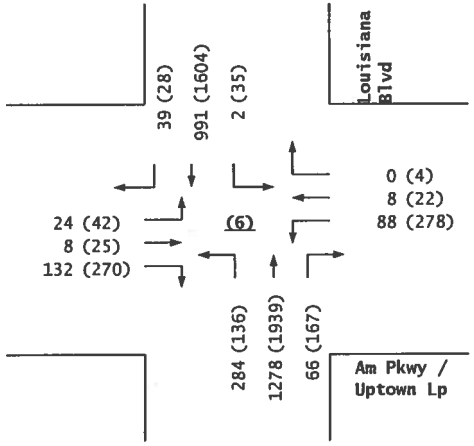
2012
NO BUILD



Trips



2012
BUILD



Am Pkwy / Uptown Lp / Louisiana Blvd

Target Commercial Center

Projected Turning Movements Worksheet

Driveway 'A' / Louisiana Blvd

INTERSECTION: E-W Street: **Driveway 'A'** (7)

N-S Street: **Louisiana Blvd**

Year of Existing Counts **2012**

Implementation Year **2012**

Growth Rates 0.00% 0.00% 0.00% 0.00%

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,206	0	0	1,030	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1,206***	***0***	***0***	***1,030***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*64.91%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.46%*	*0.00%*	*0.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	11	0	0	96	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**1,206**	**96**	**0**	**1,030**	**0**

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,711	0	0	1,643	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	1,711	0	0	1,643	0
Winrock Theater	0	0	0	0	0	0	0	10	0	0	16	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1,721***	***0***	***0***	***1,659***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*64.91%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.46%*	*0.00%*	*0.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	46	0	1	263	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**1,722**	**263**	**0**	**1,659**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-33*	*33*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**1,689**	**296**	**0**	**1,659**	**0**

	Entering	Exiting		
Number of Commercial Trips Generated	**148**	**94**	A.M.	100% Commercial Development
	405	**399**	P.M.	

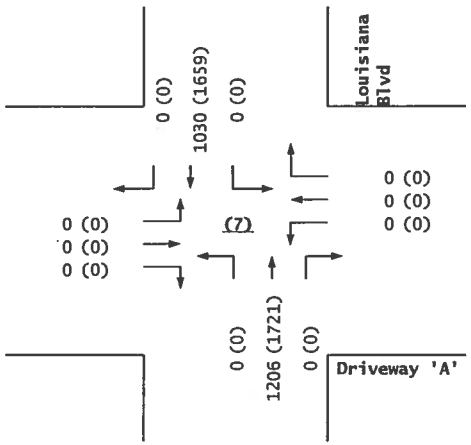
Pass-by Trip Calculations:

AM Pass-by Trips	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

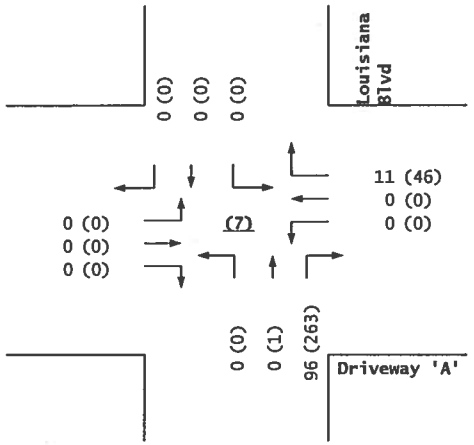
PM Pass-by Trips	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*-34.00%*	*34.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-33*	*33*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***-33***	***33***	***0***	***0***	***0***

	Entering	*Exiting*	
Pass-by Trips	***0***	***0***	*AM*
	97	***97***	*PM*

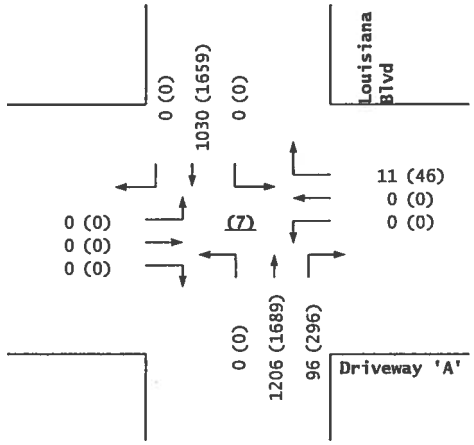
2012
NO BUILD



Trips



2012
BUILD



Driveway 'A' / Louisiana Blvd

Target Commercial Center

Projected Turning Movements Worksheet

Uptown Loop / Driveway 'B'

INTERSECTION: E-W Street: **Uptown Loop** (8)
N-S Street: **Driveway 'B'**

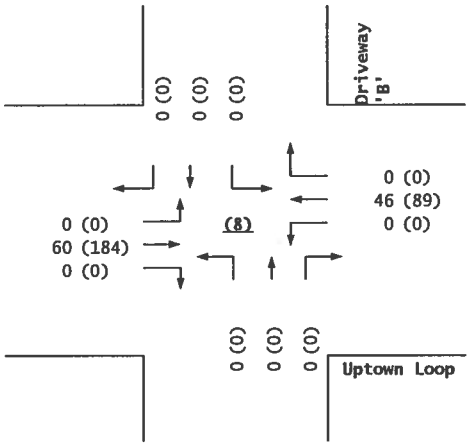
Year of Existing Counts **2012**
Implementation Year **2012**

Growth Rates	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	60	0	0	46	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***60***	***0***	***0***	***46***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*10.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.20%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*46.60%*
Total Trips Generated	0	16	0	0	7	0	0	0	0	0	0	44
Total AM Peak Hour BUILD Volumes	**0**	**76**	**0**	**0**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**44**

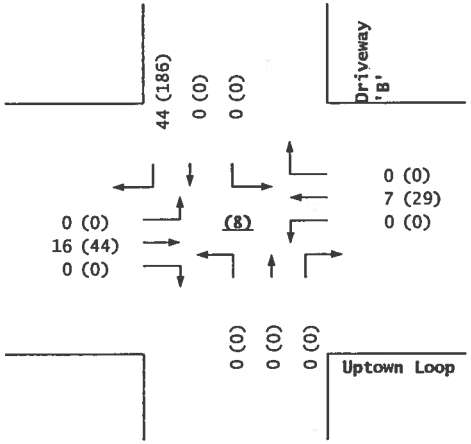
	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	167	0	0	89	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	167	0	0	89	0	0	0	0	0	0	0
Winrock Theater	0	17	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***184***	***0***	***0***	***89***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*10.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.20%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*46.60%*
Total Trips Generated	0	44	0	0	29	0	0	0	0	0	0	186
Total PM Peak Hour BUILD Volumes	**0**	**228**	**0**	**0**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**186**

	Entering	Exiting		
Number of Commercial Trips Generated	**148**	**94**	A.M.	100% Commercial Development
	405	**399**	P.M.	

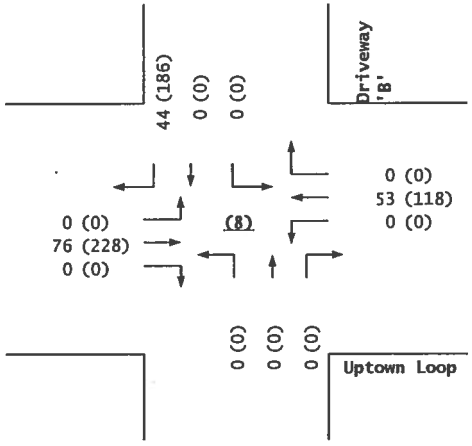
2012
NO BUILD



Trips



2012
BUILD



Uptown Loop / Driveway 'B'

Target Commercial Center

Projected Turning Movements Worksheet

Driveway 'C' / Uptown Loop

INTERSECTION: E-W Street: **Driveway 'C'** (9)

N-S Street: **Uptown Loop**

Year of Existing Counts **2012**

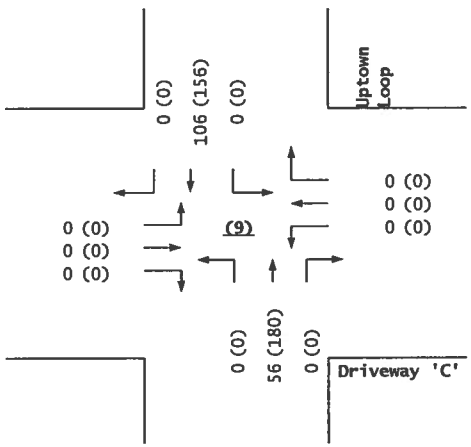
Implementation Year **2012**

Growth Rates	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Uptown Loop)			Southbound (Uptown Loop)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	56	0	0	106	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***56***	***0***	***0***	***106***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.45%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.40%*
Percent Commercial Trips Generated(Exiting)	*1.05%*	*0.00%*	*25.89%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.00%*	*0.00%*
Total Trips Generated	1	0	24	0	0	0	17	0	0	0	2	4
Total AM Peak Hour BUILD Volumes	**1**	**0**	**24**	**0**	**0**	**0**	**17**	**56**	**0**	**0**	**108**	**4**

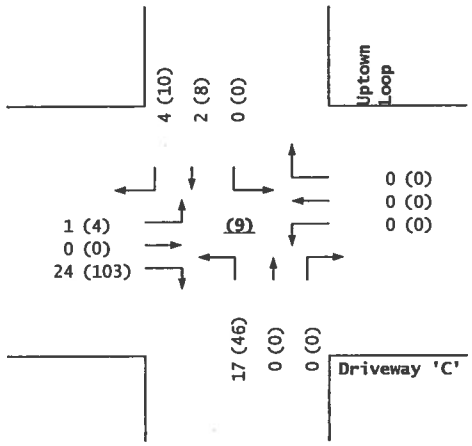
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Uptown Loop)			Southbound (Uptown Loop)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	180	0	0	156	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***180***	***0***	***0***	***156***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.45%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.40%*
Percent Commercial Trips Generated(Exiting)	*1.05%*	*0.00%*	*25.89%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.00%*	*0.00%*
Total Trips Generated	4	0	103	0	0	0	46	0	0	0	8	10
Total PM Peak Hour BUILD Volumes	**4**	**0**	**103**	**0**	**0**	**0**	**46**	**180**	**0**	**0**	**164**	**10**

	Entering	Exiting		
Number of Commercial Trips Generated	148	94	A.M.	100% Commercial Development
	405	399	P.M.	

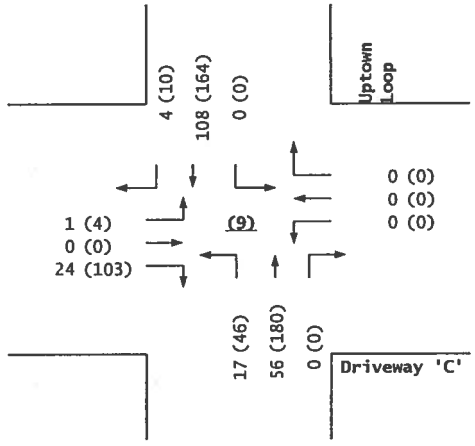
2012
NO BUILD



Trips



2012
BUILD



Driveway 'C' / Uptown Loop

Target Commercial Center

Projected Turning Movements Worksheet

Indian School Rd / Driveway 'D'

INTERSECTION: E-W Street: **Indian School Rd** (10)

N-S Street: **Driveway 'D'**

Year of Existing Counts 2011

Implementation Year **2012**

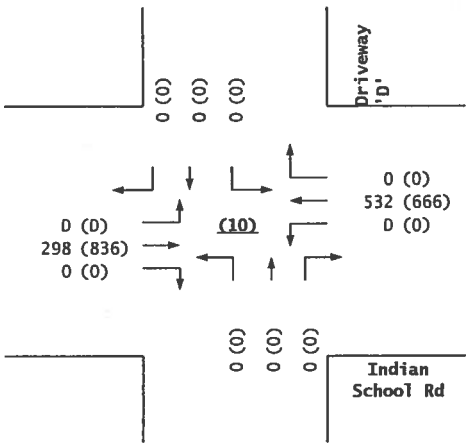
Growth Rates 0.00% 0.00% 0.00% 0.00%

	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Driveway 'D')			Southbound (Driveway 'D')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	298	0	0	532	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***298***	***0***	***0***	***532***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*11.48%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.06%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	11	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**309**	**0**	**0**	**532**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

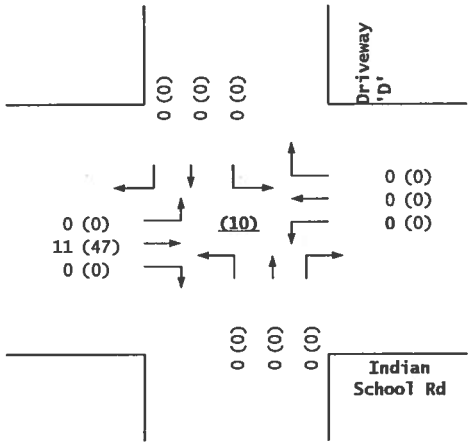
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Driveway 'D')			Southbound (Driveway 'D')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	820	0	0	656	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	820	0	0	656	0	0	0	0	0	0	0
Winrock Theater	0	16	0	0	10	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***836***	***0***	***0***	***666***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*11.48%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.06%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	47	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**883**	**0**	**0**	**666**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Entering	Exiting		
Number of Commercial Trips Generated	**148**	**94**	A.M.	100% Commercial Development
	405	**399**	P.M.	

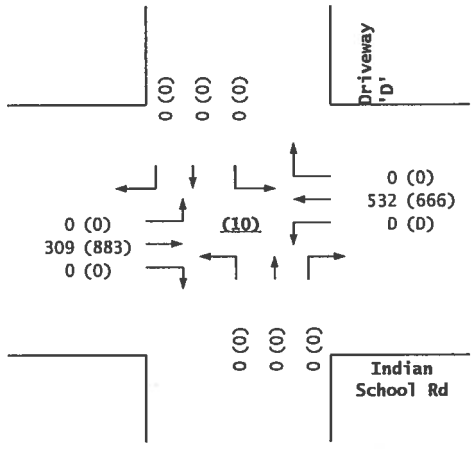
2012
NO BUILD



Trips



2012
BUILD



Indian School Rd / Driveway 'D'

Target Commercial Center

Projected Turning Movements Worksheet

Uptown Loop / Romano's drive

INTERSECTION: E-W Street: **Uptown Loop** (11)

N-S Street: **Romano's drive**

Year of Existing Counts 2011

Implementation Year **2012**

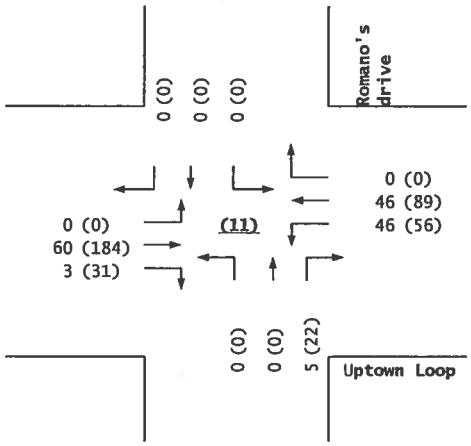
Growth Rates 0.00% 0.00% 0.00% 0.00%

	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Romano's drive)			Southbound (Romano's drive)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	60	3	46	46	0	0	0	5	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***60***	***3***	***46***	***46***	***0***	***0***	***0***	***5***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*10.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.69%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*20.69%*	*7.20%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	16	0	19	7	0	0	0	1	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**76**	**3**	**65**	**53**	**0**	**0**	**0**	**6**	**0**	**0**	**0**

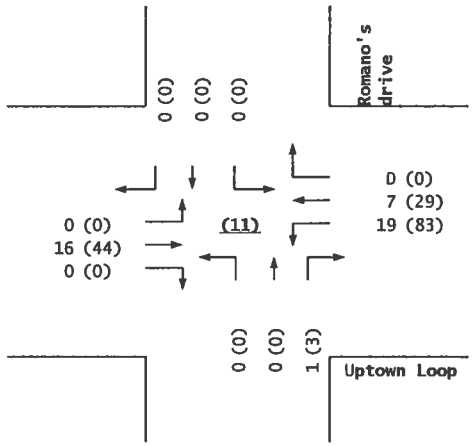
	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Romano's drive)			Southbound (Romano's drive)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	167	31	56	89	0	0	0	22	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	167	31	56	89	0	0	0	22	0	0	0
Winrock Theater	0	17	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***184***	***31***	***56***	***89***	***0***	***0***	***0***	***22***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*10.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.69%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*20.69%*	*7.20%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	44	0	83	29	0	0	0	3	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**228**	**31**	**139**	**118**	**0**	**0**	**0**	**25**	**0**	**0**	**0**

	Entering	Exiting		
Number of Commercial Trips Generated	148	94	A.M.	100% Commercial Development
	405	399	P.M.	

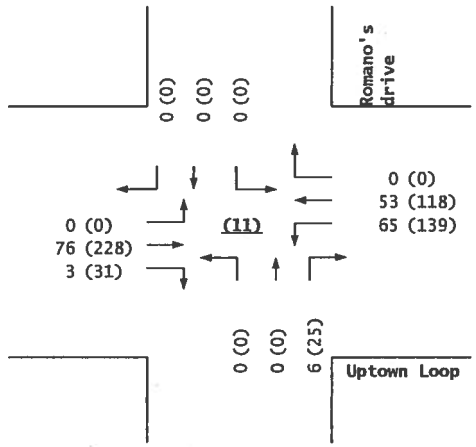
2012
NO BUILD



Trips



2012
BUILD



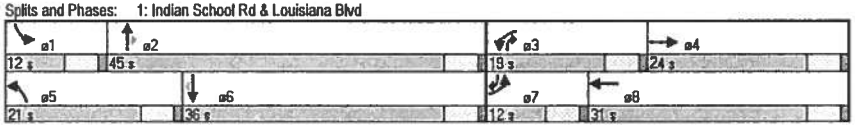
Uptown Loop / Romano's drive

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	20	99	181	301	204	839	162	54	813	74
Turn Type	Prot		Prot		Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	8	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	12.0	24.0	19.0	31.0	21.0	45.0	19.0	12.0	36.0	12.0
Total Split (%)	12.0%	24.0%	19.0%	31.0%	21.0%	45.0%	19.0%	12.0%	36.0%	12.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	6.5	10.8	10.9	17.3	12.6	53.1	69.1	7.2	45.7	57.2
Actuated g/C Ratio	0.06	0.11	0.11	0.17	0.13	0.53	0.69	0.07	0.46	0.57
v/c Ratio	0.23	0.48	0.51	0.61	0.58	0.30	0.17	0.26	0.33	0.09
Control Delay	49.1	29.7	33.7	27.9	48.7	6.0	1.9	45.9	18.9	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	29.7	33.7	27.9	48.7	6.0	1.9	45.9	18.9	3.3
LOS	D	C	C	C	D	A	A	D	B	A
Approach Delay		31.9		29.8		12.7			19.2	
Approach LOS		C		C		B			B	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 48.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Indian School Rd & Louisiana Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	99	57	181	301	53	204	839	162	54	813	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.97	0.86	1.00	0.97	0.86	1.00
Frt	1.00	0.95		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3313		3400	3426		3400	6346	1568	3400	6346	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	3313		3400	3426		3400	6346	1568	3400	6346	1568
Peak-hour factor, PHF	0.77	0.77	0.77	0.95	0.95	0.95	0.82	0.82	0.82	0.86	0.86	0.86
Adj. Flow (vph)	26	129	74	191	317	56	249	1023	198	63	945	86
RTOR Reduction (vph)	0	65	0	0	16	0	0	0	75	0	0	43
Lane Group Flow (vph)	26	138	0	191	357	0	249	1023	123	63	945	43
Turn Type	Prot			Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Actuated Green, G (s)	5.4	11.8		10.9	17.3		12.6	51.2	62.1	6.1	44.7	50.1
Effective Green, g (s)	5.4	11.8		10.9	17.3		12.6	51.2	62.1	6.1	44.7	50.1
Actuated g/C Ratio	0.05	0.12		0.11	0.17		0.13	0.51	0.62	0.06	0.45	0.50
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	95	391		371	593		428	3249	1052	207	2837	864
v/s Ratio Prot	0.01	0.04		c0.06	c0.10		c0.07	0.16	0.01	0.02	c0.15	0.00
v/s Ratio Perm									0.07			0.02
v/c Ratio	0.27	0.35		0.51	0.60		0.58	0.31	0.12	0.30	0.33	0.05
Uniform Delay, d1	45.4	40.6		42.1	38.2		41.2	14.2	7.7	44.9	18.0	12.8
Progression Factor	1.00	1.00		0.69	0.65		1.06	0.40	1.41	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.5		1.2	1.7		1.9	0.2	0.0	0.8	0.3	0.0
Delay (s)	47.0	41.1		30.3	26.4		45.6	5.9	11.0	45.8	18.3	12.8
Level of Service	D	D		C	C		D	A	B	D	B	B
Approach Delay (s)		41.8			27.7			13.3			19.4	
Approach LOS		D			C			B			B	

Intersection Summary

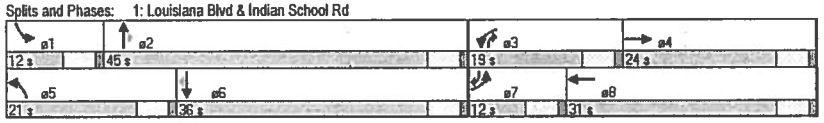
HCM Average Control Delay	19.7	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.46				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		20.0	
Intersection Capacity Utilization	48.4%	ICU Level of Service		A	
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	20	107	183	302	209	845	162	85	813	74
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	3	8	6	2	3	1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	12.0	24.0	19.0	31.0	21.0	45.0	19.0	12.0	36.0	12.0
Total Split (%)	12.0%	24.0%	19.0%	31.0%	21.0%	45.0%	19.0%	12.0%	36.0%	12.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	6.5	10.8	11.0	17.4	12.7	52.7	68.7	7.6	45.5	57.0
Actuated g/C Ratio	0.06	0.11	0.11	0.17	0.13	0.53	0.69	0.08	0.46	0.57
v/c Ratio	0.23	0.50	0.52	0.61	0.59	0.31	0.17	0.29	0.33	0.09
Control Delay	49.1	30.8	31.6	30.7	49.0	6.4	1.9	46.1	19.0	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	30.8	31.6	30.7	49.0	6.4	1.9	46.1	19.0	3.3
LOS	D	C	C	C	D	A	A	D	B	A
Approach Delay		32.8		31.1		13.1			19.7	
Approach LOS		C		C		B			B	

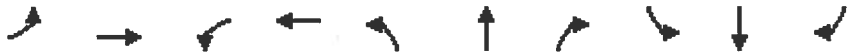
Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 76 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 19.6		Intersection LOS: B	
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Louisiana Blvd & Indian School Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	107	57	183	302	54	209	845	162	85	813	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.97	0.86	1.00	0.97	0.86	1.00
Frt	1.00	0.95		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3322		3400	3425		3400	6346	1568	3400	6346	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	3322		3400	3425		3400	6346	1568	3400	6346	1568
Peak-hour factor, PHF	0.77	0.77	0.77	0.95	0.95	0.95	0.82	0.82	0.82	0.86	0.86	0.86
Adj. Flow (vph)	26	139	74	193	318	57	255	1030	198	76	945	86
RTOR Reduction (vph)	0	65	0	0	17	0	0	0	76	0	0	43
Lane Group Flow (vph)	26	148	0	193	358	0	255	1030	122	76	945	43
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		6	2	3	1	6	7
Permitted Phases									2			6
Actuated Green, G (s)	5.4	11.8		11.0	17.4		12.7	50.7	61.7	6.5	44.5	49.9
Effective Green, g (s)	5.4	11.8		11.0	17.4		12.7	50.7	61.7	6.5	44.5	49.9
Actuated g/C Ratio	0.05	0.12		0.11	0.17		0.13	0.51	0.62	0.06	0.44	0.50
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	95	392		374	596		432	3217	1046	221	2824	861
v/s Ratio Prot	0.01	0.04		c0.06	c0.10		c0.08	c0.16	0.01	0.02	0.15	0.00
v/s Ratio Perm									0.07			0.02
v/c Ratio	0.27	0.38		0.52	0.60		0.59	0.32	0.12	0.34	0.33	0.05
Uniform Delay, d1	45.4	40.7		42.0	38.1		41.2	14.5	7.9	44.7	18.1	12.9
Progression Factor	1.00	1.00		0.84	0.73		1.07	0.42	1.36	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.6		1.2	1.7		2.0	0.2	0.0	0.9	0.3	0.0
Delay (s)	47.0	41.3		28.3	29.4		46.1	6.3	10.8	45.8	18.4	12.9
Level of Service	D	D		C	C		D	A	B	D	B	B
Approach Delay (s)		41.9			29.0			13.7			19.9	
Approach LOS		D			C			B			B	

Intersection Summary					
HCM Average Control Delay	20.3	HCM Level of Service		C	
HCM Volume to Capacity ratio	0.44				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		15.0	
Intersection Capacity Utilization	48.6%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	26	213	211	375	255	1030	198	76	945	86
v/c Ratio	0.23	0.52	0.54	0.61	0.59	0.31	0.17	0.29	0.33	0.09
Control Delay	49.1	31.6	39.1	25.9	49.0	6.5	1.9	46.1	19.1	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	31.6	39.1	25.9	49.0	6.5	1.9	46.1	19.1	3.3
Queue Length 50th (ft)	16	44	43	114	48	118	36	24	110	0
Queue Length 95th (ft)	37	63	74	109	104	31	0	43	151	22
Internal Link Dist (ft)		635		316		263			592	
Turn Bay Length (ft)	80		140		140		120	120		220
Base Capacity (vph)	123	659	510	905	545	3342	1193	269	2881	937
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.32	0.41	0.41	0.47	0.31	0.17	0.28	0.33	0.09

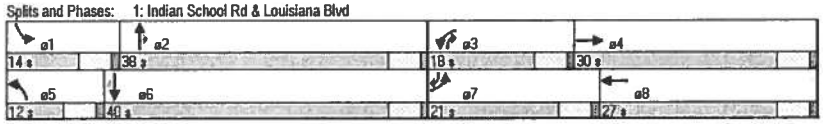
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	114	389	323	245	101	1447	306	229	1268	90
Turn Type	Prot		Prot		Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	21.0	30.0	18.0	27.0	12.0	38.0	18.0	14.0	40.0	21.0
Total Split (%)	21.0%	30.0%	18.0%	27.0%	12.0%	38.0%	18.0%	14.0%	40.0%	21.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	13.2	24.3	12.9	24.0	6.9	33.8	51.6	9.1	36.0	54.1
Actuated g/C Ratio	0.13	0.24	0.13	0.24	0.07	0.34	0.52	0.09	0.36	0.54
v/c Ratio	0.65	0.90	0.84	0.54	0.49	0.77	0.41	0.78	0.58	0.11
Control Delay	54.1	46.1	54.8	24.5	70.4	16.2	2.3	63.1	27.4	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	46.1	54.8	24.5	70.4	16.2	2.3	63.1	27.4	2.5
LOS	D	D	D	C	E	B	A	E	C	A
Approach Delay		47.4		37.4		16.9			31.2	
Approach LOS		D		D		B			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 76 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 29.5 Intersection LOS: C
Intersection Capacity Utilization 70.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Indian School Rd & Louisiana Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	389	209	323	245	191	101	1447	306	229	1268	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.97	0.86	1.00	0.97	0.86	1.00
Frt	1.00	0.95		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3321		3400	3274		3400	6346	1568	3400	6346	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	3321		3400	3274		3400	6346	1568	3400	6346	1568
Peak-hour factor, PHF	0.76	0.76	0.76	0.88	0.88	0.88	0.88	0.88	0.88	0.95	0.95	0.95
Adj. Flow (vph)	150	512	275	367	278	217	115	1644	348	241	1333	95
RTOR Reduction (vph)	0	72	0	0	138	0	0	0	33	0	0	48
Lane Group Flow (vph)	150	715	0	367	357	0	115	1644	315	241	1333	47
Turn Type	Prot			Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Actuated Green, G (s)	13.2	24.3		12.9	24.0		6.9	33.7	46.6	9.1	35.9	49.1
Effective Green, g (s)	13.2	24.3		12.9	24.0		6.9	33.7	46.6	9.1	35.9	49.1
Actuated g/C Ratio	0.13	0.24		0.13	0.24		0.07	0.34	0.47	0.09	0.36	0.49
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	231	807		439	786		235	2139	809	309	2278	848
v/s Ratio Prot	0.09	c0.22		c0.11	0.11		0.03	c0.26	0.05	c0.07	0.21	0.01
v/s Ratio Perm									0.15			0.02
v/c Ratio	0.65	0.89		0.84	0.45		0.49	0.77	0.39	0.78	0.59	0.06
Uniform Delay, d1	41.2	36.5		42.5	32.4		44.9	29.7	17.4	44.5	26.0	13.3
Progression Factor	1.00	1.00		0.88	1.06		1.43	0.47	0.09	1.00	1.00	1.00
Incremental Delay, d2	6.2	11.5		12.8	0.4		1.3	2.3	0.3	11.8	1.1	0.0
Delay (s)	47.4	48.0		49.5	34.8		65.3	16.1	1.8	56.2	27.1	13.3
Level of Service	D	D		D	C		E	B	A	E	C	B
Approach Delay (s)		47.9			41.1			16.4			30.5	
Approach LOS		D			D			B			C	

Intersection Summary

HCM Average Control Delay	29.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

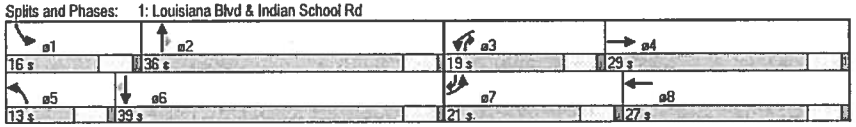
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	114	411	363	247	121	1473	306	291	1234	90
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	21.0	29.0	19.0	27.0	13.0	36.0	19.0	16.0	39.0	21.0
Total Split (%)	21.0%	29.0%	19.0%	27.0%	13.0%	36.0%	19.0%	16.0%	39.0%	21.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	13.2	24.0	13.9	24.8	7.8	31.0	50.0	11.0	34.3	52.4
Actuated g/C Ratio	0.13	0.24	0.14	0.25	0.08	0.31	0.50	0.11	0.34	0.52
v/c Ratio	0.65	0.94	0.87	0.56	0.52	0.85	0.43	0.82	0.60	0.11
Control Delay	54.1	54.0	57.1	23.9	69.2	21.3	2.7	62.3	28.6	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	54.0	57.1	23.9	69.2	21.3	2.7	62.3	28.6	2.6
LOS	D	D	E	C	E	C	A	E	C	A
Approach Delay		54.0		38.3		21.4			33.2	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 80 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 33.1 — Intersection LOS: C
Intersection Capacity Utilization 74.7% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Louisiana Blvd & Indian School Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	411	209	363	247	227	121	1473	306	291	1234	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		0.97	0.95		0.97	0.86	1.00	0.97	0.86	1.00
Frt	1.00	0.95		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3328		3400	3253		3400	6346	1568	3400	6346	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	3328		3400	3253		3400	6346	1568	3400	6346	1568
Peak-hour factor, PHF	0.76	0.76	0.76	0.88	0.88	0.88	0.88	0.88	0.88	0.95	0.95	0.95
Adj. Flow (vph)	150	541	275	412	281	258	138	1674	348	306	1299	95
RTOR Reduction (vph)	0	65	0	0	160	0	0	0	25	0	0	50
Lane Group Flow (vph)	150	751	0	412	379	0	138	1674	323	306	1299	45
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Actuated Green, G (s)	13.2	24.1		13.9	24.8		7.8	31.0	44.9	11.0	34.2	47.4
Effective Green, g (s)	13.2	24.1		13.9	24.8		7.8	31.0	44.9	11.0	34.2	47.4
Actuated g/C Ratio	0.13	0.24		0.14	0.25		0.08	0.31	0.45	0.11	0.34	0.47
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	231	802		473	807		265	1967	782	374	2170	822
v/s Ratio Prot	0.09	c0.23		c0.12	0.12		0.04	c0.26	0.06	c0.09	c0.20	0.01
v/s Ratio Perm									0.15			0.02
v/c Ratio	0.65	0.94		0.87	0.47		0.52	0.85	0.41	0.82	0.60	0.05
Uniform Delay, d1	41.2	37.2		42.2	32.0		44.3	32.3	18.6	43.5	27.2	14.2
Progression Factor	1.00	1.00		0.88	1.07		1.43	0.54	0.10	1.00	1.00	1.00
Incremental Delay, d2	6.2	18.1		15.8	0.4		1.4	3.8	0.3	13.0	1.2	0.0
Delay (s)	47.4	55.3		53.1	34.8		64.7	21.2	2.2	56.5	28.4	14.2
Level of Service	D	E		D	C		E	C	A	E	C	B
Approach Delay (s)		54.1			42.7			20.9			32.7	
Approach LOS		D			D			C			C	

Intersection Summary

HCM Average Control Delay	33.5	HCM Level of Service		C	
HCM Volume to Capacity ratio	0.93				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		25.0	
Intersection Capacity Utilization	74.7%	ICU Level of Service		D	
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	816	494	539	138	1674	348	306	1299	95
v/c Ratio	0.65	0.98	0.91	0.54	0.52	0.85	0.42	0.90	0.62	0.11
Control Delay	54.1	63.1	59.2	22.4	70.0	21.6	2.5	74.6	29.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	63.1	59.2	22.4	70.0	21.6	2.5	74.6	29.6	2.7
Queue Length 50th (ft)	91	249	158	106	48	115	8	101	201	0
Queue Length 95th (ft)	126	#260	#247	152	m65	212	m16	#179	239	23
Internal Link Dist (ft)		635		316		263			592	
Turn Bay Length (ft)	80		140		140		120	120		220
Base Capacity (vph)	280	829	544	1000	272	1967	834	340	2109	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.98	0.91	0.54	0.51	0.85	0.42	0.90	0.62	0.11

Intersection Summary

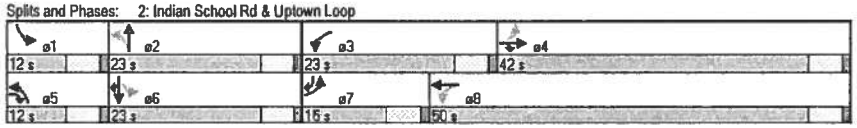
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	64	232	2	99	501	8	10	24	5	23
Turn Type	pm+pt		pt+ov	pm+pt		pm+pt		pm+pt		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	1	6	6 7
Permitted Phases	4			8		2		6		
Detector Phase	7	4	4 5	3	8	5	2	1	6	6 7
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0	10.0	21.0	
Total Split (s)	15.0	42.0	54.0	23.0	50.0	12.0	23.0	12.0	23.0	38.0
Total Split (%)	15.0%	42.0%	54.0%	23.0%	50.0%	12.0%	23.0%	12.0%	23.0%	38.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	Min	Min		C-Min	C-Min	Min	Min	Min	Min	
Act Effct Green (s)	28.2	21.5	32.6	71.8	60.1	12.4	6.3	14.0	7.1	18.8
Actuated g/C Ratio	0.28	0.22	0.33	0.72	0.60	0.12	0.06	0.14	0.07	0.19
v/c Ratio	0.26	0.33	0.00	0.12	0.33	0.06	0.26	0.15	0.02	0.09
Control Delay	12.3	37.2	19.5	2.4	5.1	33.5	18.0	34.7	42.2	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	37.2	19.5	2.4	5.1	33.5	18.0	34.7	42.2	12.4
LOS	B	D	B	A	A	C	B	C	D	B
Approach Delay		31.8			4.7		20.3		25.6	
Approach LOS		C			A		C		C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 3:WBL and 8:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 40.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Indian School Rd & Uptown Loop



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	232	2	99	501	66	8	10	38	24	5	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3443		1752	3086		1752	3505	1568
Flt Permitted	0.39	1.00	1.00	0.46	1.00		0.75	1.00		0.63	1.00	1.00
Satd. Flow (perm)	722	3505	1568	841	3443		1390	3086		1167	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83	0.75	0.75	0.75	0.81	0.81	0.81
Adj. Flow (vph)	70	252	2	119	604	80	11	13	51	30	6	28
RTOR Reduction (vph)	0	0	1	0	8	0	0	48	0	0	0	23
Lane Group Flow (vph)	70	252	1	119	676	0	11	16	0	30	6	5
Turn Type	pm+pt		pt+ov	pm+pt			pm+pt			pm+pt		pt+ov
Protected Phases	7	4	4 5	3	8		5	2		1	6	6 7
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	28.3	21.6	32.7	71.8	60.1		12.4	6.3		14.0	7.1	18.8
Effective Green, g (s)	28.3	21.6	32.7	71.8	60.1		12.4	6.3		14.0	7.1	18.8
Actuated g/C Ratio	0.28	0.22	0.33	0.72	0.60		0.12	0.06		0.14	0.07	0.19
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	273	757	513	1016	2069		194	194		204	249	295
v/s Ratio Prot	c0.02	0.07	0.00	0.05	c0.20		0.00	0.01		c0.01	0.00	0.00
v/s Ratio Perm	0.06			0.03			0.00			c0.01		
v/c Ratio	0.26	0.33	0.00	0.12	0.33		0.06	0.08		0.15	0.02	0.02
Uniform Delay, d1	28.5	33.1	22.7	4.5	9.9		38.6	44.1		37.6	43.2	33.1
Progression Factor	0.74	1.12	1.47	0.45	0.46		1.01	0.90		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.3	0.0	0.2	0.4		0.1	0.2		0.3	0.0	0.0
Delay (s)	21.7	37.2	33.3	2.3	5.0		39.2	39.8		38.0	43.3	33.1
Level of Service	C	D	C	A	A		D	D		D	D	C
Approach Delay (s)		33.9			4.6			39.7			36.3	
Approach LOS		C			A			D			D	

Intersection Summary

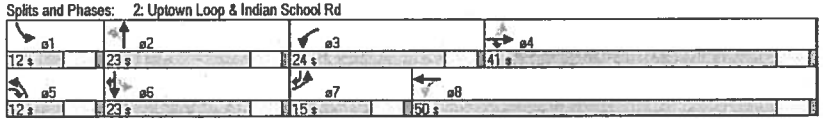
HCM Average Control Delay	15.7	HCM Level of Service		8	
HCM Volume to Capacity ratio	0.28				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		15.0	
Intersection Capacity Utilization	40.6%	ICU Level of Service		A	
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	64	241	4	102	513	8	10	24	5	23
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	7	4	4 5	3	8	5	2	1	8	6 7
Permitted Phases	4			8		2		6		
Detector Phase	7	4	4 5	3	8	5	2	1	6	6 7
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	6.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0	10.0	21.0	
Total Split (s)	15.0	41.0		24.0	50.0	12.0	23.0	12.0	23.0	
Total Split (%)	15.0%	41.0%		24.0%	50.0%	12.0%	23.0%	12.0%	23.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	Min	Min		C-Min	C-Min	Min	Min	Min	Min	
Act Effct Green (s)	28.7	22.0	33.1	71.8	60.1	12.4	6.3	14.0	7.1	18.8
Actuated g/C Ratio	0.29	0.22	0.33	0.72	0.60	0.12	0.06	0.14	0.07	0.19
v/c Ratio	0.26	0.34	0.01	0.12	0.34	0.06	0.27	0.15	0.02	0.09
Control Delay	17.0	38.6	22.5	2.7	4.9	33.1	19.6	34.7	42.2	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	38.6	22.5	2.7	4.9	33.1	19.8	34.7	42.2	12.4
LOS	B	D	C	A	A	C	B	C	D	B
Approach Delay		33.9			4.6		21.8		25.6	
Approach LOS		C			A		C		C	

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 10 (10%), Referenced to phase 3:WBL and 8:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Uptown Loop & Indian School Rd



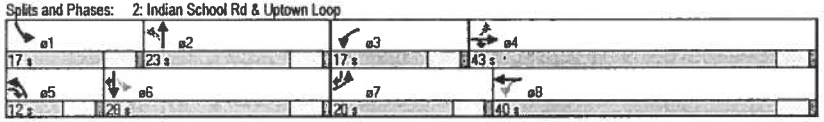
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	241	4	102	513	66	8	10	39	24	5	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1762	3505	1568	1752	3445		1752	3084		1752	3505	1568
Flt Permitted	0.39	1.00	1.00	0.45	1.00		0.75	1.00		0.63	1.00	1.00
Satd. Flow (perm)	712	3505	1568	827	3445		1390	3084		1166	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83	0.75	0.75	0.75	0.81	0.81	0.81
Adj. Flow (vph)	70	262	4	123	618	80	11	13	52	30	6	28
RTOR Reduction (vph)	0	0	3	0	7	0	0	49	0	0	0	23
Lane Group Flow (vph)	70	262	1	123	691	0	11	16	0	30	6	5
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2		1	6	6 7
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	28.7	22.0	33.1	71.8	60.1		12.4	6.3		14.0	7.1	18.8
Effective Green, g (s)	28.7	22.0	33.1	71.8	60.1		12.4	6.3		14.0	7.1	18.8
Actuated g/C Ratio	0.29	0.22	0.33	0.72	0.60		0.12	0.06		0.14	0.07	0.19
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	274	771	519	1008	2070		194	194		204	249	295
v/s Ratio Prot	c0.02	0.07	0.00	0.05	c0.20		0.00	0.01		c0.01	0.00	0.00
v/s Ratio Perm	0.06			0.03			0.00			c0.01		
v/c Ratio	0.26	0.34	0.00	0.12	0.33		0.06	0.08		0.15	0.02	0.02
Uniform Delay, d1	28.2	32.9	22.4	4.5	10.0		38.6	44.1		37.6	43.2	33.1
Progression Factor	1.10	1.17	1.90	0.52	0.44		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.3	0.0	0.2	0.4		0.1	0.2		0.3	0.0	0.0
Delay (s)	31.8	38.7	42.7	2.8	4.8		38.7	44.3		38.0	43.3	33.1
Level of Service	C	D	D	A	A		D	D		D	D	C
Approach Delay (s)		37.2			4.5			43.5			36.3	
Approach LOS		D			A			D			D	

Intersection Summary					
HCM Average Control Delay	16.8	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.28				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		15.0	
Intersection Capacity Utilization	40.9%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	164	837	35	86	521	55	40	126	35	90
Turn Type	pm+pt		pt+ov	pm+pt		pm+pt		pm+pt		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	1	6	6 7
Permitted Phases	4			8		2		6		
Detector Phase	7	4	4 5	3	8	5	2	1	6	6 7
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	6.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0	10.0	21.0	
Total Split (s)	20.0	43.0	66.0	17.0	40.0	12.0	23.0	17.0	28.0	48.0
Total Split (%)	20.0%	43.0%	55.0%	17.0%	40.0%	12.0%	23.0%	17.0%	28.0%	48.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	Min	Min		C-Min	C-Min	Min	Min	Min	Min	
Act Effct Green (s)	36.5	26.7	40.0	64.5	49.6	15.7	7.3	24.9	12.2	27.1
Actuated g/C Ratio	0.36	0.27	0.40	0.64	0.50	0.16	0.07	0.25	0.12	0.27
v/c Ratio	0.48	0.75	0.06	0.15	0.38	0.27	0.47	0.53	0.11	0.23
Control Delay	14.8	34.3	12.6	5.2	12.4	31.9	25.7	35.9	37.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	34.3	12.6	5.2	12.4	31.9	25.7	35.9	37.9	5.6
LOS	B	C	B	A	B	C	C	D	D	A
Approach Delay		29.6			11.5		27.6		25.3	
Approach LOS		C			B		C		C	

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 99 (99%), Referenced to phase 3:WBL and 8:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Indian School Rd & Uptown Loop



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	637	35	88	521	55	55	40	85	126	35	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1762	3505	1568	1752	3454		1752	3147		1752	3505	1568
Flt Permitted	0.41	1.00	1.00	0.16	1.00		0.72	1.00		0.39	1.00	1.00
Satd. Flow (perm)	749	3506	1568	288	3454		1337	3147		723	3505	1568
Peak-hour factor, PHF	0.91	0.91	0.91	0.89	0.89	0.89	0.82	0.82	0.82	0.75	0.75	0.75
Adj. Flow (vph)	180	700	38	97	585	62	67	49	104	168	47	120
RTOR Reduction (vph)	0	0	15	0	6	0	0	96	0	0	0	88
Lane Group Flow (vph)	180	700	23	97	641	0	67	57	0	168	47	32
Turn Type	pm+pt		pt+ov	pm+pt			pm+pt			pm+pt		pt+ov
Protected Phases	7	4	4 5	3	8		5	2		1	6	6 7
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	36.5	26.7	40.0	64.6	49.7		15.6	7.3		25.4	12.2	27.0
Effective Green, g (s)	36.5	26.7	40.0	64.5	49.7		15.6	7.3		25.4	12.2	27.0
Actuated g/C Ratio	0.36	0.27	0.40	0.64	0.50		0.16	0.07		0.25	0.12	0.27
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	372	936	627	666	1717		243	230		319	428	423
v/s Ratio Prot	c0.05	c0.20	0.01	0.05	c0.19		0.02	0.02		c0.07	0.01	0.02
v/s Ratio Perm	0.13			0.05			0.02			c0.06		
v/c Ratio	0.48	0.75	0.04	0.15	0.37		0.28	0.25		0.53	0.11	0.08
Uniform Delay, d1	22.5	33.6	18.3	8.7	15.5		37.0	43.8		30.9	39.1	27.2
Progression Factor	0.92	0.91	1.57	0.59	0.70		1.06	1.29		1.00	1.00	1.00
Incremental Delay, d2	0.8	2.5	0.0	0.5	0.6		0.6	0.5		1.6	0.1	0.1
Delay (s)	21.4	33.0	28.6	5.6	11.5		39.8	57.1		32.5	39.2	27.3
Level of Service	C	C	C	A	B		D	E		C	D	C
Approach Delay (s)		30.5			10.7			61.8			31.6	
Approach LOS		C			B			D			C	

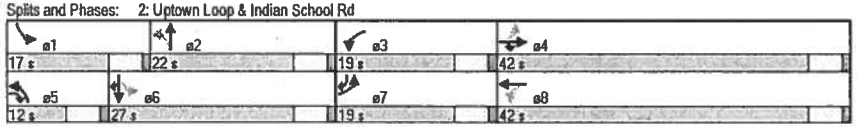
Intersection Summary					
HCM Average Control Delay	26.1	HCM Level of Service		C	
HCM Volume to Capacity ratio	0.60				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		25.0	
Intersection Capacity Utilization	53.1%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	165	675	43	95	555	55	40	126	36	90
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	7	4	4 5	3	8	5	2	1	6	6 7
Permitted Phases	4			8		2		6		
Detector Phase	7	4	4 5	3	8	5	2	1	6	6 7
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0	10.0	21.0	
Total Split (s)	19.0	42.0		19.0	42.0	12.0	22.0	17.0	27.0	
Total Split (%)	19.0%	42.0%		19.0%	42.0%	12.0%	22.0%	17.0%	27.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	Min	Min		C-Min	C-Min	Min	Min	Min	Min	
Act Effct Green (s)	37.4	27.5	40.9	64.6	49.8	15.7	7.3	24.8	12.1	26.9
Actuated g/C Ratio	0.37	0.28	0.41	0.65	0.50	0.16	0.07	0.25	0.12	0.27
v/c Ratio	0.49	0.77	0.07	0.17	0.40	0.27	0.47	0.53	0.11	0.24
Control Delay	15.4	34.8	11.7	5.0	12.6	30.5	21.1	36.2	38.3	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	34.8	11.7	5.0	12.6	30.5	21.1	36.2	38.3	5.7
LOS	B	C	B	A	B	C	C	D	D	A
Approach Delay		30.0			11.6		24.0		25.6	
Approach LOS		C			B		C		C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 99 (99%), Referenced to phase 3:WBL and 8:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 22.5 Intersection LOS: C
Intersection Capacity Utilization 54.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Uptown Loop & Indian School Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	165	675	43	95	555	55	55	40	85	126	36	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3457		1752	3147		1752	3505	1568
Flt Permitted	0.39	1.00	1.00	0.14	1.00		0.72	1.00		0.40	1.00	1.00
Satd. Flow (perm)	721	3505	1568	261	3457		1336	3147		729	3505	1568
Peak-hour factor, PHF	0.91	0.91	0.91	0.89	0.89	0.89	0.82	0.82	0.82	0.75	0.75	0.75
Adj. Flow (vph)	181	742	47	107	624	62	67	49	104	168	48	120
RTOR Reduction (vph)	0	0	17	0	6	0	0	96	0	0	0	88
Lane Group Flow (vph)	181	742	30	107	680	0	67	57	0	168	48	32
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2		1	6	6 7
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	37.3	27.5	40.8	64.6	49.8		15.6	7.3		25.2	12.1	26.9
Effective Green, g (s)	37.3	27.5	40.8	64.6	49.8		15.6	7.3		25.2	12.1	26.9
Actuated g/C Ratio	0.37	0.28	0.41	0.65	0.50		0.16	0.07		0.25	0.12	0.27
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	370	964	640	647	1722		243	230		318	424	422
v/s Ratio Prot	c0.05	c0.21	0.02	0.05	c0.20		0.02	0.02		c0.07	0.01	0.02
v/s Ratio Perm	0.13			0.05			0.02			c0.06		
v/c Ratio	0.49	0.77	0.05	0.17	0.39		0.28	0.25		0.53	0.11	0.08
Uniform Delay, d1	21.9	33.3	17.9	9.1	15.7		37.0	43.8		31.1	39.2	27.3
Progression Factor	0.98	0.92	1.52	0.57	0.71		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	2.9	0.0	0.5	0.7		0.6	0.6		1.6	0.1	0.1
Delay (s)	22.3	33.7	27.1	5.7	11.7		37.7	44.3		32.7	39.3	27.4
Level of Service	C	C	C	A	B		D	D		C	D	C
Approach Delay (s)		31.2			10.9			42.3			31.7	
Approach LOS		C			B			D			C	

Intersection Summary

HCM Average Control Delay	25.4	HCM Level of Service		C	
HCM Volume to Capacity ratio	0.62				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		25.0	
Intersection Capacity Utilization	54.0%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

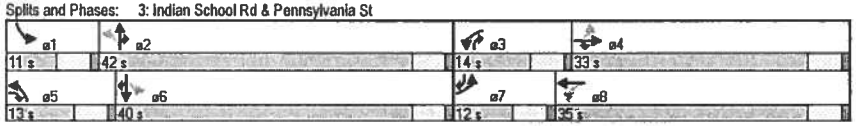
Timings
3: Indian School Rd & Pennsylvania St

Terry O. Brown, PE
4/16/2011

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	48	141	72	98	400	89	167	56	50	263	142
Turn Type	pm+pt		pt+ov	pm+pt		pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Permitted Phases	4			8		2			6		
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	12.0	33.0	46.0	14.0	35.0	13.0	42.0	56.0	11.0	40.0	52.0
Total Split (%)	12.0%	33.0%	46.0%	14.0%	35.0%	13.0%	42.0%	56.0%	11.0%	40.0%	52.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	C-Min		Min	C-Min	
Act Effct Green (s)	27.0	19.3	33.1	32.7	22.1	51.9	43.1	58.6	48.4	41.4	54.1
Actuated g/C Ratio	0.27	0.19	0.33	0.33	0.22	0.52	0.43	0.59	0.48	0.41	0.54
v/c Ratio	0.25	0.47	0.15	0.34	0.74	0.21	0.26	0.07	0.09	0.36	0.16
Control Delay	21.0	34.3	1.4	23.9	41.3	13.4	21.4	3.1	13.1	24.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	34.3	1.4	23.9	41.3	13.4	21.4	3.1	13.1	24.3	4.5
LOS	C	C	A	C	D	B	C	A	B	C	A
Approach Delay		22.8			38.1		15.9			16.9	
Approach LOS		C			D		B			B	

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 18 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 25.5		Intersection LOS: C	
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Indian School Rd & Pennsylvania St



HCM Signalized Intersection Capacity Analysis
3: Indian School Rd & Pennsylvania St

Terry O. Brown, PE
4/16/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	141	72	98	400	41	89	167	56	50	263	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1845	1568	1752	3456		1752	1845	1568	1752	1845	1568
Flt Permitted	0.26	1.00	1.00	0.48	1.00		0.49	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	478	1845	1568	876	3456		899	1845	1568	1138	1845	1568
Peak-hour factor, PHF	0.85	0.85	0.85	0.77	0.77	0.77	0.80	0.80	0.80	0.95	0.95	0.95
Adj. Flow (vph)	56	166	85	127	519	53	111	209	70	53	277	149
RTOR Reduction (vph)	0	0	57	0	9	0	0	0	29	0	0	57
Lane Group Flow (vph)	56	166	28	127	563	0	111	209	41	53	277	92
Turn Type	pm+pt		pt+ov	pm+pt			pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	27.0	19.3	33.1	32.6	22.1		52.0	43.2	58.7	48.4	41.4	54.1
Effective Green, g (s)	27.0	19.3	33.1	32.6	22.1		52.0	43.2	58.7	48.4	41.4	54.1
Actuated g/C Ratio	0.27	0.19	0.33	0.33	0.22		0.52	0.43	0.59	0.48	0.41	0.54
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	227	356	519	378	764		543	797	920	594	764	848
v/s Ratio Prot	0.02	0.09	0.02	c0.04	c0.16		c0.02	0.11	0.03	0.01	c0.15	0.06
v/s Ratio Perm	0.05			0.07			0.09			0.04		
v/c Ratio	0.25	0.47	0.05	0.34	0.74		0.20	0.26	0.04	0.09	0.36	0.11
Uniform Delay, d1	27.9	35.8	22.8	24.7	36.3		12.6	18.2	8.8	13.7	20.2	11.2
Progression Factor	0.91	0.85	0.21	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	1.0	0.0	0.5	3.7		0.2	0.8	0.0	0.1	1.3	0.1
Delay (s)	26.0	31.5	4.7	25.2	40.0		12.8	19.0	8.8	13.8	21.5	11.2
Level of Service	C	C	A	C	D		B	B	A	B	C	B
Approach Delay (s)		23.1			37.3			15.4			17.5	
Approach LOS		C			D			B			B	

Intersection Summary					
HCM Average Control Delay		25.4	HCM Level of Service		C
HCM Volume to Capacity ratio		0.46			
Actuated Cycle Length (s)		100.0	Sum of lost time (s)		20.0
Intersection Capacity Utilization		52.0%	ICU Level of Service		A
Analysis Period (min)		15			
c Critical Lane Group					

Timings
3: Pennsylvania St & Indian School Rd

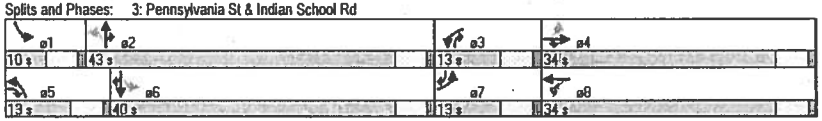
Terry O. Brown, PE
1/7/2012 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	50	145	75	98	407	94	167	56	50	263	145
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	8	6 7
Permitted Phases	4			8		2			6		
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	13.0	34.0		13.0	34.0	13.0	43.0		10.0	40.0	
Total Split (%)	13.0%	34.0%		13.0%	34.0%	13.0%	43.0%		10.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	C-Min		Min	C-Min	
Act Effct Green (s)	27.6	19.7	33.7	32.9	22.4	51.7	42.7	58.2	47.8	40.8	53.6
Actuated g/C Ratio	0.28	0.20	0.34	0.33	0.22	0.52	0.43	0.58	0.48	0.41	0.54
v/c Ratio	0.26	0.47	0.15	0.34	0.74	0.22	0.26	0.07	0.09	0.37	0.17
Control Delay	14.0	21.9	4.2	23.6	41.3	13.7	21.7	3.2	13.4	24.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	21.9	4.2	23.6	41.3	13.7	21.7	3.2	13.4	24.8	4.4
LOS	B	C	A	C	D	B	C	A	B	C	A
Approach Delay		15.5			38.1		16.1			17.1	
Approach LOS		B			D		B			B	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 6 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 52.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Pennsylvania St & Indian School Rd



HCM Signalized Intersection Capacity Analysis
3: Pennsylvania St & Indian School Rd

Terry O. Brown, PE
1/7/2012 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	145	75	98	407	41	94	167	56	50	263	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1845	1568	1752	3457		1752	1845	1568	1752	1845	1568
Flt Permitted	0.25	1.00	1.00	0.47	1.00		0.48	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	465	1845	1568	870	3457		890	1845	1568	1142	1845	1568
Peak-hour factor, PHF	0.85	0.85	0.85	0.77	0.77	0.77	0.80	0.80	0.80	0.95	0.95	0.95
Adj. Flow (vph)	59	171	88	127	629	53	118	209	70	53	277	153
RTOR Reduction (vph)	0	0	58	0	9	0	0	0	29	0	0	60
Lane Group Flow (vph)	69	171	30	127	573	0	118	209	41	53	277	93
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA		pm+pt	NA	pt+ov	pm+pt	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	27.5	19.7	33.7	32.9	22.4		51.8	42.8	58.3	47.8	40.8	53.6
Effective Green, g (s)	27.5	19.7	33.7	32.9	22.4		51.8	42.8	58.3	47.8	40.8	53.6
Actuated g/C Ratio	0.28	0.20	0.34	0.33	0.22		0.52	0.43	0.58	0.48	0.41	0.54
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	228	363	528	379	774		539	790	914	589	753	840
v/s Ratio Prot	0.02	0.09	0.02	c0.04	c0.17		c0.02	0.11	0.03	0.01	c0.15	0.06
v/s Ratio Perm	0.05			0.08			0.09			0.04		
v/c Ratio	0.26	0.47	0.06	0.34	0.74		0.22	0.26	0.04	0.09	0.37	0.11
Uniform Delay, d1	27.6	35.5	22.4	24.5	36.1		12.8	18.4	8.9	14.1	20.6	11.4
Progression Factor	0.57	0.50	0.86	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	1.0	0.0	0.5	3.8		0.2	0.8	0.0	0.1	1.4	0.1
Delay (s)	16.2	18.9	19.3	25.0	39.9		13.0	19.3	8.9	14.1	22.0	11.5
Level of Service	B	B	B	C	D		B	B	A	B	C	B
Approach Delay (s)		18.5			37.3			15.6			17.8	
Approach LOS		B			D			B			B	

Intersection Summary

HCM Average Control Delay	24.7	HCM Level of Service		C	
HCM Volume to Capacity ratio	0.46				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		20.0	
Intersection Capacity Utilization	52.4%	ICU Level of Service		A	
Analysis Period (min)	15				

c Critical Lane Group

Timings
3: Indian School Rd & Pennsylvania St

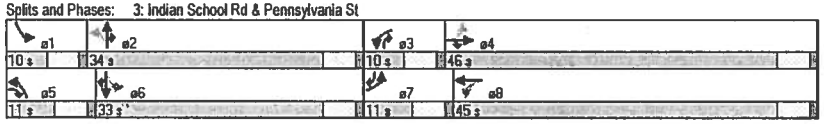
Terry O. Brown, PE
4/16/2011

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	137	477	134	98	346	89	318	110	53	247	87
Turn Type	pm+pt		pt+ov	pm+pt		pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	7	4	45	3	8	5	2	23	1	6	87
Permitted Phases	4			8		2			6		
Detector Phase	7	4	45	3	8	5	2	23	1	6	67
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	11.0	46.0	57.0	10.0	45.0	11.0	34.0	44.0	10.0	33.0	44.0
Total Split (%)	11.0%	46.0%	57.0%	10.0%	45.0%	11.0%	34.0%	44.0%	10.0%	33.0%	44.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	C-Min		Min	C-Min	
Act Effct Green (s)	43.8	35.6	47.7	41.1	34.2	38.7	31.6	43.4	36.5	30.5	43.7
Actuated g/C Ratio	0.44	0.36	0.48	0.41	0.34	0.39	0.32	0.43	0.36	0.30	0.44
v/c Ratio	0.38	0.86	0.19	0.48	0.35	0.26	0.60	0.16	0.18	0.47	0.13
Control Delay	10.1	28.4	0.6	22.0	23.5	21.2	35.4	4.5	20.8	33.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	28.4	0.6	22.0	23.5	21.2	35.4	4.5	20.8	33.0	7.5
LOS	B	C	A	C	C	C	D	A	C	C	A
Approach Delay		20.1			23.2		26.4			25.5	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 23.2 — Intersection LOS: C
Intersection Capacity Utilization 68.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Indian School Rd & Pennsylvania St



HCM Signalized Intersection Capacity Analysis
3: Indian School Rd & Pennsylvania St

Terry O. Brown, PE
4/16/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	477	134	98	346	42	89	318	110	63	247	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1845	1568	1752	3448		1752	1845	1568	1752	1845	1568
Flt Permitted	0.43	1.00	1.00	0.15	1.00		0.45	1.00	1.00	0.36	1.00	1.00
Satd. Flow (perm)	797	1845	1568	280	3448		823	1845	1568	672	1845	1568
Peak-hour factor, PHF	0.85	0.85	0.85	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	161	561	158	104	368	45	98	349	121	56	263	93
RTOR Reduction (vph)	0	0	82	0	11	0	0	0	67	0	0	40
Lane Group Flow (vph)	161	561	76	104	402	0	98	349	54	56	263	63
Turn Type	pm+pt		pt+ov	pm+pt			pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	7	4	45	3	8		5	2	23	1	6	67
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	43.8	35.6	47.7	41.0	34.2		38.7	31.6	43.4	36.5	30.5	43.7
Effective Green, g (s)	43.8	35.6	47.7	41.0	34.2		38.7	31.6	43.4	36.5	30.5	43.7
Actuated g/C Ratio	0.44	0.36	0.48	0.41	0.34		0.39	0.32	0.43	0.36	0.30	0.44
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	427	657	748	215	1179		384	583	681	310	563	685
v/s Ratio Prot	0.03	c0.30	0.05	c0.03	0.12		c0.02	c0.19	0.03	0.01	0.14	0.03
v/s Ratio Perm	0.13			0.17			0.08			0.06		
v/c Ratio	0.38	0.85	0.10	0.48	0.34		0.26	0.60	0.08	0.18	0.47	0.08
Uniform Delay, d1	17.6	29.8	14.4	21.5	24.5		20.3	28.9	16.6	21.4	28.2	16.4
Progression Factor	0.52	0.54	0.08	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	9.7	0.1	1.7	0.2		0.4	4.5	0.0	0.3	2.8	0.0
Delay (s)	9.7	25.9	1.2	23.2	24.7		20.6	33.3	16.8	21.7	30.9	16.5
Level of Service	A	C	A	C	C		C	C	B	C	C	B
Approach Delay (s)		18.5			24.4			27.6			26.4	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	23.3	HCM Level of Service		C	
HCM Volume to Capacity ratio	0.60				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		10.0	
Intersection Capacity Utilization	68.1%	ICU Level of Service		C	
Analysis Period (min)	15				

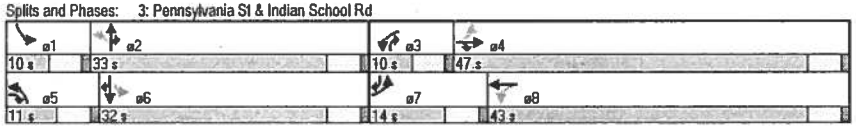
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	145	495	148	98	364	103	318	110	53	247	95
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov
Protected Phases	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Permitted Phases	4			8		2			6		
Detector Phase	7	4	4 5	3	8	5	2	2 3	1	6	6 7
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	21.0		10.0	21.0	10.0	21.0		10.0	21.0	
Total Split (s)	14.0	47.0		10.0	43.0	11.0	33.0		10.0	32.0	
Total Split (%)	14.0%	47.0%		10.0%	43.0%	11.0%	33.0%		10.0%	32.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	Min	Min		Min	Min	Min	C-Min		Min	C-Min	
Act Effct Green (s)	46.1	36.8	49.0	40.8	34.1	37.9	30.6	42.3	35.2	29.3	43.6
Actuated g/C Ratio	0.46	0.37	0.49	0.41	0.34	0.38	0.31	0.42	0.35	0.29	0.44
v/c Ratio	0.39	0.86	0.20	0.49	0.36	0.30	0.62	0.17	0.19	0.49	0.14
Control Delay	10.0	27.0	0.6	22.3	24.2	22.6	36.8	4.9	21.5	34.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	27.0	0.6	22.3	24.2	22.6	36.6	4.9	21.5	34.2	6.7
LOS	A	C	A	C	C	C	D	A	C	C	A
Approach Delay		18.9			23.8		27.3			25.9	
Approach LOS		B			C		C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 23.2 — Intersection LOS: C
Intersection Capacity Utilization 69.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Pennsylvania St & Indian School Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	145	495	148	98	364	42	103	318	110	53	247	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1845	1568	1752	3450		1752	1846	1568	1752	1845	1568
Flt Permitted	0.40	1.00	1.00	0.15	1.00		0.43	1.00	1.00	0.36	1.00	1.00
Satd. Flow (perm)	745	1845	1568	279	3450		799	1845	1568	657	1845	1568
Peak-hour factor, PHF	0.85	0.85	0.85	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
Adj. Flow (vph)	171	582	174	104	387	45	113	349	121	56	263	101
RTOR Reduction (vph)	0	0	86	0	9	0	0	0	68	0	0	45
Lane Group Flow (vph)	171	582	88	104	423	0	113	349	53	56	263	56
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA		pm+pt	NA	pt+ov	pm+pt	NA	pt+ov
Protected Phases	7	4	4 5	3	8		5	2	2 3	1	6	6 7
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	46.1	36.8	49.0	40.9	34.2		37.8	30.6	42.3	35.2	29.3	43.6
Effective Green, g (s)	46.1	36.8	49.0	40.9	34.2		37.8	30.6	42.3	35.2	29.3	43.6
Actuated g/C Ratio	0.46	0.37	0.49	0.41	0.34		0.38	0.31	0.42	0.35	0.29	0.44
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	437	679	768	213	1180		371	565	663	296	541	684
v/s Ratio Prot	c0.04	c0.32	0.06	0.03	0.12		c0.02	c0.19	0.03	0.01	0.14	0.04
v/s Ratio Perm	0.14			0.17			0.09			0.06		
v/c Ratio	0.39	0.86	0.11	0.49	0.36		0.30	0.62	0.08	0.19	0.49	0.08
Uniform Delay, d1	16.4	29.2	13.8	21.5	24.7		21.1	29.7	17.2	22.3	29.1	16.5
Progression Factor	0.55	0.53	0.07	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	9.3	0.1	1.8	0.2		0.5	5.0	0.1	0.3	3.1	0.1
Delay (s)	9.5	24.7	1.0	23.3	24.9		21.5	34.7	17.3	22.6	32.2	16.5
Level of Service	A	C	A	C	C		C	C	B	C	C	B
Approach Delay (s)		17.4			24.5			28.5			27.2	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	23.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	20	5	132	42	4	1	284	1186	2	989
Turn Type	pm+pt		pt+ov	pm+pt		pt+ov	Prot		Prot	
Protected Phases	7	4	4 5	3	8	8 1	5	2	1	6
Permitted Phases	4			8						
Detector Phase	7	4	4 5	3	8	8 1	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0		10.0	21.0		10.0	21.0	10.0	21.0
Total Split (s)	12.0	24.0	50.0	10.0	22.0	32.0	26.0	56.0	10.0	40.0
Total Split (%)	12.0%	24.0%	50.0%	10.0%	22.0%	32.0%	26.0%	56.0%	10.0%	40.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min		Min	Min		Min	C-Min	Min	C-Min
Act Effct Green (s)	14.7	8.0	28.1	14.3	7.8	18.4	15.1	59.9	5.6	50.4
Actuated g/C Ratio	0.15	0.08	0.28	0.14	0.08	0.18	0.15	0.60	0.06	0.50
v/c Ratio	0.11	0.02	0.30	0.10	0.01	0.00	0.64	0.38	0.01	0.36
Control Delay	32.2	40.4	9.4	35.6	42.8	13.0	45.5	11.0	36.5	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	40.4	9.4	35.6	42.8	13.0	45.5	11.0	36.5	12.1
LOS	C	D	A	D	D	B	D	B	D	B
Approach Delay		13.4			35.8			17.5		12.1
Approach LOS		B			D			B		B

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 74 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 43.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: America's Pkwy & Louisiana Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	5	132	42	4	1	284	1186	53	2	989	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.86		0.97	0.86	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	3400	3505	1568	3400	6305		3400	6310	
Flt Permitted	0.74	1.00	1.00	0.75	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1358	3505	1568	2697	3505	1568	3400	6305		3400	6310	
Peak-hour factor, PHF	0.85	0.85	0.85	0.96	0.96	0.96	0.86	0.86	0.86	0.90	0.90	0.90
Adj. Flow (vph)	24	6	155	44	4	1	330	1379	62	2	1099	43
RTOR Reduction (vph)	0	0	82	0	0	1	0	5	0	0	4	0
Lane Group Flow (vph)	24	6	73	44	4	0	330	1436	0	2	1138	0
Turn Type	pm+pt		pt+ov	pm+pt		pt+ov	Prot			Prot		
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	14.7	8.0	28.1	14.3	7.8	18.4	15.1	59.9		5.6	50.4	
Effective Green, g (s)	14.7	8.0	28.1	14.3	7.8	18.4	15.1	59.9		5.6	50.4	
Actuated g/C Ratio	0.15	0.08	0.28	0.14	0.08	0.18	0.15	0.60		0.06	0.50	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	226	280	441	431	273	289	513	3777		190	3180	
v/s Ratio Prot	c0.01	0.00	c0.05	0.01	0.00	0.00	c0.10	c0.23		0.00	0.18	
v/s Ratio Perm	0.01			0.01								
v/c Ratio	0.11	0.02	0.17	0.10	0.01	0.00	0.64	0.38		0.01	0.36	
Uniform Delay, d1	36.9	42.4	27.1	37.2	42.6	33.3	39.9	10.4		44.6	15.0	
Progression Factor	1.00	1.00	1.00	1.12	1.05	0.55	1.00	1.00		0.82	0.74	
Incremental Delay, d2	0.2	0.0	0.2	0.1	0.0	0.0	2.8	0.3		0.0	0.3	
Delay (s)	37.1	42.4	27.3	41.8	44.8	18.3	42.7	10.7		36.5	11.4	
Level of Service	D	D	C	D	D	B	D	B		D	B	
Approach Delay (s)		29.1			41.6			16.7			11.4	
Approach LOS		C			D			B			B	

Intersection Summary

HCM Average Control Delay	15.9	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.36				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		10.0	
Intersection Capacity Utilization	43.4%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

Timings
6: Louisiana Blvd & America's Pkwy/Uptown Loop

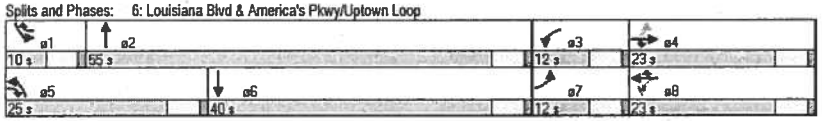
Terry O. Brown, PE
1/7/2012 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	24	8	132	88	8	1	284	1278	2	991
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov	Prot	NA	Prot	NA
Protected Phases	7	4	4 5	3	8	8 1	5	2	1	8
Permitted Phases	4			8						
Detector Phase	7	4	4 5	3	8	8 1	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0		10.0	21.0		10.0	21.0	10.0	21.0
Total Split (s)	12.0	23.0		12.0	23.0		25.0	65.0	10.0	40.0
Total Split (%)	12.0%	23.0%		12.0%	23.0%		25.0%	55.0%	10.0%	40.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min		Min	Min		Min	C-Min	Min	C-Min
Act Effct Green (s)	14.7	7.9	28.0	16.2	8.6	19.2	15.1	58.9	5.6	49.4
Actuated g/C Ratio	0.15	0.08	0.28	0.16	0.09	0.19	0.15	0.59	0.06	0.49
v/c Ratio	0.12	0.03	0.30	0.20	0.03	0.00	0.64	0.42	0.01	0.37
Control Delay	31.5	40.6	9.7	32.3	39.9	24.0	45.6	11.9	36.0	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	40.6	9.7	32.3	39.9	24.0	45.6	11.9	36.0	12.6
LOS	C	D	A	C	D	C	D	B	D	B
Approach Delay		14.3			32.8			17.8		12.6
Approach LOS		B			C			B		B

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 69 (69%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 16.3 — Intersection LOS: B
Intersection Capacity Utilization 45.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Louisiana Blvd & America's Pkwy/Uptown Loop



HCM Signalized Intersection Capacity Analysis
6: Louisiana Blvd & America's Pkwy/Uptown Loop

Terry O. Brown, PE
1/7/2012 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	8	132	88	8	1	284	1278	66	2	991	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.86		0.97	0.86	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	3400	3505	1568	3400	6299		3400	6310	
Flt Permitted	0.75	1.00	1.00	0.68	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1387	3505	1568	2442	3505	1568	3400	6299		3400	6310	
Peak-hour factor, PHF	0.85	0.85	0.85	0.96	0.96	0.96	0.86	0.86	0.86	0.90	0.90	0.90
Adj. Flow (vph)	28	9	165	92	8	1	330	1486	77	2	1101	43
RTOR Reduction (vph)	0	0	81	0	0	1	0	6	0	0	4	0
Lane Group Flow (vph)	28	9	74	92	8	0	330	1557	0	2	1140	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	14.7	7.9	28.0	16.3	8.7	19.3	15.1	58.9		5.6	49.4	
Effective Green, g (s)	14.7	7.9	28.0	16.3	8.7	19.3	15.1	58.9		5.6	49.4	
Actuated g/C Ratio	0.15	0.08	0.28	0.16	0.09	0.19	0.15	0.59		0.06	0.49	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	229	277	439	471	305	303	513	3710		190	3117	
v/s Ratio Prot	0.01	0.00	c0.05	c0.01	0.00	0.00	c0.10	c0.25		0.00	0.18	
v/s Ratio Perm	0.01			0.02								
v/c Ratio	0.12	0.03	0.17	0.20	0.03	0.00	0.64	0.42		0.01	0.37	
Uniform Delay, d1	37.0	42.5	27.2	36.0	41.8	32.6	39.9	11.2		44.6	15.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.80	0.74	
Incremental Delay, d2	0.2	0.0	0.2	0.2	0.0	0.0	2.8	0.4		0.0	0.3	
Delay (s)	37.2	42.6	27.4	36.2	41.8	32.6	42.7	11.6		35.8	11.9	
Level of Service	D	D	C	D	D	C	D	B		D	B	
Approach Delay (s)		29.6			36.6			17.0			11.9	
Approach LOS		C			D			B			B	

Intersection Summary

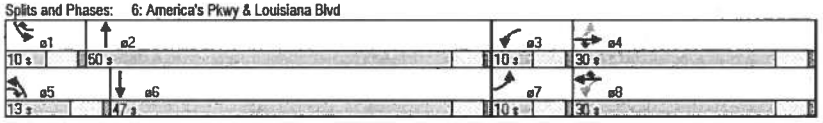
HCM Average Control Delay	16.6	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.41				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		15.0	
Intersection Capacity Utilization	45.5%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	31	17	270	83	3	3	136	1687	35	1596
Turn Type	pm+pt		pt+ov	pm+pt		pt+ov	Prot		Prot	
Protected Phases	7	4	45	3	8	81	5	2	1	6
Permitted Phases	4			8						
Detector Phase	7	4	45	3	8	81	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0		10.0	21.0		10.0	21.0	10.0	21.0
Total Split (s)	10.0	30.0	43.0	10.0	30.0	40.0	13.0	50.0	10.0	47.0
Total Split (%)	10.0%	30.0%	43.0%	10.0%	30.0%	40.0%	13.0%	50.0%	10.0%	47.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min		Min	Min		Min	C-Min	Min	C-Min
Act Effct Green (s)	25.6	20.2	33.5	26.1	20.5	31.1	8.3	48.5	5.6	45.9
Actuated g/C Ratio	0.26	0.20	0.34	0.26	0.20	0.31	0.08	0.48	0.06	0.46
v/c Ratio	0.11	0.03	0.61	0.15	0.01	0.01	0.52	0.65	0.20	0.60
Control Delay	23.6	29.5	26.4	24.8	28.7	20.0	51.1	20.9	47.7	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	29.5	26.4	24.8	28.7	20.0	51.1	20.9	47.7	14.2
LOS	C	C	C	C	C	B	D	C	D	B
Approach Delay		26.3			24.8			23.0		14.9
Approach LOS		C			C			C		B

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 57.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 6: America's Pkwy & Louisiana Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	17	270	83	3	3	136	1887	132	35	1596	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.86		0.97	0.86	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	3400	3505	1568	3400	6277		3400	6329	
Flt Permitted	0.76	1.00	1.00	0.73	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1393	3505	1568	2630	3505	1568	3400	6277		3400	6329	
Peak-hour factor, PHF	0.77	0.77	0.77	0.75	0.75	0.75	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	40	22	351	111	4	4	148	1834	143	38	1716	30
RTOR Reduction (vph)	0	0	45	0	0	3	0	11	0	0	2	0
Lane Group Flow (vph)	40	22	306	111	4	1	148	1966	0	38	1744	0
Turn Type	pm+pt		pt+ov	pm+pt		pt+ov	Prot			Prot		
Protected Phases	7	4	45	3	8	81	5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	25.7	20.3	33.6	26.1	20.5	31.1	8.3	48.5		5.6	45.8	
Effective Green, g (s)	25.7	20.3	33.6	26.1	20.5	31.1	8.3	48.5		5.6	45.8	
Actuated g/C Ratio	0.26	0.20	0.34	0.26	0.20	0.31	0.08	0.48		0.06	0.46	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	377	712	527	730	719	488	282	3044		190	2899	
v/s Ratio Prot	0.01	0.01	c0.20	c0.01	0.00	0.00	0.04	c0.31		0.01	0.28	
v/s Ratio Perm	0.02			0.03								
v/c Ratio	0.11	0.03	0.58	0.15	0.01	0.00	0.52	0.65		0.20	0.60	
Uniform Delay, d1	28.2	32.0	27.4	28.2	31.6	23.8	44.0	19.3		45.1	20.3	
Progression Factor	1.00	1.00	1.00	1.03	1.00	1.47	1.00	1.00		1.01	0.64	
Incremental Delay, d2	0.1	0.0	1.6	0.1	0.0	0.0	1.8	1.1		0.4	0.7	
Delay (s)	28.4	32.0	29.0	29.1	31.8	35.0	45.7	20.4		45.9	13.8	
Level of Service	C	C	C	C	C	C	D	C		D	B	
Approach Delay (s)		29.1			29.4			22.1			14.4	
Approach LOS		C			C			C			B	

Intersection Summary

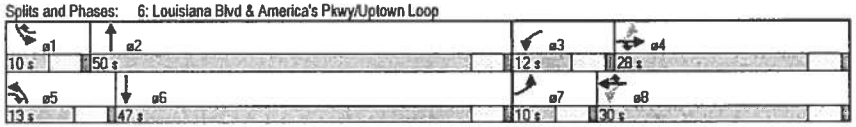
HCM Average Control Delay	19.9	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.81				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		15.0	
Intersection Capacity Utilization	57.0%	ICU Level of Service		B	
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Volume (vph)	42	25	270	278	22	4	136	1939	35	1604
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov	Prot	NA	Prot	NA
Protected Phases	7	4	45	3	8	81	5	2	1	6
Permitted Phases	4			8						
Detector Phase	7	4	45	3	8	81	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0		10.0	21.0		10.0	21.0	10.0	21.0
Total Split (s)	10.0	28.0		12.0	30.0		13.0	50.0	10.0	47.0
Total Split (%)	10.0%	28.0%		12.0%	30.0%		13.0%	50.0%	10.0%	47.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min		Min	Min		Min	C-Min	Min	C-Min
Act Effct Green (s)	25.9	20.9	33.8	29.9	22.9	33.2	7.9	46.8	5.3	44.2
Actuated g/C Ratio	0.26	0.21	0.34	0.30	0.23	0.33	0.08	0.47	0.05	0.44
v/c Ratio	0.15	0.04	0.65	0.47	0.04	0.01	0.55	0.78	0.21	0.63
Control Delay	23.5	30.4	32.3	27.7	28.8	13.2	52.4	24.6	46.7	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	30.4	32.3	27.7	28.8	13.2	52.4	24.6	46.7	16.4
LOS	C	C	C	C	C	B	D	C	D	B
Approach Delay		31.0			27.6			26.3		17.1
Approach LOS		C			C			C		B

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 68 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Louisiana Blvd & America's Pkwy/Uptown Loop



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	25	270	278	22	4	136	1939	167	35	1604	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.86		0.97	0.86	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	3400	3505	1568	3400	6270		3400	6329	
Flt Permitted	0.74	1.00	1.00	0.67	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1360	3505	1568	2401	3505	1568	3400	6270		3400	6329	
Peak-hour factor, PHF	0.77	0.77	0.77	0.75	0.75	0.75	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	55	32	351	371	29	5	148	2108	182	38	1725	30
RTOR Reduction (vph)	0	0	13	0	0	3	0	13	0	0	2	0
Lane Group Flow (vph)	55	32	338	371	29	2	148	2277	0	38	1753	0
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	45	3	8	81	5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	25.9	20.9	33.8	29.9	22.9	33.2	7.9	46.8		5.3	44.2	
Effective Green, g (s)	25.9	20.9	33.8	29.9	22.9	33.2	7.9	46.8		5.3	44.2	
Actuated g/C Ratio	0.26	0.21	0.34	0.30	0.23	0.33	0.08	0.47		0.05	0.44	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	372	733	530	788	803	521	269	2934		180	2797	
v/s Ratio Prot	0.01	0.01	c0.22	c0.03	0.01	0.00	0.04	c0.36		0.01	0.28	
v/s Ratio Perm	0.03			0.11								
v/c Ratio	0.15	0.04	0.64	0.47	0.04	0.00	0.55	0.78		0.21	0.63	
Uniform Delay, d1	28.3	31.6	27.9	27.9	30.0	22.3	44.3	22.2		45.3	21.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.98	0.71	
Incremental Delay, d2	0.2	0.0	2.5	0.4	0.0	0.0	2.4	2.1		0.4	0.8	
Delay (s)	28.5	31.6	30.5	28.4	30.0	22.3	46.8	24.3		44.8	16.1	
Level of Service	C	C	C	C	C	C	D	C		D	B	
Approach Delay (s)		30.3			28.4			25.7			16.7	
Approach LOS		C			C			C			B	

Intersection Summary					
HCM Average Control Delay	23.1	HCM Level of Service		C	
HCM Volume to Capacity ratio	0.72				
Actuated Cycle Length (s)	100.0	Sum of lost time (s)		15.0	
Intersection Capacity Utilization	62.1%	ICU Level of Service		B	
Analysis Period (min)	15				
c Critical Lane Group					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	267	1	2	582	8	1	1	1	3	11	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.85	0.85	0.85	0.75	0.75	0.75
Hourly flow rate (vph)	18	303	1	2	633	9	1	1	1	4	15	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		740			1152							
pX, platoon unblocked	0.95			0.99			0.96	0.96	0.99	0.96	0.96	0.95
vC, conflicting volume	641			305			680	986	152	831	982	321
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527			266			519	837	111	676	833	190
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	100	100	99	95	98
cM capacity (veh/h)	982			1270			391	282	904	318	283	778

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	18	202	102	2	422	220	4	31
Volume Left	18	0	0	2	0	0	1	4
Volume Right	0	0	1	0	0	9	1	12
cSH	982	1700	1700	1270	1700	1700	416	384
Volume to Capacity	0.02	0.12	0.06	0.00	0.25	0.13	0.01	0.08
Queue Length 95th (ft)	1	0	0	0	0	0	1	6
Control Delay (s)	8.7	0.0	0.0	7.8	0.0	0.0	13.7	15.2
Lane LOS	A			A			B	C
Approach Delay (s)	0.5			0.0			13.7	15.2
Approach LOS							B	C

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	26.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	276	1	2	596	8	1	1	1	3	11	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.85	0.85	0.85	0.75	0.75	0.75
Hourly flow rate (vph)	19	314	1	2	648	9	1	1	1	4	15	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		740			1152							
pX, platoon unblocked	0.95			0.98			0.96	0.96	0.98	0.96	0.96	0.95
vC, conflicting volume	657			315			702	1014	157	854	1010	328
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	536			265			522	846	105	680	842	191
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	100	100	99	95	98
cM capacity (veh/h)	971			1265			388	278	909	315	279	776

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	19	209	106	2	432	225	4	32
Volume Left	19	0	0	2	0	0	1	4
Volume Right	0	0	1	0	0	9	1	13
cSH	971	1700	1700	1265	1700	1700	412	388
Volume to Capacity	0.02	0.12	0.06	0.00	0.25	0.13	0.01	0.08
Queue Length 95th (ft)	2	0	0	0	0	0	1	7
Control Delay (s)	8.8	0.0	0.0	7.9	0.0	0.0	13.8	15.1
Lane LOS	A			A			B	C
Approach Delay (s)	0.5			0.0			13.8	15.1
Approach LOS							B	C

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	26.7%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	53	760	38	15	491	1	26	2	20	11	1	34
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.88	0.88	0.88	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	65	927	46	17	558	1	35	3	27	15	1	45
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		740			1152							
pX, platoon unblocked	1.00			0.83			0.83	0.83	0.83	0.83	0.83	1.00
vC, conflicting volume	559			973			1438	1672	487	1213	1695	280
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	555			568			1118	1399	0	848	1426	274
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			98			70	97	97	92	99	94
cM capacity (veh/h)	1003			828			116	106	901	188	102	719

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	65	618	355	17	372	187	64	61
Volume Left	65	0	0	17	0	0	35	15
Volume Right	0	0	46	0	0	1	27	45
cSH	1003	1700	1700	828	1700	1700	181	398
Volume to Capacity	0.06	0.36	0.21	0.02	0.22	0.11	0.35	0.15
Queue Length 95th (ft)	5	0	0	2	0	0	37	13
Control Delay (s)	8.8	0.0	0.0	9.4	0.0	0.0	35.3	15.7
Lane LOS	A			A			E	C
Approach Delay (s)	0.6			0.3			35.3	15.7
Approach LOS							E	C

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	41.2%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	53	760	38	15	531	1	26	2	20	11	1	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.88	0.88	0.88	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	65	927	46	17	603	1	35	3	27	15	1	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		740			1152							
pX, platoon unblocked	0.99			0.82			0.83	0.83	0.82	0.83	0.83	0.99
vC, conflicting volume	605			973			1465	1718	487	1259	1741	302
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	577			529			1081	1387	0	831	1414	272
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			98			72	97	97	92	99	93
cM capacity (veh/h)	974			843			122	106	887	191	102	715

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	65	618	355	17	402	202	64	65
Volume Left	65	0	0	17	0	0	35	15
Volume Right	0	0	46	0	0	1	27	49
cSH	974	1700	1700	843	1700	1700	188	412
Volume to Capacity	0.07	0.36	0.21	0.02	0.24	0.12	0.34	0.16
Queue Length 95th (ft)	5	0	0	2	0	0	35	14
Control Delay (s)	9.0	0.0	0.0	9.4	0.0	0.0	33.7	15.4
Lane LOS	A			A			D	C
Approach Delay (s)	0.6			0.3			33.7	15.4
Approach LOS							D	C

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	41.4%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	61	282	523	10	2	31
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.93	0.93	0.75	0.75
Hourly flow rate (vph)	67	310	562	11	3	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		396	360			
pX, platoon unblocked	0.93				0.93	0.93
vC, conflicting volume	573				857	287
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	387				692	78
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				99	95
cM capacity (veh/h)	1078				327	895

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	67	155	155	375	198	44
Volume Left	67	0	0	0	0	3
Volume Right	0	0	0	0	11	41
cSH	1078	1700	1700	1700	1700	810
Volume to Capacity	0.06	0.09	0.09	0.22	0.12	0.05
Queue Length 95th (ft)	5	0	0	0	0	4
Control Delay (s)	8.6	0.0	0.0	0.0	0.0	9.7
Lane LOS	A					A
Approach Delay (s)	1.5			0.0		9.7
Approach LOS						A

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	282	19	12	523	10	3	1	11	2	1	31
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.85	0.85	0.93	0.93	0.85	0.85	0.85	0.75	0.85	0.75
Hourly flow rate (vph)	67	310	22	14	562	11	4	1	13	3	1	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		396			360							
pX, platoon unblocked	0.93						0.93	0.93		0.93	0.93	0.93
vC, conflicting volume	573			332			795	1045	155	899	1062	287
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	385			332			625	894	155	736	912	77
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			99			99	100	98	99	99	95
cM capacity (veh/h)	1079			1217			306	239	860	262	233	896

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	67	155	155	22	14	375	198	4	14	45
Volume Left	67	0	0	0	14	0	0	4	0	3
Volume Right	0	0	0	22	0	0	11	0	13	41
cSH	1079	1700	1700	1700	1217	1700	1700	306	707	737
Volume to Capacity	0.06	0.09	0.09	0.01	0.01	0.22	0.12	0.01	0.02	0.06
Queue Length 95th (ft)	5	0	0	0	1	0	0	1	2	5
Control Delay (s)	8.6	0.0	0.0	0.0	8.0	0.0	0.0	16.9	10.2	10.2
Lane LOS	A				A			C	B	B
Approach Delay (s)	1.4				0.2			11.5		10.2
Approach LOS								B		B

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	61	282	19	1	523	20	1	2	1
Turn Type	Perm		Perm	Perm		Perm		Perm	
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	15.0	15.0	15.0	15.0
Total Split (%)	70.0%	70.0%	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	30.0	30.0	30.0	30.0	30.0	10.0	10.0		10.0
Actuated g/C Ratio	0.60	0.60	0.60	0.60	0.60	0.20	0.20		0.20
v/c Ratio	0.14	0.15	0.02	0.00	0.27	0.09	0.04		0.13
Control Delay	5.4	5.0	2.6	4.0	7.7	17.4	10.3		8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	5.4	5.0	2.6	4.0	7.7	17.4	10.3		8.3
LOS	A	A	A	A	A	B	B		A
Approach Delay		4.9			7.7		14.9		8.3
Approach LOS		A			A		B		A

Intersection Summary			
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 46 (92%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Indian School Rd & Q Street

½ cycle length

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	282	19	1	523	10	20	1	10	2	1	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.86			0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3495		1752	1589			1612	
Flt Permitted	0.44	1.00	1.00	0.56	1.00		0.73	1.00			0.98	
Satd. Flow (perm)	805	3505	1568	1039	3495		1342	1589			1592	
Peak-hour factor, PHF	0.91	0.91	0.85	0.85	0.93	0.93	0.85	0.85	0.85	0.75	0.85	0.75
Adj. Flow (vph)	67	310	22	1	562	11	24	1	12	3	1	41
RTOR Reduction (vph)	0	0	9	0	3	0	0	10	0	0	33	0
Lane Group Flow (vph)	67	310	13	1	570	0	24	3	0	0	12	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	30.0	30.0	30.0	30.0	30.0		10.0	10.0			10.0	
Effective Green, g (s)	30.0	30.0	30.0	30.0	30.0		10.0	10.0			10.0	
Actuated g/C Ratio	0.60	0.60	0.60	0.60	0.60		0.20	0.20			0.20	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	483	2103	941	623	2097		268	318			318	
v/s Ratio Prot		0.09			c0.16			0.00				
v/s Ratio Perm	0.08		0.01	0.00			c0.02				0.01	
v/c Ratio	0.14	0.15	0.01	0.00	0.27		0.09	0.01			0.04	
Uniform Delay, d1	4.4	4.4	4.0	4.0	4.8		16.3	16.0			16.1	
Progression Factor	1.07	1.09	1.51	1.04	1.55		1.00	1.00			1.00	
Incremental Delay, d2	0.6	0.1	0.0	0.0	0.3		0.7	0.1			0.2	
Delay (s)	5.2	4.9	6.1	4.2	7.7		17.0	16.1			16.3	
Level of Service	A	A	A	A	A		B	B			B	
Approach Delay (s)		5.1			7.7			16.7			16.3	
Approach LOS		A			A			B			B	

Intersection Summary					
HCM Average Control Delay	7.4	HCM Level of Service		A	
HCM Volume to Capacity ratio	0.23				
Actuated Cycle Length (s)	50.0	Sum of lost time (s)		10.0	
Intersection Capacity Utilization	39.2%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	67	310	22	1	573	24	13	45
v/c Ratio	0.14	0.15	0.02	0.00	0.27	0.09	0.04	0.13
Control Delay	5.4	5.0	2.6	4.0	7.7	17.4	10.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	5.0	2.6	4.0	7.7	17.4	10.3	8.3
Queue Length 50th (ft)	11	27	0	0	113	6	0	1
Queue Length 95th (ft)	25	43	7	m1	76	20	10	19
Internal Link Dist (ft)		316			78		100	431
Turn Bay Length (ft)	50		60	80		50		
Base Capacity (vph)	482	2103	950	623	2099	269	328	351
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.15	0.02	0.00	0.27	0.09	0.04	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	72	719	759	86	19	105
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.90	0.90	0.75	0.75
Hourly flow rate (vph)	84	836	843	96	25	140
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		396	360			
pX, platoon unblocked	0.90				0.90	0.90
vC, conflicting volume	939				1477	469
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	702				1302	179
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				79	81
cM capacity (veh/h)	793				121	745

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	84	418	418	562	377	165
Volume Left	84	0	0	0	0	25
Volume Right	0	0	0	0	96	140
cSH	793	1700	1700	1700	1700	417
Volume to Capacity	0.11	0.25	0.25	0.33	0.22	0.40
Queue Length 95th (ft)	9	0	0	0	0	47
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	19.2
Lane LOS	B					C
Approach Delay (s)	0.9			0.0		19.2
Approach LOS						C

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	704	100	50	743	86	94	1	62	19	1	105
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.85	0.85	0.85	0.75	0.75	0.75
Hourly flow rate (vph)	84	819	116	56	826	96	111	1	73	25	1	140
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		396			360							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	921			935			1651	2018	409	1635	2087	461
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	694			935			1503	1911	409	1486	1987	183
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			92			0	98	88	56	97	81
cM capacity (veh/h)	803			722			51	50	589	58	44	743

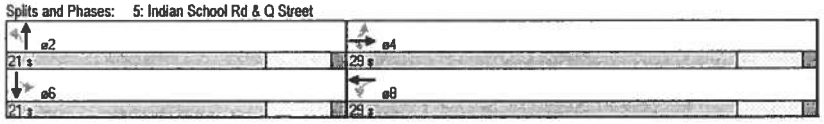
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	84	409	409	116	56	550	371	111	74	167
Volume Left	84	0	0	0	56	0	0	111	0	25
Volume Right	0	0	0	116	0	0	96	0	73	140
cSH	803	1700	1700	1700	722	1700	1700	51	502	253
Volume to Capacity	0.10	0.24	0.24	0.07	0.08	0.32	0.22	2.15	0.15	0.66
Queue Length 95th (ft)	9	0	0	0	6	0	0	278	13	104
Control Delay (s)	10.0	0.0	0.0	0.0	10.4	0.0	0.0	699.9	13.4	43.0
Lane LOS	B				B			F	B	E
Approach Delay (s)	0.8				0.6			424.4		43.0
Approach LOS								F		E

Intersection Summary				
Average Delay	37.1			
Intersection Capacity Utilization	51.5%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	72	704	100	16	743	166	1	19	1
Turn Type	Perm		Perm	Perm		Perm		Perm	
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	21.0	21.0	21.0	21.0
Total Split (%)	58.0%	58.0%	58.0%	58.0%	58.0%	42.0%	42.0%	42.0%	42.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	24.0	24.0	24.0	24.0	24.0	16.0	16.0		16.0
Actuated g/C Ratio	0.48	0.48	0.48	0.48	0.48	0.32	0.32		0.32
v/c Ratio	0.38	0.49	0.14	0.07	0.55	0.46	0.13		0.29
Control Delay	12.7	10.5	2.6	8.3	11.2	17.8	4.8		6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	12.7	10.5	2.6	8.3	11.2	17.8	4.8		6.8
LOS	B	B	A	A	B	B	A		A
Approach Delay		9.8			11.1		14.4		6.8
Approach LOS		A			B		B		A

Intersection Summary			
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 14 (28%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: Indian School Rd & Q Street



½ cycle length

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	704	100	16	743	86	166	1	58	19	1	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.85			0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1752	3505	1568	1752	3450		1752	1572			1622	
Flt Permitted	0.25	1.00	1.00	0.30	1.00		0.72	1.00			0.95	
Satd. Flow (perm)	462	3505	1568	549	3450		1336	1572			1561	
Peak-hour factor, PHF	0.86	0.86	0.86	0.90	0.90	0.90	0.85	0.85	0.85	0.75	0.75	0.75
Adj. Flow (vph)	84	819	116	18	826	96	195	1	68	25	1	140
RTOR Reduction (vph)	0	0	60	0	18	0	0	46	0	0	76	0
Lane Group Flow (vph)	84	819	56	18	904	0	195	23	0	0	90	0
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	24.0	24.0	24.0	24.0	24.0		16.0	16.0			16.0	
Effective Green, g (s)	24.0	24.0	24.0	24.0	24.0		16.0	16.0			16.0	
Actuated g/C Ratio	0.48	0.48	0.48	0.48	0.48		0.32	0.32			0.32	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	222	1682	753	264	1656		428	503			500	
v/s Ratio Prot		0.23			c0.26			0.01				
v/s Ratio Perm	0.18		0.04	0.03			c0.15				0.06	
v/c Ratio	0.38	0.49	0.07	0.07	0.55		0.46	0.05			0.18	
Uniform Delay, d1	8.3	8.8	7.0	7.0	9.2		13.5	11.7			12.3	
Progression Factor	1.10	1.11	1.68	1.08	1.11		1.00	1.00			1.00	
Incremental Delay, d2	2.8	0.6	0.1	0.5	1.3		3.5	0.2			0.8	
Delay (s)	11.9	10.4	11.9	8.1	11.4		17.0	11.9			13.1	
Level of Service	B	B	B	A	B		B	B			B	
Approach Delay (s)		10.7			11.3			15.7			13.1	
Approach LOS		B			B			B			B	

Intersection Summary					
HCM Average Control Delay	11.7	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.51				
Actuated Cycle Length (s)	50.0	Sum of lost time (s)		10.0	
Intersection Capacity Utilization	55.8%	ICU Level of Service		B	
Analysis Period (min)	15				
c Critical Lane Group					

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	84	819	116	18	922	195	69	166
v/c Ratio	0.38	0.49	0.14	0.07	0.55	0.46	0.13	0.29
Control Delay	12.7	10.5	2.6	8.3	11.2	17.8	4.8	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	10.5	2.6	8.3	11.2	17.8	4.8	6.8
Queue Length 50th (ft)	23	129	10	3	85	45	0	11
Queue Length 95th (ft)	m32	m139	m15	m11	256	86	18	32
Internal Link Dist (ft)		316			78		100	431
Turn Bay Length (ft)	50		60	80		50		
Base Capacity (vph)	221	1682	813	263	1673	428	549	576
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.49	0.14	0.07	0.55	0.46	0.13	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	11	1206	96	0	1030
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	13	1340	107	0	1144
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			376			343
pX, platoon unblocked	0.92	0.88			0.88	
vC, conflicting volume	1679	388			1447	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	551	0			854	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	427	957			686	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	13	383	383	383	298	286	286	286	286
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	13	0	0	0	107	0	0	0	0
cSH	957	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.23	0.23	0.23	0.18	0.17	0.17	0.17	0.17
Queue Length 95th (ft)	1	0	0	0	0	0	0	0	0
Control Delay (s)	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A								
Approach Delay (s)	8.8	0.0				0.0			
Approach LOS	A								

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	29.1%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	46	1689	296	0	1659
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	54	1816	318	0	1784
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			376			343
pX, platoon unblocked	0.79	0.71			0.71	
vC, conflicting volume	2421	613			2134	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			563	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			100	
cM capacity (veh/h)	801	769			709	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	54	519	519	519	578	446	446	446	446
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	54	0	0	0	318	0	0	0	0
cSH	769	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.07	0.31	0.31	0.31	0.34	0.26	0.26	0.26	0.26
Queue Length 95th (ft)	6	0	0	0	0	0	0	0	0
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B								
Approach Delay (s)	10.0	0.0				0.0			
Approach LOS	B								

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↱			↱
Volume (veh/h)	0	76	53	0	0	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.85	0.85
Hourly flow rate (vph)	0	79	55	0	0	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		264				
pX, platoon unblocked						
vC, conflicting volume	55				95	28
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	55				95	28
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	95
cM capacity (veh/h)	1541				891	1038

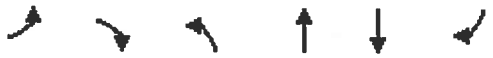
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	40	40	37	18	52
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	52
cSH	1700	1700	1700	1700	1038
Volume to Capacity	0.02	0.02	0.02	0.01	0.05
Queue Length 95th (ft)	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	0.0	8.7
Lane LOS					A
Approach Delay (s)	0.0		0.0		8.7
Approach LOS					A

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↱			↱
Volume (veh/h)	0	228	118	0	0	186
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	0	304	157	0	0	219
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		264				
pX, platoon unblocked						
vC, conflicting volume	157				309	79
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	157				309	79
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	77
cM capacity (veh/h)	1413				656	963

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	152	152	105	52	219
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	219
cSH	1700	1700	1700	1700	963
Volume to Capacity	0.09	0.09	0.06	0.03	0.23
Queue Length 95th (ft)	0	0	0	0	22
Control Delay (s)	0.0	0.0	0.0	0.0	9.8
Lane LOS					A
Approach Delay (s)	0.0		0.0		9.8
Approach LOS					A

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	24	17	56	106	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	28	23	75	141	5
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				799	411	
pX, platoon unblocked						
vC, conflicting volume	228	74	148			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	74	148			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	98			
cM capacity (veh/h)	725	968	1423			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	29	48	50	94	52
Volume Left	1	23	0	0	0
Volume Right	28	0	0	0	5
cSH	955	1423	1700	1700	1700
Volume to Capacity	0.03	0.02	0.03	0.06	0.03
Queue Length 95th (ft)	2	1	0	0	0
Control Delay (s)	8.9	3.7	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	8.9	1.8		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	17.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	103	46	180	164	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	5	121	56	220	200	12
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				799	411	
pX, platoon unblocked						
vC, conflicting volume	429	107	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	429	107	213			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	87	96			
cM capacity (veh/h)	528	922	1346			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	126	129	146	133	79
Volume Left	5	56	0	0	0
Volume Right	121	0	0	0	12
cSH	897	1346	1700	1700	1700
Volume to Capacity	0.14	0.04	0.09	0.08	0.05
Queue Length 95th (ft)	12	3	0	0	0
Control Delay (s)	9.7	3.6	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.7	1.7		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	28.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↱
Volume (veh/h)	309	0	0	532	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.85	0.85
Hourly flow rate (vph)	372	0	0	641	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	554			202		
pX, platoon unblocked					0.91	
vC, conflicting volume			372		693	186
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			372		462	186
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1176		478	821

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	186	186	320	320	1
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	1
cSH	1700	1700	1700	1700	821
Volume to Capacity	0.11	0.11	0.19	0.19	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	9.4
Lane LOS					A
Approach Delay (s)	0.0		0.0		9.4
Approach LOS					A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↱
Volume (veh/h)	883	0	0	666	0	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.85	0.85
Hourly flow rate (vph)	992	0	0	748	0	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	554			202		
pX, platoon unblocked					0.89	
vC, conflicting volume			992		1366	496
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			992		1159	496
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			687		166	517

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	496	496	374	374	6
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	6
cSH	1700	1700	1700	1700	517
Volume to Capacity	0.29	0.29	0.22	0.22	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	12.0
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.0
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	60	3	46	46	0	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	80	4	61	61	0	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	345			879		
pX, platoon unblocked						
vC, conflicting volume			84		233	40
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			84		233	40
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		100	99
cM capacity (veh/h)			1503		702	1019

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	40	40	4	61	31	31	6
Volume Left	0	0	0	61	0	0	0
Volume Right	0	0	4	0	0	0	6
cSH	1700	1700	1700	1503	1700	1700	1019
Volume to Capacity	0.02	0.02	0.00	0.04	0.02	0.02	0.01
Queue Length 95th (ft)	0	0	0	3	0	0	0
Control Delay (s)	0.0	0.0	0.0	7.5	0.0	0.0	8.6
Lane LOS				A			A
Approach Delay (s)	0.0			3.7			8.6
Approach LOS							A

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	76	3	65	53	0	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	101	4	87	71	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	345					
pX, platoon unblocked						
vC, conflicting volume			105		310	51
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			105		310	51
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		100	99
cM capacity (veh/h)			1476		617	1003

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	51	51	4	87	35	35	7
Volume Left	0	0	0	87	0	0	0
Volume Right	0	0	4	0	0	0	7
cSH	1700	1700	1700	1476	1700	1700	1003
Volume to Capacity	0.03	0.03	0.00	0.06	0.02	0.02	0.01
Queue Length 95th (ft)	0	0	0	5	0	0	1
Control Delay (s)	0.0	0.0	0.0	7.6	0.0	0.0	8.6
Lane LOS				A			A
Approach Delay (s)	0.0			4.2			8.6
Approach LOS							A

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	13.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	184	31	56	89	0	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	245	41	75	119	0	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	345			861		
pX, platoon unblocked						
vC, conflicting volume			287		454	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			287		454	123
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		100	97
cM capacity (veh/h)			1265		501	902

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	123	123	41	75	59	59	26
Volume Left	0	0	0	75	0	0	0
Volume Right	0	0	41	0	0	0	26
cSH	1700	1700	1700	1265	1700	1700	902
Volume to Capacity	0.07	0.07	0.02	0.06	0.03	0.03	0.03
Queue Length 95th (ft)	0	0	0	5	0	0	2
Control Delay (s)	0.0	0.0	0.0	8.0	0.0	0.0	9.1
Lane LOS				A			A
Approach Delay (s)	0.0			3.1			9.1
Approach LOS							A

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	15.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	228	31	139	118	0	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	304	41	185	157	0	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	345					
pX, platoon unblocked						
vC, conflicting volume			345		753	152
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			345		753	152
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			85		100	97
cM capacity (veh/h)			1203		290	864

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	152	152	41	185	79	79	29
Volume Left	0	0	0	185	0	0	0
Volume Right	0	0	41	0	0	0	29
cSH	1700	1700	1700	1203	1700	1700	864
Volume to Capacity	0.09	0.09	0.02	0.15	0.05	0.05	0.03
Queue Length 95th (ft)	0	0	0	14	0	0	3
Control Delay (s)	0.0	0.0	0.0	8.5	0.0	0.0	9.3
Lane LOS				A			A
Approach Delay (s)	0.0			4.6			9.3
Approach LOS							A

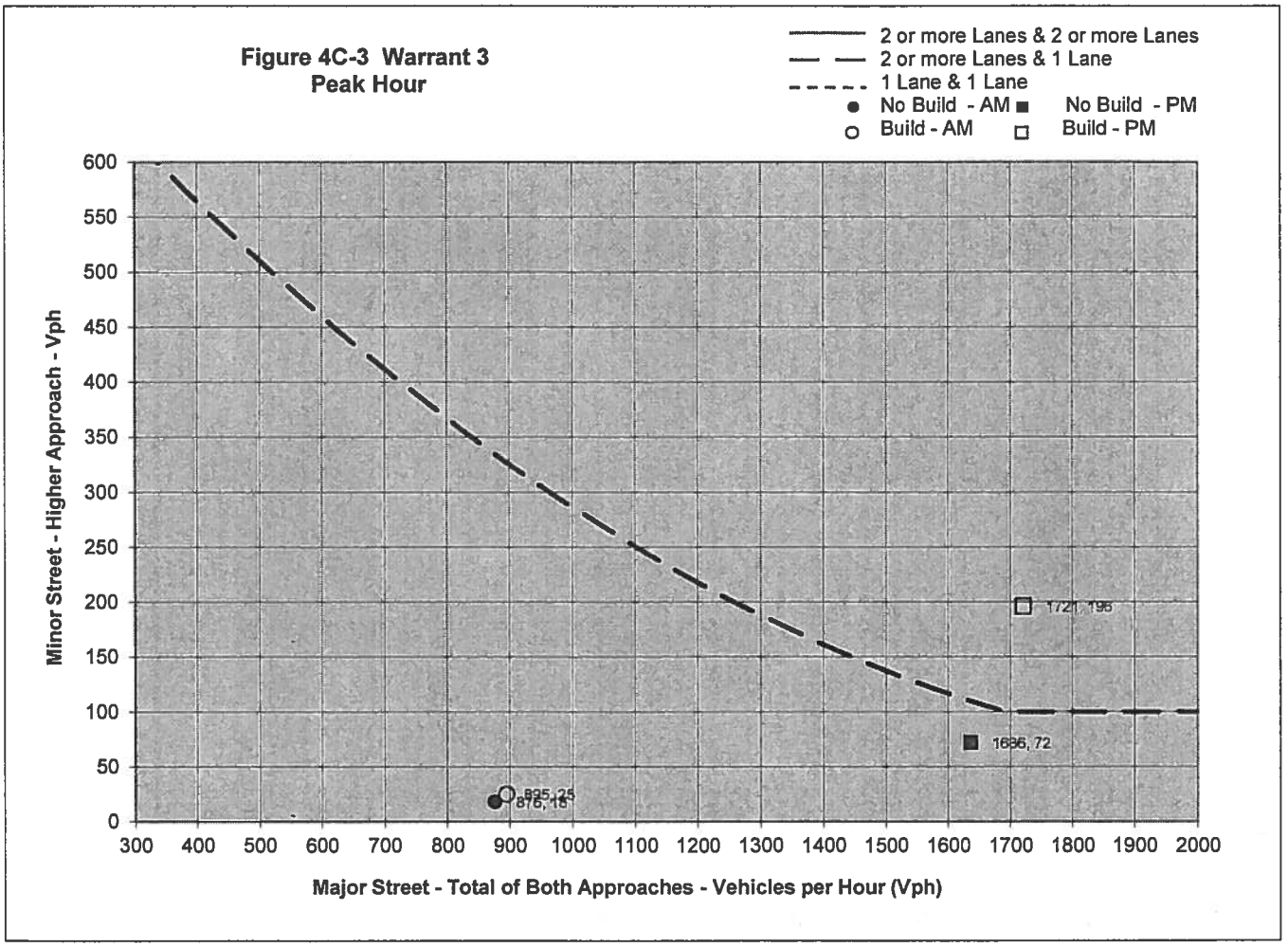
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		

Project Name	Analysis Year Traffic Volumes					
Target Commercial Dev.	AM	Major	Minor	PM	Major	Minor
Intersection	No Build	876	18	No Build	1636	72
Indian School / Q St.						
Analysis Year						
2012						
	Build	895	25	Build	1721	196

Number of Lanes

Major St.	2
Minor St.	1

Figure 4C-3 Warrant 3
Peak Hour



Comments - Signal is warranted based on projected 2012 PM Peak Hour Volumes. (50% Reduction for right turn volumes).

Developed by DWH

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Indian School Rd**
N-S Street: **Louisiana Blvd**

Speed Limit (Indian School Rd)= **35** MPH
Speed Limit (Louisiana Blvd)= **35** MPH
Date of Count: **3/24/11**

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~3~~	~~12~~	~~12~~	~~38~~	~~36~~	~~10~~	~~15~~	~~147~~	~~22~~	~~2~~	~~115~~	~~8~~
7:15 AM	7:30 AM	~~6~~	~~10~~	~~10~~	~~33~~	~~39~~	~~13~~	~~28~~	~~199~~	~~25~~	~~5~~	~~137~~	~~11~~
7:30 AM	7:45 AM	**4**	**19**	**20**	**50**	**77**	**11**	**40**	**192**	**21**	**14**	**196**	**14**
7:45 AM	8:00 AM	**4**	**20**	**10**	**40**	**75**	**12**	**54**	**266**	**47**	**14**	**234**	**25**
8:00 AM	8:15 AM	**6**	**33**	**17**	**36**	**77**	**16**	**65**	**218**	**47**	**19**	**198**	**13**
8:15 AM	8:30 AM	**6**	**25**	**9**	**55**	**72**	**14**	**45**	**163**	**47**	**7**	**185**	**22**
8:30 AM	8:45 AM	~~8~~	~~24~~	~~19~~	~~53~~	~~55~~	~~18~~	~~33~~	~~176~~	~~26~~	~~15~~	~~170~~	~~14~~
8:45 AM	9:00 AM	~~11~~	~~20~~	~~10~~	~~34~~	~~43~~	~~27~~	~~50~~	~~249~~	~~34~~	~~24~~	~~159~~	~~10~~
AM Peak Hour Volumes		**20**	**97**	**56**	**181**	**301**	**53**	**204**	**839**	**162**	**54**	**813**	**74**
% of Total Traffic		0.7%	3.4%	2.0%	6.3%	10.5%	1.9%	7.1%	29.4%	5.7%	1.9%	28.5%	2.6%
% Directional			6.1%			18.7%			42.2%			33.0%	
AM Peak Hour Factor			*0.77*			*0.95*			*0.82*			*0.86*	

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~18~~	~~56~~	~~40~~	~~75~~	~~52~~	~~44~~	~~31~~	~~391~~	~~92~~	~~44~~	~~288~~	~~13~~
4:15 PM	4:30 PM	~~23~~	~~88~~	~~42~~	~~84~~	~~61~~	~~34~~	~~29~~	~~370~~	~~83~~	~~40~~	~~274~~	~~13~~
4:30 PM	4:45 PM	~~18~~	~~72~~	~~43~~	~~59~~	~~58~~	~~53~~	~~26~~	~~331~~	~~74~~	~~54~~	~~284~~	~~7~~
4:45 PM	5:00 PM	**24**	**86**	**52**	**91**	**58**	**41**	**29**	**345**	**80**	**57**	**296**	**8**
5:00 PM	5:15 PM	**14**	**80**	**57**	**86**	**67**	**43**	**28**	**348**	**75**	**48**	**325**	**13**
5:15 PM	5:30 PM	**47**	**129**	**53**	**82**	**67**	**63**	**17**	**337**	**62**	**58**	**329**	**18**
5:30 PM	5:45 PM	**27**	**84**	**39**	**64**	**50**	**37**	**24**	**410**	**89**	**55**	**305**	**51**
5:45 PM	6:00 PM	~~19~~	~~71~~	~~28~~	~~78~~	~~55~~	~~47~~	~~14~~	~~289~~	~~85~~	~~48~~	~~266~~	~~10~~
PM Peak Hour Volumes		**112**	**379**	**201**	**323**	**242**	**184**	**98**	**1440**	**306**	**218**	**1255**	**90**
% of Total Traffic		2.3%	7.8%	4.1%	6.7%	5.0%	3.8%	2.0%	29.7%	6.3%	4.5%	25.9%	1.9%
% Directional			14.3%			15.4%			38.0%			32.2%	
PM Peak Hour Factor			*0.76*			*0.88*			*0.88*			*0.95*	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Indian School Rd**
N-S Street: **Uptown Loop**

Speed Limit (Indian School Rd)= **35** MPH
Speed Limit (Uptown Loop)= **35** MPH
Date of Count: **3/23/11**

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Uptown Loop)			Southbound (Uptown Loop)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~5~~	~~35~~	~~0~~	~~12~~	~~59~~	~~5~~	~~1~~	~~1~~	~~4~~	~~53~~	~~3~~	~~5~~
7:15 AM	7:30 AM	~~5~~	~~32~~	~~0~~	~~22~~	~~111~~	~~4~~	~~8~~	~~0~~	~~1~~	~~7~~	~~3~~	~~3~~
7:30 AM	7:45 AM	~~7~~	~~33~~	~~0~~	~~18~~	~~131~~	~~6~~	~~10~~	~~3~~	~~2~~	~~6~~	~~0~~	~~2~~
7:45 AM	8:00 AM	**11**	**54**	**1**	**28**	**144**	**12**	**1**	**1**	**9**	**10**	**1**	**5**
8:00 AM	8:15 AM	**11**	**69**	**1**	**34**	**136**	**31**	**2**	**7**	**10**	**4**	**1**	**7**
8:15 AM	8:30 AM	**16**	**57**	**0**	**19**	**118**	**14**	**4**	**1**	**9**	**7**	**1**	**8**
8:30 AM	8:45 AM	**26**	**52**	**0**	**18**	**103**	**9**	**1**	**1**	**10**	**3**	**2**	**3**
8:45 AM	9:00 AM	~~27~~	~~54~~	~~0~~	~~17~~	~~84~~	~~9~~	~~7~~	~~3~~	~~5~~	~~11~~	~~1~~	~~17~~
AM Peak Hour Volumes		**64**	**232**	**2**	**99**	**501**	**66**	**8**	**10**	**38**	**24**	**5**	**23**
% of Total Traffic		6.0%	21.6%	0.2%	9.2%	46.7%	6.2%	0.7%	0.9%	3.5%	2.2%	0.5%	2.1%
% Directional			27.8%			62.1%			5.2%			4.9%	
AM Peak Hour Factor			*0.92*			*0.83*			*0.74*			*0.81*	

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Uptown Loop)			Southbound (Uptown Loop)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~29~~	~~105~~	~~7~~	~~13~~	~~110~~	~~8~~	~~12~~	~~10~~	~~23~~	~~34~~	~~9~~	~~27~~
4:15 PM	4:30 PM	~~35~~	~~144~~	~~9~~	~~24~~	~~127~~	~~12~~	~~10~~	~~8~~	~~22~~	~~28~~	~~7~~	~~38~~
4:30 PM	4:45 PM	**42**	**134**	**10**	**14**	**121**	**17**	**8**	**8**	**30**	**31**	**8**	**16**
4:45 PM	5:00 PM	**47**	**131**	**10**	**22**	**127**	**18**	**12**	**8**	**16**	**28**	**7**	**23**
5:00 PM	5:15 PM	**28**	**188**	**5**	**33**	**141**	**9**	**25**	**15**	**15**	**40**	**10**	**34**
5:15 PM	5:30 PM	**47**	**168**	**10**	**17**	**122**	**11**	**10**	**9**	**24**	**27**	**10**	**17**
5:30 PM	5:45 PM	~~33~~	~~109~~	~~10~~	~~12~~	~~126~~	~~9~~	~~9~~	~~16~~	~~22~~	~~37~~	~~7~~	~~23~~
5:45 PM	6:00 PM	~~27~~	~~92~~	~~9~~	~~19~~	~~69~~	~~3~~	~~5~~	~~8~~	~~6~~	~~23~~	~~6~~	~~13~~
PM Peak Hour Volumes		**164**	**621**	**35**	**86**	**511**	**55**	**55**	**40**	**85**	**126**	**35**	**90**
% of Total Traffic		8.6%	32.6%	1.8%	4.5%	26.9%	2.9%	2.9%	2.1%	4.5%	6.6%	1.8%	4.7%
% Directional			43.1%			34.3%			9.5%			13.2%	
PM Peak Hour Factor			*0.91*			*0.89*			*0.82*			*0.75*	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Indian School Rd**
N-S Street: **Pennsylvania St**

Speed Limit (Indian School Rd)= **35** MPH
Speed Limit (Pennsylvania St)= **30** MPH
Date of Count: **3/21/11**

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Pennsylvania St)			Southbound (Pennsylvania St)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~13~~	~~22~~	~~11~~	~~5~~	~~30~~	~~13~~	~~14~~	~~35~~	~~4~~	~~3~~	~~44~~	~~21~~
7:15 AM	7:30 AM	~~21~~	~~15~~	~~11~~	~~9~~	~~54~~	~~12~~	~~15~~	~~41~~	~~6~~	~~5~~	~~70~~	~~25~~
7:30 AM	7:45 AM	**10**	**24**	**18**	**13**	**95**	**4**	**19**	**33**	**7**	**10**	**66**	**30**
7:45 AM	8:00 AM	**11**	**30**	**21**	**27**	**122**	**13**	**16**	**35**	**9**	**9**	**61**	**32**
8:00 AM	8:15 AM	**18**	**38**	**21**	**18**	**67**	**12**	**24**	**58**	**16**	**14**	**60**	**30**
8:15 AM	8:30 AM	**9**	**49**	**12**	**32**	**85**	**9**	**30**	**41**	**24**	**14**	**58**	**40**
8:30 AM	8:45 AM	~~12~~	~~24~~	~~14~~	~~12~~	~~50~~	~~5~~	~~11~~	~~44~~	~~18~~	~~3~~	~~51~~	~~19~~
8:45 AM	9:00 AM	~~12~~	~~29~~	~~17~~	~~15~~	~~54~~	~~6~~	~~15~~	~~46~~	~~9~~	~~8~~	~~47~~	~~19~~
AM Peak Hour Volumes		**48**	**141**	**72**	**90**	**369**	**38**	**89**	**167**	**56**	**47**	**245**	**132**
% of Total Traffic		3.2%	9.4%	4.8%	6.0%	24.7%	2.5%	6.0%	11.2%	3.7%	3.1%	16.4%	8.8%
% Directional			17.5%			33.3%			20.9%			28.4%	
AM Peak Hour Factor			~~0.85~~			~~0.71~~			*0.80*			*0.95*	

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Pennsylvania St)			Southbound (Pennsylvania St)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~36~~	~~94~~	~~27~~	~~13~~	~~67~~	~~7~~	~~29~~	~~76~~	~~17~~	~~12~~	~~36~~	~~28~~
4:15 PM	4:30 PM	~~33~~	~~121~~	~~33~~	~~15~~	~~90~~	~~5~~	~~15~~	~~58~~	~~25~~	~~17~~	~~53~~	~~23~~
4:30 PM	4:45 PM	~~27~~	~~103~~	~~23~~	~~13~~	~~58~~	~~14~~	~~30~~	~~67~~	~~17~~	~~13~~	~~43~~	~~17~~
4:45 PM	5:00 PM	**39**	**107**	**35**	**17**	**85**	**13**	**28**	**75**	**20**	**14**	**59**	**14**
5:00 PM	5:15 PM	**29**	**132**	**34**	**20**	**78**	**12**	**21**	**89**	**27**	**13**	**49**	**25**
5:15 PM	5:30 PM	**42**	**133**	**44**	**16**	**80**	**8**	**20**	**86**	**26**	**14**	**62**	**18**
5:30 PM	5:45 PM	**27**	**104**	**21**	**21**	**76**	**6**	**20**	**63**	**26**	**8**	**53**	**24**
5:45 PM	6:00 PM	~~23~~	~~108~~	~~27~~	~~11~~	~~67~~	~~6~~	~~17~~	~~37~~	~~13~~	~~8~~	~~46~~	~~13~~
PM Peak Hour Volumes		**137**	**476**	**134**	**74**	**319**	**39**	**89**	**313**	**99**	**49**	**223**	**81**
% of Total Traffic		6.7%	23.4%	6.6%	3.6%	15.7%	1.9%	4.4%	15.4%	4.9%	2.4%	11.0%	4.0%
% Directional			36.7%			21.2%			24.6%			17.4%	
PM Peak Hour Factor			*0.85*			*0.94*			*0.91*			*0.94*	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Indian School Rd**
N-S Street: **Espanola St**

Speed Limit (Indian School Rd)= **35** MPH
Speed Limit (Espanola St)= **25** MPH
Date of Count: **3/21/11**

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Espanola St)			Southbound (Espanola St)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~2~~	~~49~~	~~0~~	~~1~~	~~66~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~
7:15 AM	7:30 AM	~~2~~	~~50~~	~~0~~	~~1~~	~~95~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~6~~	~~0~~
7:30 AM	7:45 AM	**5**	**52**	**0**	**1**	**139**	**2**	**0**	**0**	**0**	**0**	**4**	**0**
7:45 AM	8:00 AM	**5**	**65**	**0**	**0**	**157**	**3**	**0**	**0**	**0**	**0**	**7**	**0**
8:00 AM	8:15 AM	**4**	**76**	**0**	**0**	**138**	**3**	**0**	**0**	**0**	**3**	**0**	**6**
8:15 AM	8:30 AM	**2**	**74**	**0**	**1**	**147**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:30 AM	8:45 AM	~~4~~	~~51~~	~~2~~	~~1~~	~~83~~	~~0~~	~~1~~	~~0~~	~~0~~	~~0~~	~~2~~	~~8~~
8:45 AM	9:00 AM	~~6~~	~~74~~	~~0~~	~~2~~	~~92~~	~~2~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~2~~
AM Peak Hour Volumes		**16**	**267**	**0**	**2**	**581**	**8**	**0**	**0**	**0**	**3**	**11**	**9**
% of Total Traffic		1.8%	29.8%	0.0%	0.2%	64.8%	0.9%	0.0%	0.0%	0.0%	0.3%	1.2%	1.0%
% Directional			31.5%			65.9%			0.0%			2.6%	
AM Peak Hour Factor			*0.88*			*0.92*			*#DIV/0!*			*0.64*	

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Espanola St)			Southbound (Espanola St)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
4:15 PM	4:30 PM	~~11~~	~~128~~	~~2~~	~~2~~	~~129~~	~~3~~	~~4~~	~~0~~	~~6~~	~~0~~	~~1~~	~~9~~
4:30 PM	4:45 PM	~~9~~	~~162~~	~~4~~	~~2~~	~~123~~	~~2~~	~~7~~	~~1~~	~~11~~	~~1~~	~~0~~	~~3~~
4:45 PM	5:00 PM	~~15~~	~~157~~	~~1~~	~~5~~	~~120~~	~~1~~	~~2~~	~~0~~	~~2~~	~~0~~	~~0~~	~~7~~
5:00 PM	5:15 PM	**7**	**167**	**2**	**3**	**107**	**0**	**3**	**1**	**2**	**1**	**0**	**6**
5:15 PM	5:30 PM	**12**	**178**	**11**	**4**	**139**	**1**	**4**	**0**	**8**	**4**	**0**	**12**
5:30 PM	5:45 PM	**15**	**221**	**7**	**3**	**123**	**0**	**8**	**0**	**7**	**3**	**1**	**12**
5:45 PM	6:00 PM	**16**	**155**	**2**	**5**	**121**	**0**	**1**	**1**	**3**	**3**	**0**	**4**
PM Peak Hour Volumes		**50**	**721**	**22**	**15**	**490**	**1**	**16**	**2**	**20**	**11**	**1**	**34**
% of Total Traffic		3.6%	52.1%	1.6%	1.1%	35.4%	0.1%	1.2%	0.1%	1.4%	0.8%	0.1%	2.5%
% Directional			57.3%			36.6%			2.7%			3.3%	
PM Peak Hour Factor			*0.82*			*0.88*			*0.63*			*0.72*	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Indian School Rd**
N-S Street: **Q Street**

Speed Limit (Indian School Rd)= **35** MPH
Speed Limit (Q Street)= **25** MPH
Date of Count: **3/28/11**

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Q Street)			Southbound (Q Street)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~6~~	~~30~~	~~0~~	~~0~~	~~84~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~1~~
7:15 AM	7:30 AM	~~7~~	~~33~~	~~0~~	~~0~~	~~85~~	~~3~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~2~~
7:30 AM	7:45 AM	~~12~~	~~42~~	~~0~~	~~0~~	~~138~~	~~2~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~2~~
7:45 AM	8:00 AM	**23**	**69**	**0**	**0**	**127**	**3**	**0**	**0**	**0**	**1**	**0**	**3**
8:00 AM	8:15 AM	**13**	**80**	**0**	**0**	**129**	**1**	**0**	**0**	**0**	**0**	**0**	**7**
8:15 AM	8:30 AM	**15**	**79**	**0**	**0**	**141**	**3**	**0**	**0**	**0**	**1**	**0**	**6**
8:30 AM	8:45 AM	**10**	**54**	**0**	**0**	**126**	**3**	**0**	**0**	**0**	**0**	**0**	**15**
8:45 AM	9:00 AM	~~0~~	~~64~~	~~0~~	~~0~~	~~104~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
AM Peak Hour Volumes		**61**	**282**	**0**	**0**	**523**	**10**	**0**	**0**	**0**	**2**	**0**	**31**
% of Total Traffic		6.7%	31.0%	0.0%	0.0%	57.5%	1.1%	0.0%	0.0%	0.0%	0.2%	0.0%	3.4%
% Directional			37.7%			58.6%			0.0%			3.6%	
AM Peak Hour Factor			*0.91*			*0.93*			*#DIV/0!*			*0.55*	

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (Q Street)			Southbound (Q Street)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~0~~	~~161~~	~~0~~	~~0~~	~~171~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
4:15 PM	4:30 PM	~~41~~	~~143~~	~~0~~	~~0~~	~~179~~	~~9~~	~~0~~	~~0~~	~~0~~	~~8~~	~~0~~	~~13~~
4:30 PM	4:45 PM	~~23~~	~~130~~	~~0~~	~~0~~	~~170~~	~~12~~	~~0~~	~~0~~	~~0~~	~~5~~	~~0~~	~~23~~
4:45 PM	5:00 PM	**10**	**164**	**0**	**0**	**190**	**42**	**0**	**0**	**0**	**3**	**0**	**42**
5:00 PM	5:15 PM	**16**	**152**	**0**	**0**	**196**	**20**	**0**	**0**	**0**	**7**	**0**	**18**
5:15 PM	5:30 PM	**23**	**186**	**0**	**0**	**212**	**12**	**0**	**0**	**0**	**3**	**0**	**20**
5:30 PM	5:45 PM	**23**	**201**	**0**	**0**	**151**	**12**	**0**	**0**	**0**	**6**	**0**	**25**
5:45 PM	6:00 PM	~~0~~	~~166~~	~~0~~	~~0~~	~~180~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
PM Peak Hour Volumes		**72**	**703**	**0**	**0**	**749**	**86**	**0**	**0**	**0**	**19**	**0**	**105**
% of Total Traffic		4.2%	40.5%	0.0%	0.0%	43.2%	5.0%	0.0%	0.0%	0.0%	1.1%	0.0%	6.1%
% Directional			44.7%			48.2%			0.0%			7.2%	
PM Peak Hour Factor			*0.86*			*0.90*			*#DIV/0!*			*0.69*	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **America's Pkwy**
N-S Street: **Louisiana Blvd**

Speed Limit (America's Pkwy)= **25** MPH
Speed Limit (Louisiana Blvd)= **35** MPH
Date of Count: **3/23/11**

Begin Time	End Time	Eastbound (America's Pkwy)			Westbound (America's Pkwy)			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~3~~	~~1~~	~~22~~	~~6~~	~~1~~	~~0~~	~~37~~	~~199~~	~~7~~	~~0~~	~~129~~	~~2~~
7:15 AM	7:30 AM	~~3~~	~~1~~	~~20~~	~~7~~	~~0~~	~~0~~	~~39~~	~~259~~	~~10~~	~~2~~	~~210~~	~~2~~
7:30 AM	7:45 AM	**3**	**0**	**35**	**9**	**1**	**0**	**60**	**250**	**10**	**0**	**272**	**5**
7:45 AM	8:00 AM	**5**	**2**	**39**	**11**	**1**	**0**	**66**	**320**	**10**	**0**	**279**	**7**
8:00 AM	8:15 AM	**6**	**1**	**33**	**11**	**1**	**0**	**95**	**327**	**20**	**1**	**214**	**23**
8:15 AM	8:30 AM	**6**	**2**	**25**	**11**	**1**	**0**	**63**	**289**	**13**	**1**	**224**	**4**
8:30 AM	8:45 AM	~~1~~	~~0~~	~~21~~	~~8~~	~~1~~	~~0~~	~~54~~	~~269~~	~~15~~	~~0~~	~~230~~	~~2~~
8:45 AM	9:00 AM	~~7~~	~~0~~	~~20~~	~~10~~	~~0~~	~~0~~	~~56~~	~~340~~	~~8~~	~~10~~	~~197~~	~~2~~
AM Peak Hour Volumes		**20**	**5**	**132**	**42**	**4**	**0**	**284**	**1186**	**53**	**2**	**989**	**39**
% of Total Traffic		0.7%	0.2%	4.8%	1.5%	0.1%	0.0%	10.3%	43.0%	1.9%	0.1%	35.9%	1.4%
% Directional			5.7%			1.7%			55.3%			37.4%	
AM Peak Hour Factor			*0.85*			*0.96*			*0.86*			*0.90*	

Begin Time	End Time	Eastbound (America's Pkwy)			Westbound (America's Pkwy)			Northbound (Louisiana Blvd)			Southbound (Louisiana Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~11~~	~~5~~	~~63~~	~~23~~	~~3~~	~~0~~	~~39~~	~~444~~	~~25~~	~~9~~	~~420~~	~~5~~
4:15 PM	4:30 PM	~~9~~	~~5~~	~~33~~	~~17~~	~~1~~	~~0~~	~~37~~	~~423~~	~~29~~	~~5~~	~~371~~	~~5~~
4:30 PM	4:45 PM	**9**	**4**	**56**	**21**	**1**	**0**	**25**	**416**	**35**	**6**	**430**	**6**
4:45 PM	5:00 PM	**2**	**6**	**61**	**13**	**1**	**0**	**39**	**428**	**26**	**4**	**337**	**8**
5:00 PM	5:15 PM	**11**	**2**	**90**	**32**	**0**	**1**	**32**	**379**	**33**	**6**	**432**	**3**
5:15 PM	5:30 PM	**9**	**4**	**63**	**17**	**1**	**2**	**39**	**454**	**38**	**3**	**397**	**11**
5:30 PM	5:45 PM	~~6~~	~~4~~	~~47~~	~~24~~	~~2~~	~~1~~	~~43~~	~~418~~	~~36~~	~~6~~	~~374~~	~~7~~
5:45 PM	6:00 PM	~~9~~	~~4~~	~~50~~	~~8~~	~~2~~	~~2~~	~~38~~	~~345~~	~~25~~	~~7~~	~~392~~	~~8~~
PM Peak Hour Volumes		**31**	**16**	**270**	**83**	**3**	**3**	**135**	**1677**	**132**	**19**	**1596**	**28**
% of Total Traffic		0.8%	0.4%	6.8%	2.1%	0.1%	0.1%	3.4%	42.0%	3.3%	0.5%	40.0%	0.7%
% Directional			7.9%			2.2%			48.7%			41.1%	
PM Peak Hour Factor			*0.77*			*0.67*			*0.92*			*0.93*	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Uptown Loop**
N-S Street: **Romano's drive**

Speed Limit (Uptown Loop)= **25** MPH
Speed Limit (Romano's drive)= **25** MPH
Date of Count: **3/30/11**

Begin Time	End Time	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Romano's drive)			Southbound (Romano's drive)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	10	1	11	10	0	0	0	1	0	0	0
7:45 AM	8:00 AM	0	12	0	19	12	0	0	0	2	0	0	0
8:00 AM	8:15 AM	0	22	1	9	12	0	0	0	1	0	0	0
8:15 AM	8:30 AM	0	16	1	7	12	0	0	0	1	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour Volumes		**0**	**60**	**3**	**46**	**46**	**0**	**0**	**0**	**5**	**0**	**0**	**0**
% of Total Traffic		0.0%	37.5%	1.9%	28.8%	28.8%	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%
% Directional			39.4%			57.5%			3.1%			0.0%	
AM Peak Hour Factor			*0.68*			*0.74*			*0.63*			*#DIV/0!*	

Begin Time	End Time	Eastbound (Uptown Loop)			Westbound (Uptown Loop)			Northbound (Romano's drive)			Southbound (Romano's drive)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	45	7	9	22	0	0	0	5	0	0	0
4:45 PM	5:00 PM	0	36	5	12	14	0	0	0	4	0	0	0
5:00 PM	5:15 PM	0	41	5	14	33	0	0	0	7	0	0	0
5:15 PM	5:30 PM	0	45	14	21	20	0	0	0	6	0	0	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Hour Volumes		**0**	**167**	**31**	**56**	**89**	**0**	**0**	**0**	**22**	**0**	**0**	**0**
% of Total Traffic		0.0%	45.8%	8.5%	15.3%	24.4%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%
% Directional			54.2%			39.7%			6.0%			0.0%	
PM Peak Hour Factor			*0.84*			*0.77*			*0.79*			*#DIV/0!*	

Route 3-157/Ruta 3-157
Louisiana & Montano Line

Uptown - Cottonwood

Route 3/157 - Weekday Southbound

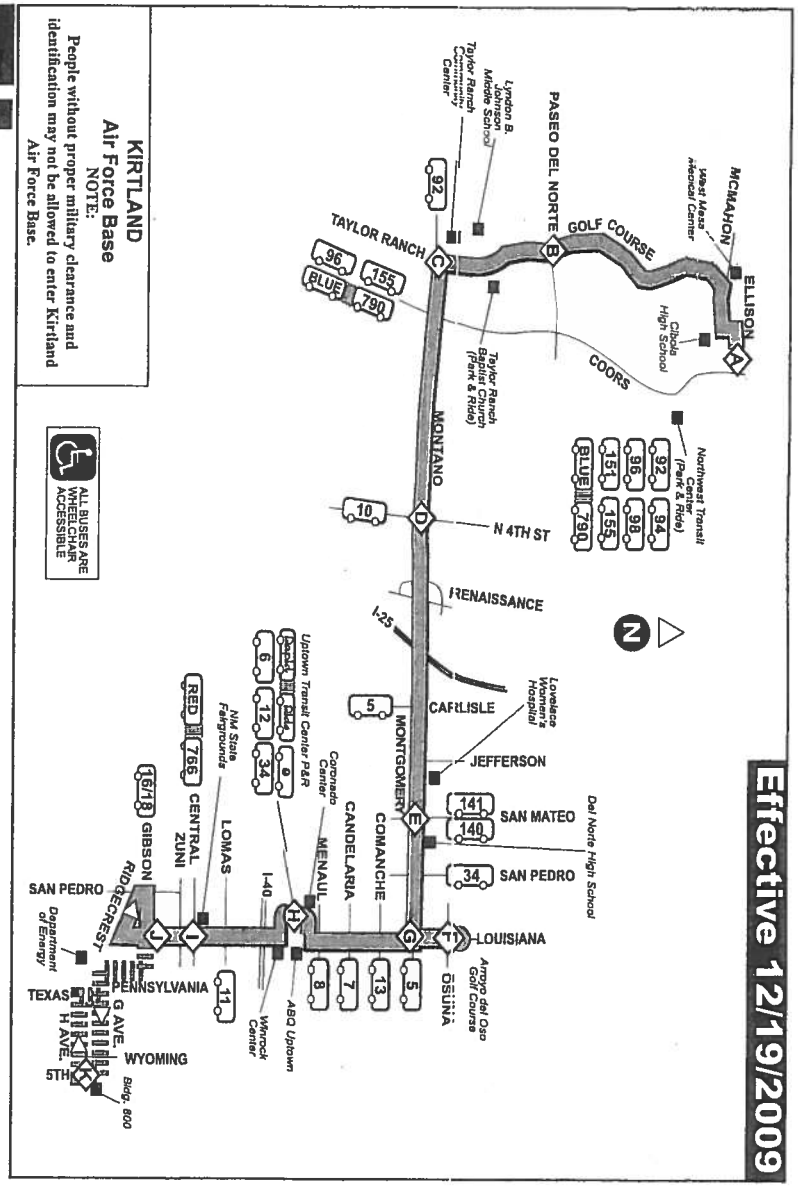
ROUTE	NORTHWEST TRANSIT CENTER PAR (A)	GOLF COURSE & PASEO DEL NORTE (B)	MONTANO & TAYLOR RANCH (C)	MONTANO 4TH ST (D)	MONTGOMERY & SAN MATEO (E)	LOUISIANA & OSUNA (F)	LOUISIANA & MONTGOMERY (G)	UPTOWN TRANSIT CENTER P&R (H)	LOUISIANA & CENTRAL (I)	LOUISIANA & GIBSON (J)	BLDG. 800 (K)
3	.....	.....	.....	.....	.....	552a	555a	602a	609a	614a	620a
157	534a	545a	551a	559a	609a	.....	613a	620a	627a	632a	638a
3	.....	.....	.....	.....	.....	634a	637a	644a	651a	656a	702a
157	617a	628a	634a	642a	652a	.....	656a	703a	710a	715a	721a
3	.....	.....	.....	.....	.....	714a	717a	724a	731a	736a	742a
157	658a	709a	715a	723a	733a	.....	737a	744a	751a	756a	802a
3	.....	.....	.....	.....	.....	754a	757a	804a	815a	820a	827a
157	737a	748a	754a	802a	813a	.....	817a	824a	835a	840a	847a
3	.....	.....	.....	.....	.....	834a	837a	844a	855a	900a	906a
157	818a	829a	834a	842a	853a	.....	857a	904a	912a	917a	.....
3	.....	.....	.....	.....	.....	914a	917a	924a	932a	937a	.....
157	858a	909a	914a	922a	934a	.....	938a	945a	953a	958a	.....
3	.....	.....	.....	.....	.....	955a	958a	1005a	1013a	1018a	.....
157	941a	951a	956a	1004a	1016a	.....	1020a	1027a	1035a	1040a	.....
3	.....	.....	.....	.....	.....	1039a	1042a	1049a	1057a	1102a	.....
157	1024a	1034a	1039a	1047a	1059a	.....	1103a	1112a	1121a	1127a	1133a
3	.....	.....	.....	.....	.....	1124a	1126a	1135a	1144a	1150a	.....
157	1108a	1119a	1124a	1132a	1144a	.....	1148a	1157a	1206p	1212p	.....
3	.....	.....	.....	.....	.....	1208p	1210p	1219p	1228p	1234p	.....
157	1152a	1203p	1208p	1216p	1228p	.....	1232p	1241p	1250p	1256p	.....
3	.....	.....	.....	.....	.....	1253p	1255p	104p	113p	119p	.....
157	1238p	1249p	1254p	102p	114p	.....	118p	127p	136p	142p	.....
3	.....	.....	.....	.....	.....	139p	141p	150p	159p	205p	.....
157	124p	135p	140p	148p	200p	.....	204p	213p	222p	228p	.....
3	.....	.....	.....	.....	.....	225p	227p	236p	244p	250p	256p
157	210p	221p	226p	234p	246p	.....	250p	259p	307p	313p	319p
3	.....	.....	.....	.....	.....	308p	310p	319p	327p	333p	339p
157	250p	301p	306p	314p	326p	.....	330p	339p	347p	353p	359p
3	.....	.....	.....	.....	.....	348p	350p	359p	407p	413p	419p
157	330p	341p	346p	354p	406p	.....	410p	419p	427p	433p	439p
3	.....	.....	.....	.....	.....	428p	430p	439p	447p	453p	459p
157	411p	422p	427p	435p	447p	.....	451p	500p	508p	514p	520p
3	.....	.....	.....	.....	.....	510p	512p	521p	529p	535p	541p
157	453p	504p	509p	517p	529p	.....	533p	542p	550p	556p	.....
3	.....	.....	.....	.....	.....	552p	554p	603p	611p	616p	.....
157	539p	550p	555p	603p	613p	.....	617p	625p	633p	638p	.....
3	.....	.....	.....	.....	.....	637p	639p	647p	655p	700p	.....
157	626p	635p	640p	647p	657p	.....	701p	708p	717p	722p	.....
3	.....	.....	.....	.....	.....	721p	723p	731p	739p	744p	.....
157	718p	727p	732p	739p	749p	.....	753p	801p	809p	814p	.....
3	.....	.....	.....	.....	.....	821p	823p	831p	839p	844p	.....
157	823p	832p	837p	844p	854p	.....	858p	906p	914p	919p	.....
3	.....	.....	.....	.....	.....	928p	930p	938p	946p	951p	.....

Route 3/157 - Weekday Northbound

ROUTE	BLDG. 800 (K)	LOUISIANA & GIBSON (J)	LOUISIANA & CENTRAL (I)	UPTOWN TRANSIT CENTER P&R (H)	LOUISIANA & MONTGOMERY (G)	LOUISIANA & OSUNA (F)	MONTGOMERY & SAN MATEO (E)	MONTANO 4TH ST (D)	MONTANO & TAYLOR RANCH (C)	GOLF COURSE & PASEO DEL NORTE (B)	NORTHWEST TRANSIT CENTER P&R (A)
3	.....	530a	536a	543a	550a	551a	.....	.....	.....	.....	.....
3	.....	603a	609a	618a	626a	627a	.....	.....	.....	.....	.....
157	.....	618a	624a	633a	641a	.....	645a	655a	703a	708a	718a
3	632a	638a	644a	653a	701a	702a	.....	.....	.....	.....	.....
157	652a	658a	704a	713a	721a	.....	725a	735a	743a	748a	758a
3	712a	718a	724a	733a	741a	742a	.....	.....	.....	.....	.....
157	732a	738a	744a	753a	801a	.....	805a	815a	823a	828a	838a
3	752a	758a	804a	813a	821a	822a	.....	.....	.....	.....	.....
157	812a	818a	824a	833a	841a	.....	845a	855a	903a	908a	917a
3	832a	838a	844a	853a	901a	903a	.....	.....	.....	.....	.....
157	852a	858a	904a	913a	923a	.....	927a	937a	945a	950a	959a
3	915a	921a	927a	936a	946a	948a	.....	.....	.....	.....	.....
157	.....	943a	949a	958a	1008a	.....	1012a	1022a	1030a	1035a	1044a
3	.....	1006a	1012a	1021a	1031a	1033a	.....	.....	.....	.....	.....
157	.....	1028a	1034a	1043a	1053a	.....	1057a	1107a	1115a	1120a	1129a
3	.....	1051a	1057a	1106a	1116a	1118a	.....	.....	.....	.....	.....
157	.....	1113a	1119a	1128a	1138a	.....	1142a	1152a	1200p	1205p	1215p
3	.....	1135a	1141a	1150a	1200p	1202p	.....	.....	.....	.....	.....
157	.....	1156a	1203p	1212p	1222p	.....	1226p	1238p	1247p	1252p	102p
3	.....	1219p	1226p	1235p	1245p	1247p	.....	.....	.....	.....	.....
157	.....	1241p	1248p	1257p	107p	.....	111p	123p	132p	137p	147p
3	.....	103p	110p	119p	129p	131p	.....	.....	.....	.....	.....
157	119p	126p	133p	142p	152p	.....	156p	208p	217p	222p	232p
3	.....	150p	157p	205p	217p	219p	.....	.....	.....	.....	.....
157	.....	214p	220p	228p	240p	.....	244p	256p	305p	310p	320p
3	.....	235p	241p	249p	301p	303p	.....	.....	.....	.....	.....
157	250p	257p	303p	311p	323p	.....	327p	339p	348p	353p	403p
3	308p	315p	321p	329p	341p	343p	.....	.....	.....	.....	.....
157	329p	336p	342p	350p	402p	.....	406p	418p	427p	432p	442p
3	350p	357p	403p	411p	423p	425p	.....	.....	.....	.....	.....
157	410p	417p	423p	431p	443p	.....	447p	459p	510p	516p	526p
3	430p	437p	443p	451p	503p	505p	.....	.....	.....	.....	.....
157	450p	457p	503p	511p	523p	.....	527p	539p	550p	556p	605p
3	510p	517p	523p	531p	543p	545p	.....	.....	.....	.....	.....
157	531p	538p	544p	552p	603p	.....	607p	616p	625p	631p	640p
3	555p	602p	607p	615p	624p	626p	.....	.....	.....	.....	.....
157	.....	627p	632p	640p	649p	.....	653p	702p	711p	717p	726p
3	.....	649p	654p	702p	711p	713p	.....	.....	.....	.....	.....
157	.....	711p	716p	724p	733p	.....	737p	746p	755p	801p	810p
3	.....	733p	738p	746p	755p	757p	.....	.....	.....	.....	.....
3	.....	755p	800p	808p	817p	819p	.....	.....	.....	.....	.....
157	.....	825p	830p	838p	847p	.....	851p	900p	907p	912p	921p
3	.....	855p	900p	908p	917p	919p	.....	.....	.....	.....	.....
3	.....	930p	935p	943p	952p	954p	.....	.....	.....	.....	.....

KIRTLAND
Air Force Base
NOTE:
People without proper military clearance and identification may not be allowed to enter Kirtland Air Force Base.

ALL BUSES ARE WHEELCHAIR ACCESSIBLE



Intersection Data Sheet

Intersection: **Indian School Rd / Louisiana Blvd**

Posted Speed Limit (E-W Street): 35 Date: 3/17/2011

Eastbound Approach: Indian School Rd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	stripes	1	1	

Length: 80'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

Length:

turn on green arrow only? (Yes)

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes**

Westbound Approach: Indian School Rd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
2		1	1	

Length: 140'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length:

turn on green arrow only? (Yes)

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Posted Speed Limit (N-S Street): 35

Northbound Approach: Louisiana Blvd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
2		4		1

Length: 140'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

Length: 120'

turn on green arrow only? (Yes)

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes**

Southbound Approach: Louisiana Blvd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
2		3		1

Length: 120'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

Length: 220'

turn on green arrow only? (Yes)

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes**

Intersection Data Sheet

Intersection: **Indian School Rd / Uptown Loop**

Posted Speed Limit (E-W Street): 35 Date: 3/17/2011

Eastbound Approach: Indian School Rd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	stripes	2		1

Length: 140'
turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length: 60'
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Westbound Approach: Indian School Rd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	stripes	1	1	

Length: 385'
turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length:
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Posted Speed Limit (N-S Street): 35

Northbound Approach: Uptown Loop

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1		1	1	

Length: 200'
turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length:
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Southbound Approach: Uptown Loop

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1		2		1

Length: 120'
turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length: 100'
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Intersection Data Sheet

Intersection: **Indian School Rd / Pennsylvania St**

Posted Speed Limit (E-W Street): 35 Date: 3/17/2011

Eastbound Approach: Indian School Rd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1		1		1

Length: 100'
turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length: 160'
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Westbound Approach: Indian School Rd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1		1	1	

Length: 160'
turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length:
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Posted Speed Limit (N-S Street): 30

Northbound Approach: Pennsylvania St

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1		1		1

Length: 120'
turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length: 120'
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Southbound Approach: Pennsylvania St

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1		1		1

Length: 60'
turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length: 60'
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Intersection Data Sheet

Intersection: **Indian School Rd / Espanola St**

Posted Speed Limit (E-W Street): 35 Date: 3/17/2011

Eastbound Approach: Indian School Rd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1		1	1	

Length: 60'

turn on green arrow only? (Yes/No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
NO SIGNAL		

Length:

add lane? (Y/N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Westbound Approach: Indian School Rd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1		1	1	

Length: 100'

turn on green arrow only? (Yes/No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?

Length:

add lane? (Y/N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Posted Speed Limit (N-S Street): 25

Northbound Approach: Espanola St

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
		1+		

Length:

turn on green arrow only? (Yes/No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
NO SIGNAL		

Length:

add lane? (Y/N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Southbound Approach: Espanola St

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
		1+		

Length:

turn on green arrow only? (Yes/No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?

Length:

add lane? (Y/N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Intersection Data Sheet

Intersection: **Indian School Rd / Q Street**

Posted Speed Limit (E-W Street): 35 Date: 3/17/2011

Eastbound Approach: **Indian School Rd**

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	stripes	2		

Length: 50'

turn on green arrow only? (Yes/No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
NO SIGNAL		

Length:

add lane? (Y/N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Westbound Approach: **Indian School Rd**

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
		1	1	

Length:

turn on green arrow only? (Yes/No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?

Length:

add lane? (Y/N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Posted Speed Limit (N-S Street): 25

Northbound Approach: **Q Street**

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
		N/A		

Length:

turn on green arrow only? (Yes/No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
NO SIGNAL		

Length:

add lane? (Y/N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Southbound Approach: **Q Street**

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
		L/R		

Length:

turn on green arrow only? (Yes/No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?

Length:

add lane? (Y/N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Intersection Data Sheet

Intersection: **Am.Pkwy/Uptown Lp / Louisiana Blvd**

Posted Speed Limit (E-W Street): 25 Date: 3/17/2011

Eastbound Approach: Am.Pkwy/Uptown Lp

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1		2		1

Length: 60'
turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length: 60'
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Westbound Approach: Am.Pkwy/Uptown Lp

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
2		2		1

Length: 300'
turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length: 300'
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Posted Speed Limit (N-S Street): 35

Northbound Approach: Louisiana Blvd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
2		3	1	

Length: 120'
turn on green arrow only? (Yes)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length:
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Southbound Approach: Louisiana Blvd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
2		3	1	

Length: 150'
turn on green arrow only? (Yes)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

Length:
add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**