

CLIENT/COURIER TRANSMITTAL

To: Tony Loyd
City of Albuquerque
600 2nd Street NW
Ground Floor
Albuquerque, NM 87102

Requested by: Jeanette Walther

Date: July 14, 2008

Time Due: ☐ This A.M.
☒ This P.M.
☐ Rush _____
☐ By Tomorrow

Phone: (505) 924-3994

Job No.: 080264 002 01

Job Name: UNM Terrace St Bus Access

DELIVERY VIA

☒ Courier ☐ Federal Express
☐ Mail ☐ UPS
☐ Other

PICK UP

Item: _____

<u>ITEM NO.</u>	<u>QUANTITY</u>	<u>DESCRIPTION</u>
1	1	UNM Terrace Street Bus Access Traffic Study

COMMENTS / INSTRUCTIONS

REC'D BY: _____ **DATE:** _____ **TIME:** _____

ENGINEERING ▲**SPATIAL DATA ▲****ADVANCED TECHNOLOGIES ▲**

UNIVERSITY OF NEW MEXICO
TERRACE STREET BUS ACCESS
TRAFFIC STUDY

JULY 2008

PREPARED BY:

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

PREPARED FOR:

UNIVERSITY OF NEW MEXICO
PARKING AND TRANSPORTATION SERVICES
MSC01 1180, 1 UNIVERSITY OF NEW MEXICO
ALBUQUERQUE, NM 87131-0001

 7/14/08
ERIC J. WRAGE, P.E., P.T.O.E. DATE

**TERRACE STREET BUS ACCESS
TRAFFIC STUDY
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I. INTRODUCTION

This traffic analysis has been conducted to evaluate reopening Terrace Street at Central Avenue as a right out only for use as a bus route for the University of New Mexico. Terrace Street is located between University Blvd. and Yale Blvd. A vicinity map, Figure 1 shows the location of the proposed street opening. Terrace Street has been closed with curb and sidewalk across the opening as shown in the photo below.



Terrace Street would be used by the South Lot Shuttle, which runs from 6:30 a.m. to 10:00 p.m. Monday to Thursday and 6:30 a.m. to 7:00 p.m. Fridays, except during the summer session and winter break. There is a three minute average headway between buses during the peak hours. The existing bus route is shown on Figure 1 in blue. The South Lot Shuttle currently runs north on Yale Blvd. to the Yale Mall stop, west on Redondo to Dr. Martin Luther King Jr. Ave., and then south on University Blvd. The proposed bus route is shown on the figure in yellow. This proposed route saves several minutes on the bus schedule so that new stops can be added to the route without increasing the time between buses or adding new buses.

Terrace Street north of Central would be designed as a right-out only intersection. A schematic of this is shown in Figure 2. University Blvd. / Central Ave. and University Blvd. / Dr. Martin Luther King Jr. Ave. were analyzed to show that the change to the bus route does not negatively impact the intersections. A simulation was created to show that there are enough gaps on Central Ave. for the buses to enter at Terrace Street and cross three lanes of traffic to the left turn bay at University Blvd.



Existing South
Lot Shuttle

Proposed South
Lot Shuttle

Bohannon ▲ **Huston**
INC.

Company I 7800 Jefferson St. NE Albuquerque, NM 87109-6336
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FIGURE 1
VICINITY MAP



0 15 30 60

SCALE: 1"=30'

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Consulting | 7800 Jefferson St., NE | Albuquerque, NM 87105-4885
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UNM TERRACE STREET BUS ACCESS

FIGURE 2
PROPOSED IMPROVEMENTS

II. EXISTING AREA CHARACTERISTICS**A. General Area Characteristics**

The proposed Terrace Street access is centered between the University Blvd. and Yale Blvd. intersections, approximately 700 feet from each. Both existing intersections are signalized. Terrace Street north of Central Ave. is a parking area with a 26' wide lane. Central Ave. between University Blvd. and Yale Blvd. is three lanes in each direction.

B. Existing Traffic Volumes

Traffic counts for the intersections of University Blvd. / Central Ave. and University Blvd. / Dr. Martin Luther King Jr. Ave. were collected in June 2008 by Bohannon Huston, Inc. (BHI) and Mike Henderson Consulting, LLC. The traffic counts were completed when UNM was in summer session. These counts were compared to the latest counts available from the Mid Region Council of Governments (MRCOG). The intersection of University Blvd. / Central Ave. was counted in August 2004. The traffic volumes were approximately 30% higher than the current summer count. The 2004 count was used for the analysis. University Blvd. / Dr. Martin Luther King Jr. Ave. had not been counted by MRCOG for more than 10 years. The June 2008 count was adjusted upward approximately 30% for the analysis. The revised traffic volumes are shown in Table 1.

A November 2007 count was available from MRCOG for the intersection of Central Ave. / Yale Blvd. to include in the simulation. This intersection was not analyzed since the proposed change does not affect it.

Table 1 – University / Martin Luther King Existing and Proposed Counts												
	Eastbound MLK			Westbound MLK			Northbound Univ			Southbound Univ		
AM Peak Hour												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
June 2008 Volume	112	156	74	10	29	26	108	501	26	50	564	112
Adjusted Volume	179	250	144	55	46	42	162	752	39	998	902	218
Reassigned buses				-25								
Proposed Volumes	179	250	144	30	46	42	162	752	39	98	902	218
PM Peak Hour												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
June 2008 Volume	181	68	134	26	107	46	126	578	17	40	853	218
Adjusted Volume	253	95	188	62	150	64	195	896	26	56	1,194	305
Reassigned buses				-25								
Proposed Volumes	253	95	188	37	150	64	195	896	26	56	1,194	305

Table 2 – University / Central Existing and Proposed Counts												
	Eastbound Central			Westbound Central			Northbound Univ			Southbound Univ		
AM Peak Hour												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
August 2004 Count	106	716	81	151	452	210	82	515	104	265	928	65
Reassigned buses				25							-25	
Proposed Volumes	106	716	81	176	452	210	82	515	104	265	903	65
PM Peak Hour												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
August 2004 Count	179	847	84	145	721	286	139	656	157	380	936	110
Reassigned buses				25							-25	
Proposed Volumes	179	847	84	170	721	286	139	656	157	380	911	110

Figure 3 has a summary of the existing peak hour traffic volumes, existing laneage and movement and intersection levels of service. The traffic counts are included in Appendix A.

C. Existing Levels of Service

The 2000 Highway Capacity Manual (HCM) defines Level of Service (LOS) for signalized and un-signalized intersections as follows:

Table 3 – LOS Definitions			
Level of Service	Signalized Delay (sec/veh)	Definition	Un-Signalized Delay (sec/veh)
A	<10	Most vehicles do not stop.	<10
B	>10 and <20	Some vehicles stop.	>10 and <15
C	>20 and <35	Significant numbers of vehicles stop.	>15 and <25
D	>35 and <55	Many vehicles stop.	>25 and <35
E	>55 and <80	Limit of acceptable delay.	>35 and <50
F	>80	Unacceptable delay.	>50

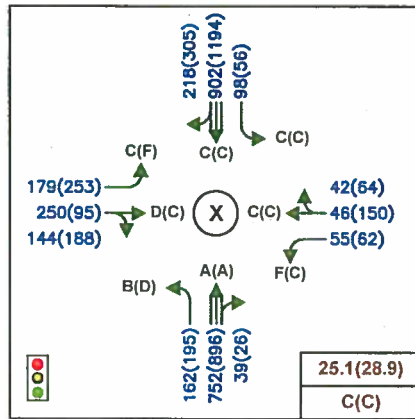
LOS D is generally considered acceptable in urban areas and is the desirable base condition for analysis in a traffic study.

Existing intersection traffic volumes were analyzed using intersection methodology from the 2000 Highway Capacity Manual (HCM). Synchro version 7 was used to perform the signalized level of service calculations. A 110-second traffic signal cycle was used in the AM peak hour and a 120-second cycle was used in the PM peak hour.

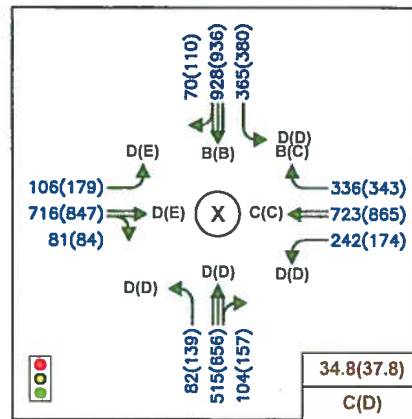
Synchro output is included in Appendix B. The results are summarized in Table 4.

Table 4 – 2008 Existing Signalized Intersection Capacity Analysis Results						
Signalized Intersections	2008 AM Peak			2008 PM Peak		
	Delay (sec.)	V/C	LOS	Delay (sec.)	V/C	LOS
University / Martin Luther King	25.1	0.69	C	28.9	0.85	C
University / Central	34.7	0.88	C	37.8	0.92	D

It can be seen that the signalized intersection operates at an overall acceptable level of service in existing conditions. The only movement that does not operate at an acceptable level of service is the eastbound left turn at University Blvd. and Dr. Martin Luther King Jr. Ave. which operates at a level of service of F in the a.m. peak hour and the westbound left turn which operates at a level of service of F in the p.m. peak hour. The eastbound left turn will not be effected by the proposed changes. The westbound left turn will improve if the buses are moved to Central Ave.

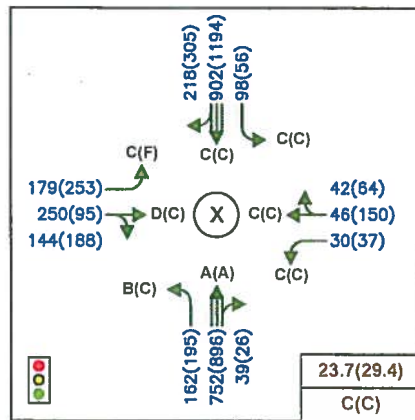


MLK/University

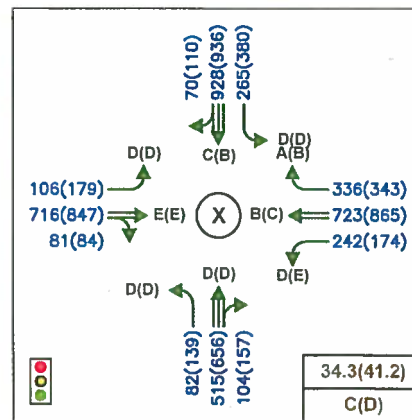


Central/University

EXISTING TRAFFIC VOLUMES



MLK/University



Central/University

PROPOSED TRAFFIC VOLUMES

Bohannon & Huston LLC

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FIGURE 3
PEAK HOUR TRAFFIC VOLUMES

III. PROPOSED TRAFFIC CONDITIONS

A. Proposed Traffic Volumes

The proposed condition is for the bus route traffic to be subtracted from the westbound left turn at University Blvd. and Dr. Martin Luther King Jr. Ave. and from the southbound through movement at University Blvd. and Central Ave. The bus route traffic is then added to the westbound left turn movement at University Blvd. and Central Ave. 20 to 25 buses per hour during the school day are used to service the route. For the purposes of this study 25 buses were added and subtracted from the movements for the peak hours. The adjusted counts are shown in Tables 1 and 2. Figure 3 has a summary of the proposed peak hour traffic volumes, existing laneage and movement and intersection levels of service

B. Proposed 2008 Results

1. Capacity Analysis

The intersections were again analyzed using Synchro version 7. The Synchro output is included in Appendix C.

Table 5 – 2008 Proposed Signalized Intersection Capacity Analysis Results						
Signalized Intersections	2008 AM Peak			2008 PM Peak		
	Delay (sec.)	V/C	LOS	Delay (sec.)	V/C	LOS
University / Martin Luther King	23.7	0.67	C	29.4	0.85	C
University / Central	34.3	0.87	C	41.2	0.93	D

It can be seen from Table 5 that there is almost no change in the delay or volume / capacity ratio between the existing and proposed conditions. The change in the bus route does not change the overall level of service at either intersection. The proposed change does improve the westbound left turn movement at University Blvd. / Dr. Martin Luther King Jr. Ave. from an F to a C in the a.m. peak hour.

C. Simulation Results

A simulation was also run to show that there are enough gaps in the traffic on Central Ave. for the bus traffic to enter Central Ave. at Terrace Street and make a left turn at University Blvd. The simulation shows that the buses can use the gaps created by the signal at Central Ave. / Yale Blvd. to make this movement. The simulation uses a random arrival pattern for the buses instead of one bus every 2 – 3 minutes so sometimes the buses are shown stacked in the left turn bay at University Blvd. / Central Ave. There should not be more than one bus in the left turn bay for a given signal cycle.

IV. CONCLUSIONS AND RECOMMENDATIONS

The proposed changes to the bus routes do not have a negative impact on the intersections studied. The intersection of University Blvd. / Dr. Martin Luther King Jr. Ave. improves in the a.m. peak hour with the westbound left turn movement improving from an LOS of F to a C.

The simulation shows that the Yale Blvd. / Central Ave. signal creates enough gaps for the buses to enter Central Ave. at Terrace St. and cross to the left turn bay at University Blvd.

It is recommended that the bus route be changed to accommodate more stops on the South Lot Shuttle Route.

Appendix A

Traffic Counts

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: DJ & RB

File Name : MLK@University
Site Code : 00000000
Start Date : 6/17/2008
Page No : 1

Groups Printed- Cars - Trucks - UNM Parking Shuttle

Start Time	Dr Martin Luther King Jr Ave Eastbound				Dr Martin Luther King Jr Ave Westbound				University Blvd Northbound				University Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45	16	25	13	54	4	4	1	9	6	65	3	74	3	79	13	95	232
Total	16	25	13	54	4	4	1	9	6	65	3	74	3	79	13	95	232
07:00	13	10	8	31	3	5	0	8	11	65	3	79	2	73	17	92	210
07:15	24	32	13	69	1	3	3	7	20	94	3	117	6	125	13	144	337
07:30	28	30	26	84	1	5	8	14	21	111	4	136	11	133	42	186	420
07:45	36	54	17	107	6	8	10	24	36	175	13	224	16	160	28	204	559
Total	101	126	64	291	11	21	21	53	88	445	23	556	35	491	100	626	1526
08:00	24	40	18	82	2	13	5	20	31	121	6	158	17	146	29	192	452
08:15	31	32	9	72	3	6	3	12	20	86	6	112	11	97	28	136	332
08:30	31	25	20	76	1	9	8	18	17	106	13	136	12	128	18	158	388
08:45	32	41	14	87	2	8	8	18	13	126	3	142	12	124	26	162	409
Total	118	138	61	317	8	36	24	68	81	439	28	548	52	495	101	648	1581
09:00	29	37	18	84	4	15	6	25	17	115	7	139	11	129	28	168	416
09:15	33	26	25	84	2	10	10	22	22	105	6	133	9	129	18	156	395
09:30	31	17	14	62	3	11	4	18	14	88	9	111	10	128	24	162	353
*** BREAK ***																	
Total	93	80	57	230	9	36	20	65	53	308	22	383	30	386	70	486	1164
** BREAK **																	
11:00	14	8	25	47	6	7	8	21	20	109	5	134	5	154	25	184	386
11:15	36	22	30	88	6	5	9	20	19	106	4	129	9	151	28	188	425
11:30	28	13	32	73	9	18	9	36	22	158	4	184	6	157	40	203	496
11:45	36	12	31	79	10	11	5	26	40	148	7	195	10	216	29	255	555
Total	114	55	118	287	31	41	31	103	101	521	20	642	30	678	122	830	1862
12:00	30	13	36	79	15	12	10	37	30	139	9	178	4	206	45	255	549
12:15	40	22	28	90	6	17	14	37	28	158	4	190	9	188	44	241	558
12:30	48	17	43	108	9	20	4	33	34	151	5	190	8	159	38	205	536
12:45	36	27	21	84	12	17	10	39	40	167	15	222	10	176	45	231	576
Total	154	79	128	361	42	66	38	146	132	615	33	780	31	729	172	932	2219
13:00	42	15	33	90	10	14	16	40	16	174	11	201	12	167	31	210	541
13:15	39	18	26	83	4	12	9	25	33	157	11	201	12	160	38	210	519
13:30	45	17	33	95	1	4	11	16	39	163	10	212	4	155	27	186	509
13:45	37	15	22	74	4	13	8	25	25	130	10	165	15	168	29	212	476
Total	163	65	114	342	19	43	44	106	113	624	42	779	43	650	125	818	2045
*** BREAK ***																	
15:00	35	11	24	70	6	16	7	29	42	123	5	170	7	153	45	205	474
15:15	22	17	23	62	2	10	8	20	30	131	3	164	4	139	29	172	418
15:30	35	9	22	66	1	17	11	29	19	133	3	155	11	167	37	215	465
15:45	23	20	22	65	8	13	9	30	23	133	3	159	7	154	41	202	456
Total	115	57	91	263	17	56	35	108	114	520	14	648	29	613	152	794	1813
16:00	34	22	23	79	6	22	11	39	28	142	9	179	7	172	43	222	519
16:15	28	11	27	66	3	25	8	36	33	125	6	164	8	175	44	227	493
16:30	45	15	30	90	14	33	14	61	31	140	6	177	5	227	55	287	615
16:45	32	11	31	74	3	15	14	32	22	134	4	160	7	178	48	233	499
Total	139	59	111	309	26	95	47	168	114	541	25	680	27	752	190	969	2126
17:00	57	18	36	111	6	35	11	52	39	147	4	190	12	219	66	297	650
17:15	47	24	37	108	3	24	7	34	34	157	3	194	16	229	49	294	630
17:30	40	12	15	67	4	20	9	33	15	115	6	136	2	158	41	201	437
17:45	26	8	32	66	0	10	3	13	14	92	1	107	2	143	47	192	378
Total	170	62	120	352	13	89	30	132	102	511	14	627	32	749	203	984	2095
Grand Total	1183	746	877	2806	180	487	291	958	904	4589	224	5717	312	5622	1248	7182	16663
Apprch %	42.2	26.6	31.3		18.8	50.8	30.4		15.8	80.3	3.9		4.3	78.3	17.4		
Total %	7.1	4.5	5.3	16.8	1.1	2.9	1.7	5.7	5.4	27.5	1.3	34.3	1.9	33.7	7.5	43.1	

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

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File Name : MLK@University
Site Code : 00000000
Start Date : 6/17/2008
Page No : 2

Groups Printed- Cars - Trucks - UNM Parking Shuttle

	Dr Martin Luther King Jr Ave Eastbound				Dr Martin Luther King Jr Ave Westbound				University Blvd Northbound				University Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Cars	1167	725	870	2762	177	467	284	928	890	4463	222	5575	302	5511	1229	7042	16307
% Cars	98.6	97.2	99.2	98.4	98.3	95.9	97.6	96.9	98.5	97.3	99.1	97.5	96.8	98	98.5	98.1	97.9
Trucks	13	21	7	41	3	20	6	29	14	124	2	140	10	104	17	131	341
% Trucks	1.1	2.8	0.8	1.5	1.7	4.1	2.1	3	1.5	2.7	0.9	2.4	3.2	1.8	1.4	1.8	2
UNM Parking Shuttle	3	0	0	3	0	0	1	1	0	2	0	2	0	7	2	9	15
% UNM Parking Shuttle	0.3	0	0	0.1	0	0	0.3	0.1	0	0	0	0	0	0.1	0.2	0.1	0.1

	Dr Martin Luther King Jr Ave Eastbound				Dr Martin Luther King Jr Ave Westbound				University Blvd Northbound				University Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	24	32	13	69	1	3	3	7	20	94	3	117	6	125	13	144	337
07:30	28	30	26	84	1	5	8	14	21	111	4	136	11	133	42	186	420
07:45	36	54	17	107	6	8	10	24	36	175	13	224	16	160	28	204	559
08:00	24	40	18	82	2	13	5	20	31	121	6	158	17	146	29	192	452
Total Volume	112	156	74	342	10	29	26	65	108	501	26	635	50	564	112	726	1768
% App. Total	32.7	45.6	21.6		15.4	44.6	40		17	78.9	4.1		6.9	77.7	15.4		
PHF	.778	.722	.712	.799	.417	.558	.650	.677	.750	.716	.500	.709	.735	.881	.667	.890	.791
Cars	108	154	72	334	10	27	26	63	107	489	26	622	47	552	110	709	1728
% Cars	96.4	98.7	97.3	97.7	100	93.1	100	96.9	99.1	97.6	100	98.0	94.0	97.9	98.2	97.7	97.7
Trucks	2	2	2	6	0	2	0	2	1	12	0	13	3	10	2	15	36
% Trucks	1.8	1.3	2.7	1.8	0	6.9	0	3.1	0.9	2.4	0	2.0	6.0	1.8	1.8	2.1	2.0
UNM Parking Shuttle	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
% UNM Parking Shuttle	1.8	0	0	0.6	0	0	0	0	0	0	0	0	0	0.4	0	0.3	0.2

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00																	
12:00	30	13	36	79	15	12	10	37	30	139	9	178	4	206	45	255	549
12:15	40	22	28	90	6	17	14	37	28	158	4	190	9	188	44	241	558
12:30	48	17	43	108	9	20	4	33	34	151	5	190	8	159	38	205	536
12:45	36	27	21	84	12	17	10	39	40	167	15	222	10	176	45	231	576
Total Volume	154	79	128	361	42	66	38	146	132	615	33	780	31	729	172	932	2219
% App. Total	42.7	21.9	35.5		28.8	45.2	26		16.9	78.8	4.2		3.3	78.2	18.5		
PHF	.802	.731	.744	.836	.700	.825	.679	.936	.825	.921	.550	.878	.775	.885	.956	.914	.963
Cars	151	75	126	352	42	64	37	143	127	597	32	756	30	717	171	918	2169
% Cars	98.1	94.9	98.4	97.5	100	97.0	97.4	97.9	96.2	97.1	97.0	96.9	96.8	98.4	99.4	98.5	97.7
Trucks	3	4	2	9	0	2	1	3	5	18	1	24	1	11	1	13	49
% Trucks	1.9	5.1	1.6	2.5	0	3.0	2.6	2.1	3.8	2.9	3.0	3.1	3.2	1.5	0.6	1.4	2.2
UNM Parking Shuttle	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% UNM Parking Shuttle	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0.0

Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30																	
16:30	45	15	30	90	14	33	14	61	31	140	6	177	5	227	55	287	615
16:45	32	11	31	74	3	15	14	32	22	134	4	160	7	178	48	233	499
17:00	57	18	36	111	6	35	11	52	39	147	4	190	12	219	66	297	650
17:15	47	24	37	108	3	24	7	34	34	157	3	194	16	229	49	294	630
Total Volume	181	68	134	383	26	107	46	179	126	578	17	721	40	853	218	1111	2394
% App. Total	47.3	17.8	35		14.5	59.8	25.7		17.5	80.2	2.4		3.6	76.8	19.6		
PHF	.794	.708	.905	.863	.464	.764	.821	.734	.808	.920	.708	.929	.625	.931	.826	.935	.921
Cars	180	66	133	379	26	106	46	178	125	567	17	709	40	844	213	1097	2363
% Cars	99.4	97.1	99.3	99.0	100	99.1	100	99.4	99.2	98.1	100	98.3	100	98.9	97.7	98.7	98.7
Trucks	1	2	1	4	0	1	0	1	1	11	0	12	0	8	5	13	30
% Trucks	0.6	2.9	0.7	1.0	0	0.9	0	0.6	0.8	1.9	0	1.7	0	0.9	2.3	1.2	1.3
UNM Parking Shuttle	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% UNM Parking Shuttle	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0.0

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: DJ & RB

File Name : Central@University
Site Code : 00000000
Start Date : 6/18/2008
Page No : 1

Groups Printed- Cars - Trucks - UNM Parking Shuttle

Start Time	Central Ave Eastbound				Central Ave Westbound				University Blvd Northbound				University Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45	13	72	6	91	8	60	27	95	5	41	3	49	17	50	23	90	325
Total	13	72	6	91	8	60	27	95	5	41	3	49	17	50	23	90	325
07:00	15	76	12	103	15	54	16	85	4	46	6	56	24	63	16	103	347
07:15	13	89	17	119	16	67	39	122	13	60	4	77	26	80	16	122	440
07:30	24	140	24	188	20	92	40	152	7	75	20	102	36	83	15	134	576
07:45	15	123	13	151	23	137	54	214	11	139	15	165	53	115	19	187	717
Total	67	428	66	561	74	350	149	573	35	320	45	400	139	341	66	546	2080
08:00	19	155	15	189	12	96	45	153	7	93	13	113	44	108	18	170	625
08:15	18	116	14	148	23	118	32	173	12	85	13	110	36	93	18	147	578
08:30	15	149	11	175	15	106	37	158	4	71	10	85	57	69	16	142	560
08:45	18	147	10	175	16	130	48	194	10	102	18	130	47	104	22	173	672
Total	70	567	50	687	66	450	162	678	33	351	54	438	184	374	74	632	2435
09:00	24	136	16	176	3	91	33	127	7	85	10	102	53	82	26	161	566
09:15	26	126	16	168	15	77	54	146	18	77	30	125	50	80	22	152	591
09:30	25	143	10	178	14	128	48	190	12	55	20	87	43	85	12	140	595
*** BREAK ***																	
Total	75	405	42	522	32	296	135	463	37	217	60	314	146	247	60	453	1752
*** BREAK ***																	
11:00	30	183	8	221	15	145	29	189	18	66	21	105	51	90	19	160	675
11:15	33	177	14	224	21	151	53	225	27	94	25	146	79	86	30	195	790
11:30	31	183	10	224	31	160	68	259	28	106	54	188	66	100	17	183	854
11:45	31	206	15	252	11	138	64	213	26	86	36	148	96	104	39	239	852
Total	125	749	47	921	78	594	214	886	99	352	136	587	292	380	105	777	3171
12:00	37	203	12	252	21	142	58	221	20	86	30	136	119	97	42	258	867
12:15	34	189	8	231	26	172	90	288	21	88	33	142	75	91	24	190	851
12:30	38	184	9	231	19	149	65	233	26	104	48	178	90	92	39	221	863
12:45	37	247	14	298	25	190	60	275	28	116	21	165	79	95	27	201	939
Total	146	823	43	1012	91	653	273	1017	95	394	132	621	363	375	132	870	3520
13:00	39	186	6	231	22	147	79	248	20	89	29	138	76	97	29	202	819
13:15	42	166	12	220	42	181	72	295	10	88	26	124	74	112	35	221	860
13:30	36	184	14	234	21	174	49	244	14	96	29	139	56	83	19	158	775
13:45	32	177	16	225	22	191	49	262	22	85	25	132	53	92	21	166	785
Total	149	713	48	910	107	693	249	1049	66	358	109	533	259	384	104	747	3239
*** BREAK ***																	
15:00	27	198	13	238	42	156	61	259	29	93	18	140	78	112	26	216	853
15:15	39	188	7	234	27	152	68	247	21	96	17	134	52	107	32	191	806
15:30	38	172	14	224	19	119	53	191	24	113	28	165	77	104	37	218	798
15:45	25	220	21	266	26	168	59	253	9	82	8	99	56	100	24	180	798
Total	129	778	55	962	114	595	241	950	83	384	71	538	263	423	119	805	3255
16:00	23	149	26	198	8	190	66	264	12	112	27	151	59	114	22	195	808
16:15	35	202	41	278	23	146	72	241	12	78	25	115	63	135	22	220	854
16:30	30	166	29	225	22	146	65	233	23	116	26	165	77	193	28	298	921
16:45	30	229	38	297	15	180	50	245	12	95	28	135	85	175	14	274	951
Total	118	746	134	998	68	662	253	983	59	401	106	566	284	617	86	987	3534
17:00	30	197	30	257	26	159	64	249	14	122	27	163	81	235	37	353	1022
17:15	38	216	25	279	25	164	53	242	17	90	12	119	74	167	26	267	907
17:30	25	171	17	213	27	159	58	244	17	87	25	129	81	159	34	274	860
17:45	27	179	18	224	24	168	58	250	10	66	9	85	52	102	17	171	730
Total	120	763	90	973	102	650	233	985	58	365	73	496	288	663	114	1065	3519
Grand Total	1012	6044	581	7637	740	5003	1936	7679	570	3183	789	4542	2235	3854	883	6972	26830
Apprch %	13.3	79.1	7.6		9.6	65.2	25.2		12.5	70.1	17.4		32.1	55.3	12.7		
Total %	3.8	22.5	2.2	28.5	2.8	18.6	7.2	28.6	2.1	11.9	2.9	16.9	8.3	14.4	3.3	26	

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: DJ & RB

File Name : Central@University
Site Code : 00000000
Start Date : 6/18/2008
Page No : 2

Groups Printed- Cars - Trucks - UNM Parking Shuttle

	Central Ave Eastbound				Central Ave Westbound				University Blvd Northbound				University Blvd Southbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Cars	986	5830	571	7387	723	4804	1849	7376	563	3119	767	4449	2203	3780	863	6846	26058
% Cars	97.4	96.5	98.3	96.7	97.7	96	95.5	96.1	98.8	98	97.2	98	98.6	98.1	97.7	98.2	97.1
Trucks	25	214	10	249	17	199	84	300	7	60	22	89	31	70	20	121	759
% Trucks	2.5	3.5	1.7	3.3	2.3	4	4.3	3.9	1.2	1.9	2.8	2	1.4	1.8	2.3	1.7	2.8
UNM Parking Shuttle	1	0	0	1	0	0	3	3	0	4	0	4	1	4	0	5	13
% UNM Parking Shuttle	0.1	0	0	0	0	0	0.2	0	0	0.1	0	0.1	0	0.1	0	0.1	0

	Central Ave Eastbound				Central Ave Westbound				University Blvd Northbound				University Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	24	140	24	188	20	92	40	152	7	75	20	102	36	83	15	134	576
07:45	15	123	13	151	23	137	54	214	11	139	15	165	53	115	19	187	717
08:00	19	155	15	189	12	96	45	153	7	93	13	113	44	108	18	170	625
08:15	18	116	14	148	23	118	32	173	12	85	13	110	36	93	18	147	578
Total Volume	76	534	66	676	78	443	171	692	37	392	61	490	169	399	70	638	2496
% App. Total	11.2	79	9.8		11.3	64	24.7		7.6	80	12.4		26.5	62.5	11		
PHF	.792	.861	.688	.894	.848	.808	.792	.808	.771	.705	.763	.742	.797	.867	.921	.853	.870
Cars	74	503	66	643	78	426	167	671	36	381	58	475	164	390	68	622	2411
% Cars	97.4	94.2	100	95.1	100	96.2	97.7	97.0	97.3	97.2	95.1	96.9	97.0	97.7	97.1	97.5	96.6
Trucks	2	31	0	33	0	17	4	21	1	11	3	15	5	9	2	16	85
% Trucks	2.6	5.8	0	4.9	0	3.8	2.3	3.0	2.7	2.8	4.9	3.1	3.0	2.3	2.9	2.5	3.4
UNM Parking Shuttle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UNM Parking Shuttle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00

12:00	37	203	12	252	21	142	58	221	20	86	30	136	119	97	42	258	867
12:15	34	189	8	231	26	172	90	288	21	88	33	142	75	91	24	190	851
12:30	38	184	9	231	19	149	65	233	26	104	48	178	90	92	39	221	863
12:45	37	247	14	298	25	190	60	275	28	116	21	165	79	95	27	201	939
Total Volume	146	823	43	1012	91	653	273	1017	95	394	132	621	363	375	132	870	3520
% App. Total	14.4	81.3	4.2		8.9	64.2	26.8		15.3	63.4	21.3		41.7	43.1	15.2		
PHF	.961	.833	.768	.849	.875	.859	.758	.883	.848	.849	.688	.872	.763	.966	.786	.843	.937
Cars	142	802	43	987	87	631	257	975	94	387	128	609	357	366	131	854	3425
% Cars	97.3	97.4	100	97.5	95.6	96.6	94.1	95.9	98.9	98.2	97.0	98.1	98.3	97.6	99.2	98.2	97.3
Trucks	4	21	0	25	4	22	15	41	1	7	4	12	5	9	1	15	93
% Trucks	2.7	2.6	0	2.5	4.4	3.4	5.5	4.0	1.1	1.8	3.0	1.9	1.4	2.4	0.8	1.7	2.6
UNM Parking Shuttle	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
% UNM Parking Shuttle	0	0	0	0	0	0	0.4	0.1	0	0	0	0	0.3	0	0	0.1	0.1

Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	30	166	29	225	22	146	65	233	23	116	26	165	77	193	28	298	921
16:45	30	229	38	297	15	180	50	245	12	95	28	135	85	175	14	274	951
17:00	30	197	30	257	26	159	64	249	14	122	27	163	81	235	37	353	1022
17:15	38	216	25	279	25	164	53	242	17	90	12	119	74	167	26	267	907
Total Volume	128	808	122	1058	88	649	232	969	66	423	93	582	317	770	105	1192	3801
% App. Total	12.1	76.4	11.5		9.1	67	23.9		11.3	72.7	16		26.6	64.6	8.8		
PHF	.842	.882	.803	.891	.846	.901	.892	.973	.717	.867	.830	.882	.932	.819	.709	.844	.930
Cars	125	793	121	1039	86	634	225	945	66	413	92	571	314	757	102	1173	3728
% Cars	97.7	98.1	99.2	98.2	97.7	97.7	97.0	97.5	100	97.6	98.9	98.1	99.1	98.3	97.1	98.4	98.1
Trucks	3	15	1	19	2	15	7	24	0	9	1	10	3	11	3	17	70
% Trucks	2.3	1.9	0.8	1.8	2.3	2.3	3.0	2.5	0	2.1	1.1	1.7	0.9	1.4	2.9	1.4	1.8
UNM Parking Shuttle	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
% UNM Parking Shuttle	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0	0.3	0	0.2	0.1

Mid-Region Council of Governments
Intersection Turning Movement Analysis

Weather: Fine
Comments: None
Machine: D-2387, D-2384
Operator: MM, AH

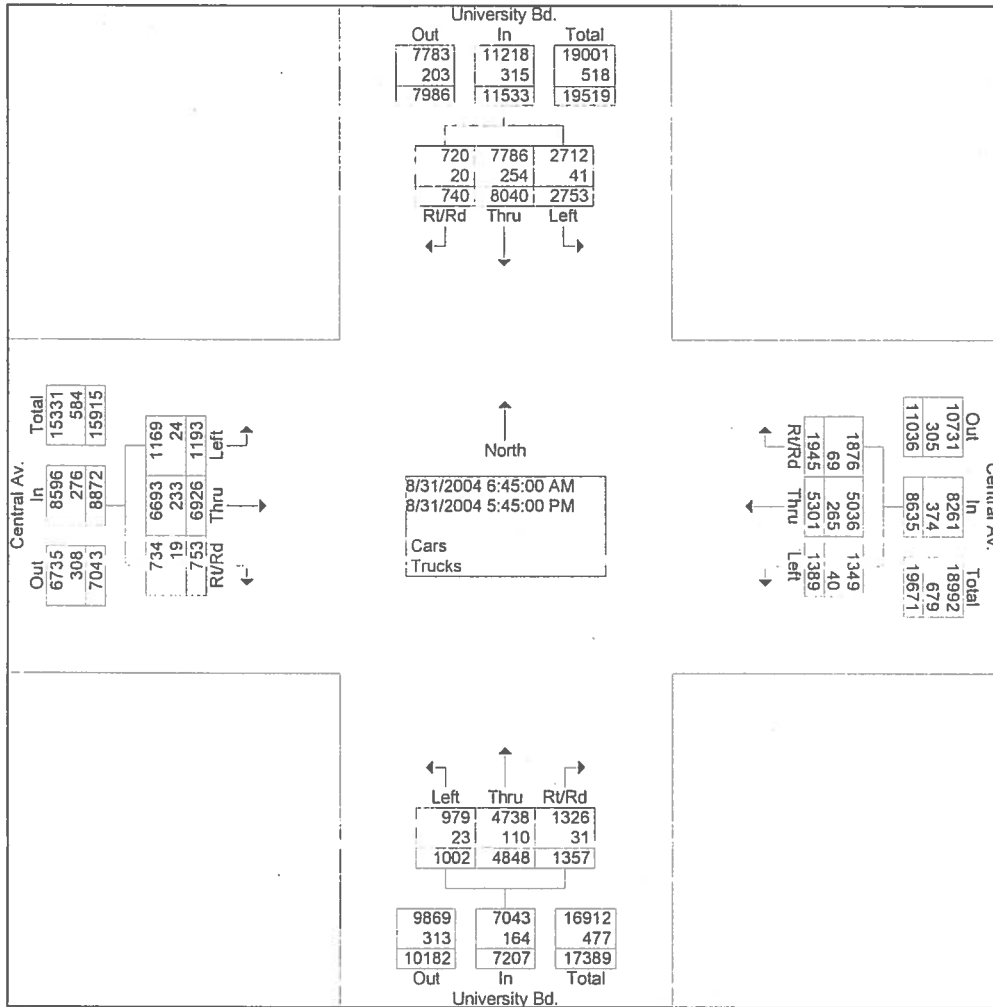
File Name : Central Av. and University Bd.
Site Code : 00025078
Start Date : 08/31/2004
Page No : 1

Groups Printed- Cars - Trucks

Start Time	University Bd. From North					Central Av. From East					University Bd. From South					Central Av. From West					Int. Total
	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45	26	131	10	4	171	24	101	15	3	143	10	55	8	0	73	15	73	16	2	106	493
Total	26	131	10	4	171	24	101	15	3	143	10	55	8	0	73	15	73	16	2	106	493
07:00	43	202	11	0	256	25	65	20	9	119	8	86	9	2	105	19	93	24	6	142	622
07:15	37	250	13	0	300	46	74	34	1	155	4	83	13	3	103	7	133	35	3	178	736
07:30	59	265	18	0	342	45	92	49	4	190	13	153	31	0	197	35	209	27	0	271	1000
07:45	54	249	21	0	324	45	141	41	2	229	18	152	24	0	194	37	177	23	0	237	984
Total	193	966	63	0	1222	161	372	144	16	693	43	474	77	5	599	98	612	109	9	828	3342
08:00	54	221	31	0	306	26	99	35	5	165	11	92	25	3	131	21	145	25	2	193	795
08:15	50	193	23	2	268	25	123	42	5	195	13	104	15	0	132	14	182	17	0	213	808
08:30	66	288	16	0	370	42	120	43	6	211	21	115	15	0	151	24	149	19	0	192	924
08:45	50	306	13	1	370	32	120	44	0	196	22	139	34	1	196	21	188	17	3	229	991
Total	220	1008	83	3	1314	125	462	164	16	767	67	450	89	4	610	80	664	78	5	827	3518
09:00	71	158	14	1	244	38	111	59	0	208	13	140	23	3	179	27	201	24	0	252	883
09:15	78	176	20	0	274	39	101	56	2	198	26	121	26	2	175	34	178	18	0	230	877
09:30	77	167	26	0	270	21	136	39	3	199	26	108	23	0	157	27	153	14	1	195	821
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	226	501	60	1	788	98	348	154	5	605	65	369	72	5	511	88	532	56	1	677	2581
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	79	223	19	0	321	21	140	59	6	226	35	108	28	0	171	28	195	29	1	253	971
11:15	73	195	13	0	281	35	161	30	0	226	22	116	41	1	180	29	195	22	0	246	933
11:30	82	183	20	0	285	29	168	42	0	239	28	124	34	1	187	24	225	28	1	278	989
11:45	82	208	27	0	317	38	157	42	0	237	28	118	47	0	193	32	222	21	0	275	1022
Total	316	809	79	0	1204	123	626	173	6	928	113	466	150	2	731	113	837	100	2	1052	3915
12:00	92	220	24	0	336	36	151	49	0	236	32	133	50	0	215	56	219	19	1	295	1082
12:15	98	233	22	0	353	53	122	54	2	231	49	151	46	4	250	29	178	14	0	221	1055
12:30	68	169	23	0	260	48	196	56	0	300	38	149	63	6	256	33	177	19	2	231	1047
12:45	102	188	25	0	315	47	188	78	0	313	34	164	67	3	268	40	202	17	3	262	1158
Total	360	810	94	0	1264	184	657	237	2	1080	153	597	226	13	989	158	776	69	6	1009	4342
13:00	68	185	23	0	276	55	207	78	0	340	38	179	72	1	290	36	219	6	0	261	1167
13:15	84	229	17	0	330	59	181	69	0	309	44	136	50	3	233	34	209	14	0	257	1129
13:30	70	203	7	0	280	48	175	81	0	304	34	141	45	4	224	45	207	14	0	266	1074
13:45	97	232	17	0	346	64	180	61	0	305	42	138	50	2	232	43	216	13	0	272	1155
Total	319	849	64	0	1232	226	743	289	0	1258	158	594	217	10	979	158	851	47	0	1056	4525
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	77	239	23	0	339	44	148	56	0	248	40	173	65	1	279	27	233	19	0	279	1145
15:15	89	271	17	0	377	32	199	81	2	314	40	160	31	1	232	45	238	13	0	296	1219
15:30	100	222	47	0	369	47	167	77	0	291	32	140	41	1	214	52	225	12	3	292	1166
15:45	83	204	25	0	312	31	166	70	0	267	29	192	36	1	258	42	196	21	0	259	1096
Total	349	936	112	0	1397	154	680	284	2	1120	141	665	173	4	983	166	892	65	3	1126	4626
16:00	108	239	21	0	368	35	189	54	2	280	38	164	45	1	248	40	188	34	1	263	1159
16:15	77	261	33	0	371	39	147	65	0	251	42	193	38	1	274	41	183	27	0	251	1147
16:30	84	215	23	0	322	30	166	58	0	254	33	142	34	0	209	42	238	21	0	301	1086
16:45	85	285	26	0	396	41	179	63	0	283	25	132	30	4	191	46	237	20	1	304	1174
Total	354	1000	103	0	1457	145	681	240	2	1068	138	631	147	6	922	169	846	102	2	1119	4566
17:00	85	311	15	0	411	48	156	48	0	252	25	168	33	1	227	49	186	23	0	258	1148
17:15	115	302	25	0	442	25	144	47	0	216	39	140	41	0	220	35	227	23	0	285	1163
17:30	102	235	13	0	350	44	174	50	0	268	23	131	31	0	185	32	235	21	1	289	1092
17:45	88	182	10	1	281	32	157	48	0	237	27	108	43	0	178	32	195	13	0	240	936
Total	390	1030	63	1	1484	149	631	193	0	973	114	547	148	1	810	148	843	80	1	1072	4339
Grand Total	2753	8040	731	9	11533	1389	5301	1893	52	8635	1002	4848	1307	50	7207	1193	6926	722	31	8872	36247
Approch %	23.9	69.7	6.3	0.1		16.1	61.4	21.9	0.6		13.9	67.3	18.1	0.7		13.4	78.1	8.1	0.3		
Total %	7.6	22.2	2.0	0.0	31.8	3.8	14.6	5.2	0.1	23.8	2.8	13.4	3.6	0.1	19.9	3.3	19.1	2.0	0.1	24.5	

Mid-Region Council of Governments
Intersection Turning Movement Analysis

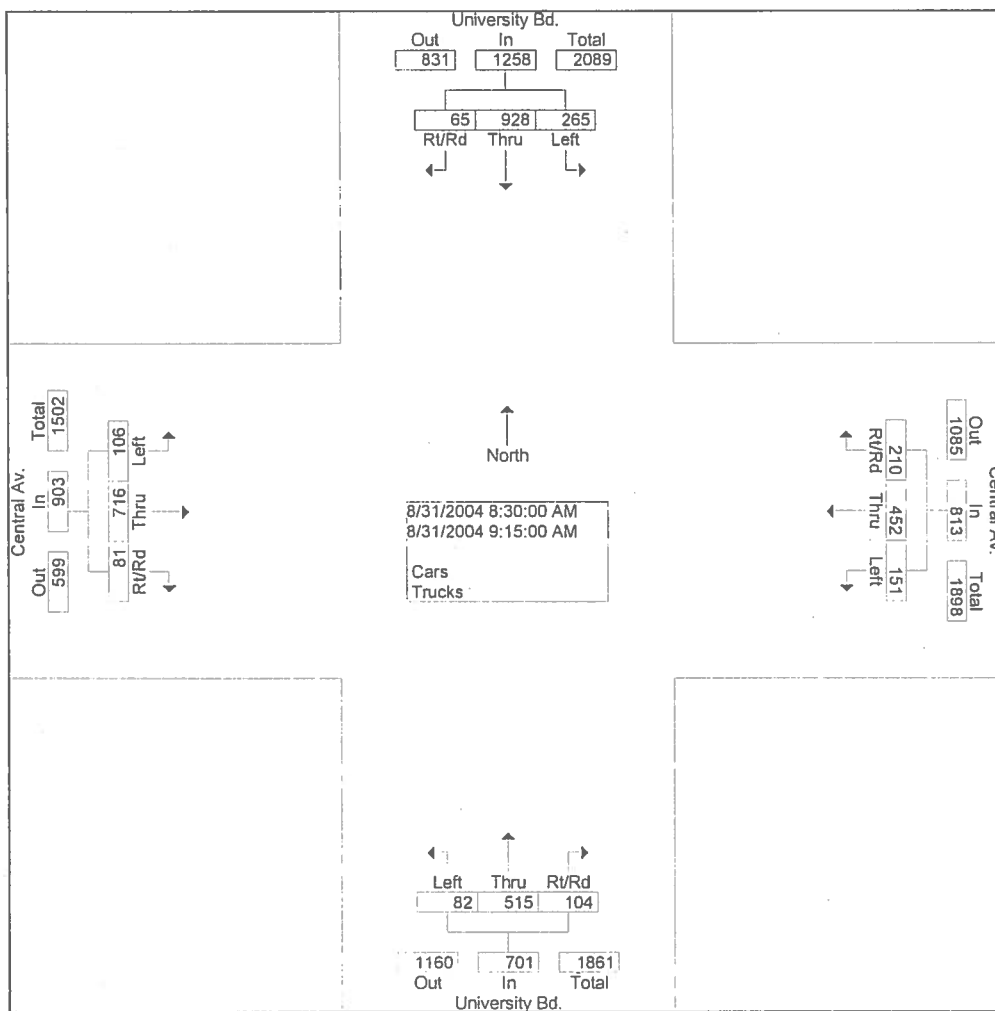
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Site Code : 00025078
Start Date : 08/31/2004
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Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Central Av. and University Bd.
Site Code : 00025078
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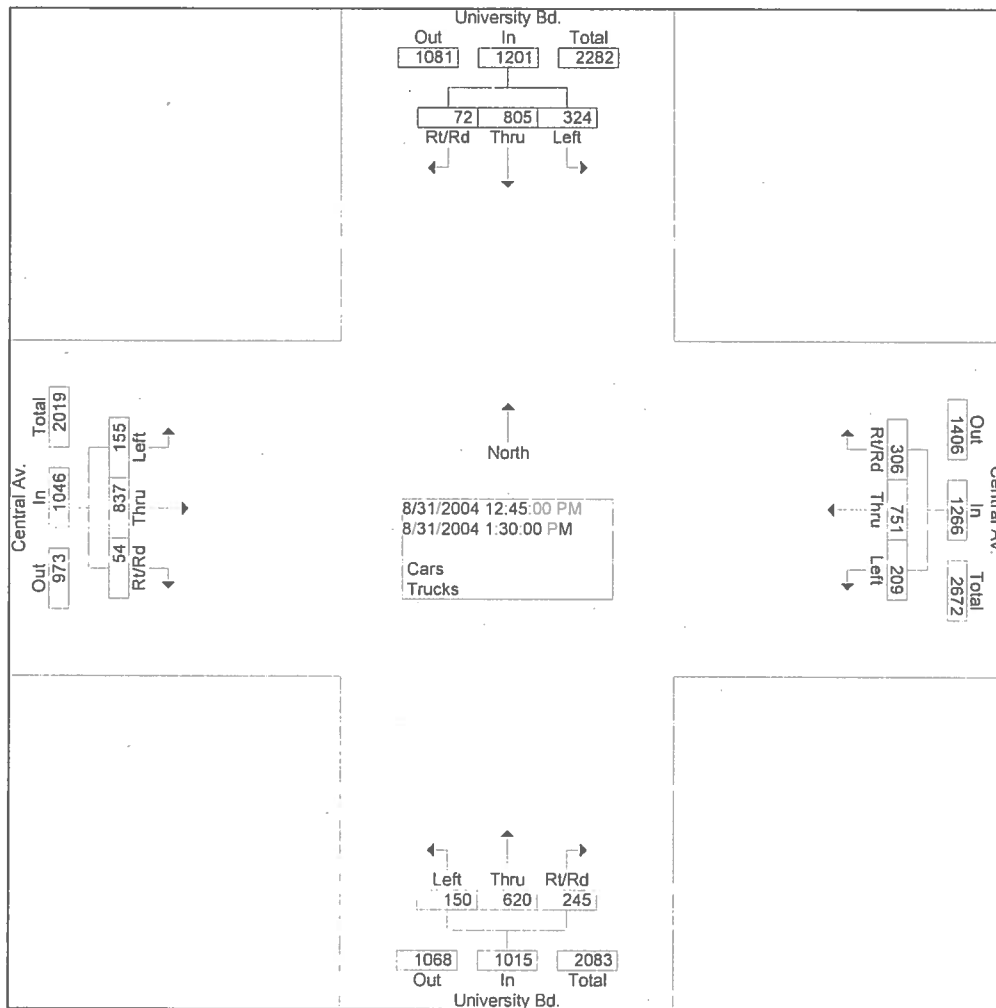
Start Time	University Bd. From North					Central Av. From East					University Bd. From South					Central Av. From West					Int. Total
	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	08:30																				
Volume	265	928	63	2	1258	151	452	202	8	813	82	515	98	6	701	106	716	78	3	903	3675
Percent	21.1	73.8	5.0	0.2		18.6	55.6	24.8	1.0		11.7	73.5	14.0	0.9		11.7	79.3	8.6	0.3		
Volume	265	928	63	2	1258	151	452	202	8	813	82	515	98	6	701	106	716	78	3	903	3675
Volume	50	306	13	1	370	32	120	44	0	196	22	139	34	1	196	21	188	17	3	229	991
Peak Factor																					0.927
High Int. Volume	08:30																				
Peak Factor	66	288	16	0	370	08:30	42	120	43	6	08:45	22	139	34	1	09:00	27	201	24	0	252
	0.850					0.963					0.894					0.896					



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Central Av. and University Bd.
Site Code : 00025078
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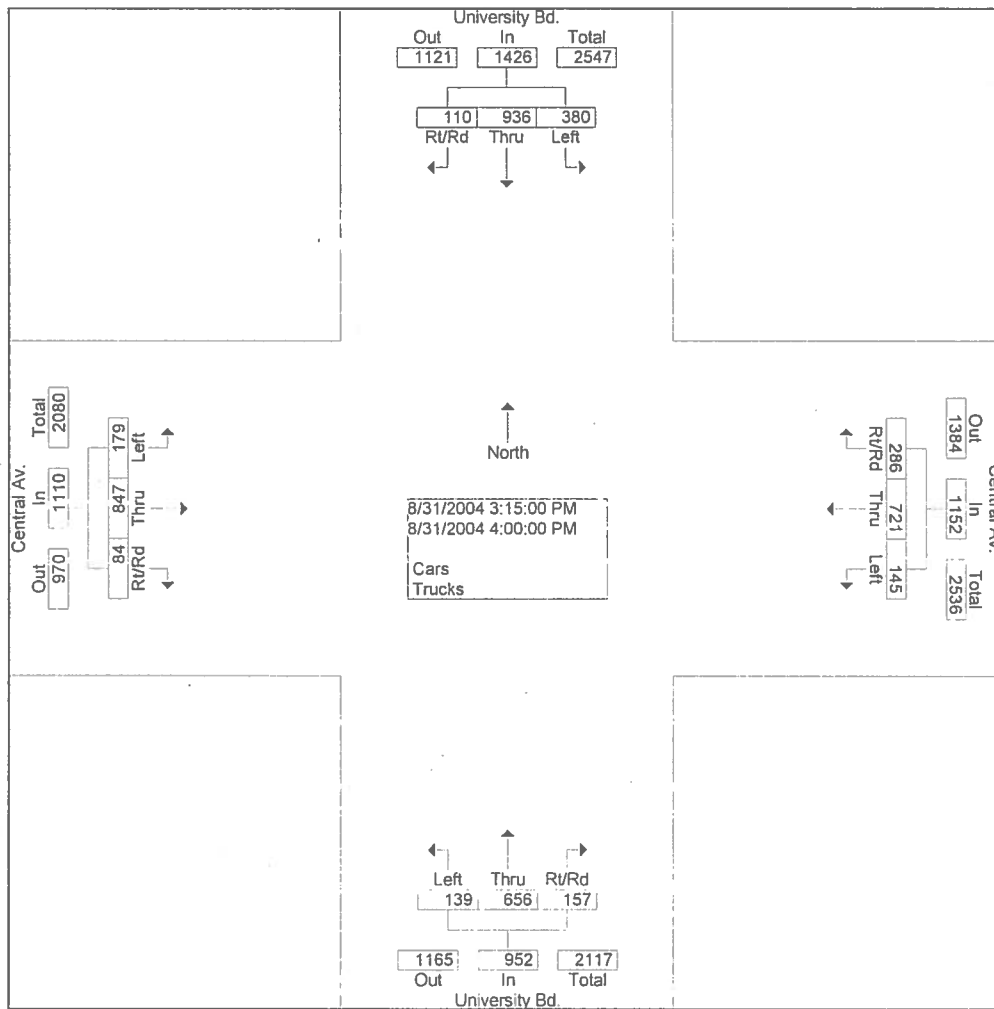
Start Time	University Bd. From North					Central Av. From East					University Bd. From South					Central Av. From West					Int. Total
	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection 12:45																					
Volume	324	805	72	0	1201	209	751	306	0	1266	150	620	234	11	1015	155	837	51	3	1046	4528
Percent	27.0	67.0	6.0	0.0		16.5	59.3	24.2	0.0		14.8	61.1	23.1	1.1		14.8	80.0	4.9	0.3		
Volume	324	805	72	0	1201	209	751	306	0	1266	150	620	234	11	1015	155	837	51	3	1046	4528
Volume	68	185	23	0	276	55	207	78	0	340	38	179	72	1	290	36	219	6	0	261	1167
Peak Factor																					0.970
High Int. 13:15						13:00					13:00					13:30					
Volume	84	229	17	0	330	55	207	78	0	340	38	179	72	1	290	45	207	14	0	266	
Peak Factor					0.910					0.931					0.875					0.983	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Central Av. and University Bd.
Site Code : 00025078
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Start Time	University Bd. From North					Central Av. From East					University Bd. From South					Central Av. From West					Int. Total
	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection 15:15																					
Volume	380	936	110	0	1426	145	721	282	4	1152	139	656	153	4	952	179	847	80	4	1110	4640
Percent	26.6	65.6	7.7	0.0		12.6	62.6	24.5	0.3		14.6	68.9	16.1	0.4		16.1	76.3	7.2	0.4		
Volume	380	936	110	0	1426	145	721	282	4	1152	139	656	153	4	952	179	847	80	4	1110	4640
Volume	89	271	17	0	377	32	199	81	2	314	40	160	31	1	232	45	238	13	0	296	1219
Peak Factor																					0.952
High Int. 15:15						15:15					15:45					15:15					
Volume	89	271	17	0	377	32	199	81	2	314	29	192	36	1	258	45	238	13	0	296	
Peak Factor					0.946					0.917					0.922						0.938



Mid-Region Council of Governments
Intersection Turning Movement Analysis

Weather: Fine
Comments: None
Machine: D-2387, D-2384
Operator: MM, AH

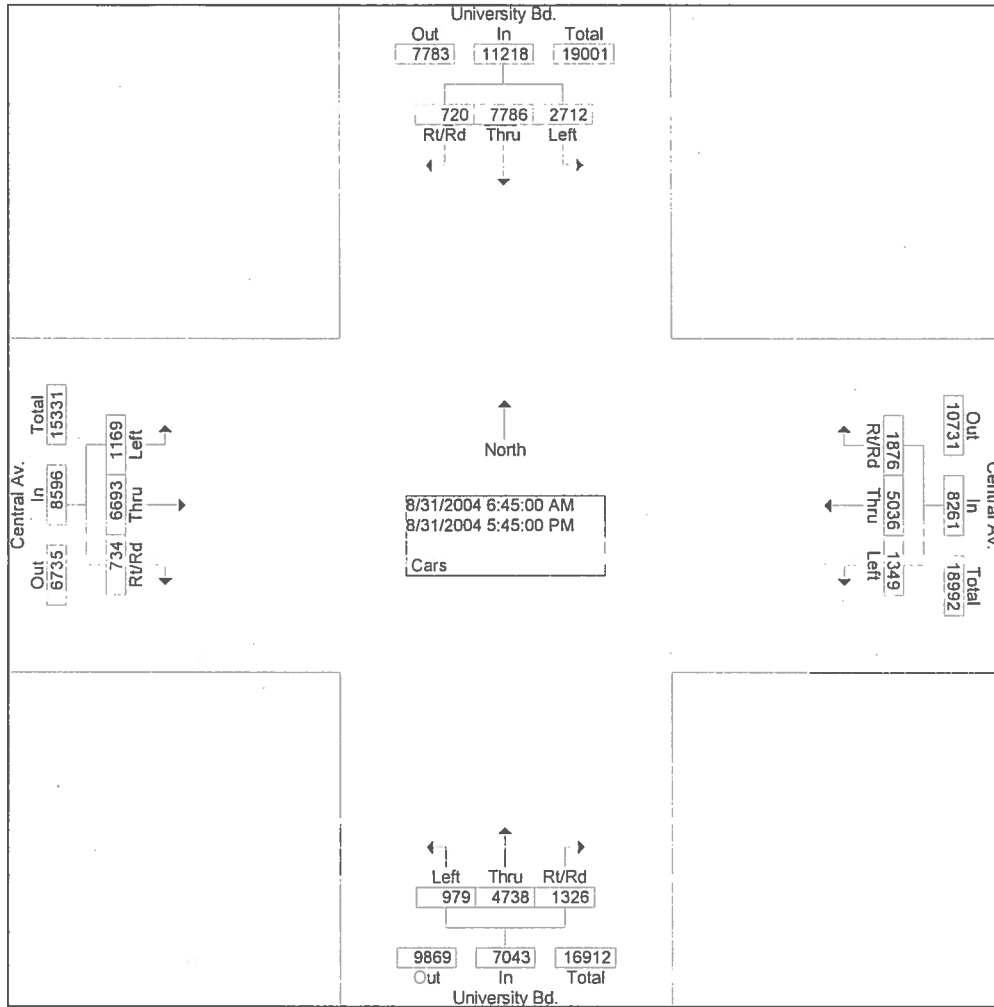
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Site Code : 00025078
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Groups Printed- Cars

Start Time	University Bd. From North					Central Av. From East					University Bd. From South					Central Av. From West					Int. Total
	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45	25	129	10	4	168	24	95	13	3	135	9	53	8	0	70	14	64	16	2	96	469
Total	25	129	10	4	168	24	95	13	3	135	9	53	8	0	70	14	64	16	2	96	469
07:00	42	195	10	0	247	25	62	19	9	115	7	81	8	2	98	18	87	24	5	134	594
07:15	36	239	13	0	288	44	70	34	1	149	4	81	10	3	98	6	129	35	3	173	708
07:30	58	257	18	0	333	45	88	49	4	186	13	147	28	0	188	34	202	27	0	263	970
07:45	51	240	21	0	312	44	137	41	2	224	18	147	24	0	189	37	171	21	0	229	954
Total	187	931	62	0	1180	158	357	143	16	674	42	456	70	5	573	95	589	107	8	799	3226
08:00	52	213	31	0	296	26	93	35	5	159	10	91	25	3	129	21	138	25	2	186	770
08:15	48	180	23	2	253	25	120	41	5	191	12	101	15	0	128	14	174	17	0	205	777
08:30	65	281	15	0	361	40	113	41	6	200	20	110	15	0	145	23	142	19	0	184	890
08:45	48	297	12	1	358	32	116	43	0	191	19	138	33	1	191	20	180	17	3	220	960
Total	213	971	81	3	1268	123	442	160	16	741	61	440	88	4	593	78	634	78	5	795	3397
09:00	70	152	14	1	237	37	105	57	0	199	13	137	23	3	176	26	193	24	0	243	855
09:15	76	163	19	0	258	36	92	52	2	182	26	117	25	2	170	34	170	18	0	222	832
09:30	75	158	25	0	258	21	125	37	3	186	26	108	21	0	155	25	147	14	1	187	786
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	221	473	58	1	753	94	322	146	5	567	65	362	69	5	501	85	510	56	1	652	2473
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	77	217	17	0	311	21	131	53	6	211	35	107	27	0	169	28	188	28	1	245	936
11:15	72	188	12	0	272	35	150	28	0	213	22	113	40	1	176	29	188	22	0	239	900
11:30	82	178	19	0	279	29	156	40	0	225	27	123	32	1	183	23	220	25	0	268	955
11:45	82	203	27	0	312	37	147	37	0	221	26	114	46	0	186	31	210	21	0	262	981
Total	313	786	75	0	1174	122	584	158	6	870	110	457	145	2	714	111	806	96	1	1014	3772
12:00	89	217	23	0	329	34	135	46	0	215	31	132	49	0	212	55	209	19	1	284	1040
12:15	96	225	21	0	342	51	118	52	2	223	48	148	46	4	246	27	173	14	0	214	1025
12:30	68	156	23	0	247	44	189	54	0	287	36	145	62	6	249	32	169	17	2	220	1003
12:45	100	185	24	0	309	46	177	76	0	299	34	161	67	3	265	40	196	16	3	255	1128
Total	353	783	91	0	1227	175	619	228	2	1024	149	586	224	13	972	154	747	66	6	973	4196
13:00	67	178	21	0	266	52	197	73	0	322	37	177	69	1	284	33	213	6	0	252	1124
13:15	83	220	17	0	320	59	171	67	0	297	44	135	49	3	231	34	204	13	0	251	1099
13:30	69	197	7	0	273	47	166	79	0	292	34	135	45	4	218	44	199	14	0	257	1040
13:45	96	220	16	0	332	59	167	60	0	286	42	131	47	2	222	42	206	12	0	260	1100
Total	315	815	61	0	1191	217	701	279	0	1197	157	578	210	10	955	153	822	45	0	1020	4363
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	76	233	22	0	331	39	139	55	0	233	39	169	65	1	274	27	229	18	0	274	1112
15:15	89	266	17	0	372	32	192	79	2	305	39	156	31	1	227	44	234	11	0	289	1193
15:30	97	216	47	0	360	46	157	77	0	280	30	138	40	1	209	50	221	12	3	286	1135
15:45	83	197	25	0	305	30	160	66	0	256	29	188	35	1	253	42	191	19	0	252	1066
Total	345	912	111	0	1368	147	648	277	2	1074	137	651	171	4	963	163	875	60	3	1101	4506
16:00	108	233	21	0	362	35	179	53	2	269	36	160	44	1	241	40	182	34	1	257	1129
16:15	74	250	33	0	357	39	142	64	0	245	41	188	38	1	268	41	179	27	0	247	1117
16:30	84	210	22	0	316	29	160	53	0	242	33	135	34	0	202	42	234	21	0	297	1057
16:45	85	283	24	0	392	41	175	60	0	276	25	132	29	4	190	46	232	20	1	299	1157
Total	351	976	100	0	1427	144	656	230	2	1032	135	615	145	6	901	169	827	102	2	1100	4460
17:00	85	307	15	0	407	45	150	47	0	242	25	165	33	1	224	49	179	22	0	250	1123
17:15	114	297	24	0	435	25	141	46	0	212	39	138	40	0	217	35	221	23	0	279	1143
17:30	102	230	13	0	345	44	169	49	0	262	23	129	31	0	183	31	230	21	1	283	1073
17:45	86	176	10	1	275	31	152	48	0	231	27	108	42	0	177	32	189	13	0	234	917
Total	389	1010	62	1	1462	145	612	190	0	947	114	540	146	1	801	147	819	79	1	1046	4256
Grand Total	2712	7786	711	9	11218	1349	5036	1824	52	8261	979	4738	1276	50	7043	1169	6693	705	29	8596	35118
Approch %	24.2	69.4	6.3	0.1		16.3	61.0	22.1	0.6		13.9	67.3	18.1	0.7		13.6	77.9	8.2	0.3		
Total %	7.7	22.2	2.0	0.0	31.9	3.8	14.3	5.2	0.1	23.5	2.8	13.5	3.6	0.1	20.1	3.3	19.1	2.0	0.1	24.5	

Mid-Region Council of Governments
Intersection Turning Movement Analysis

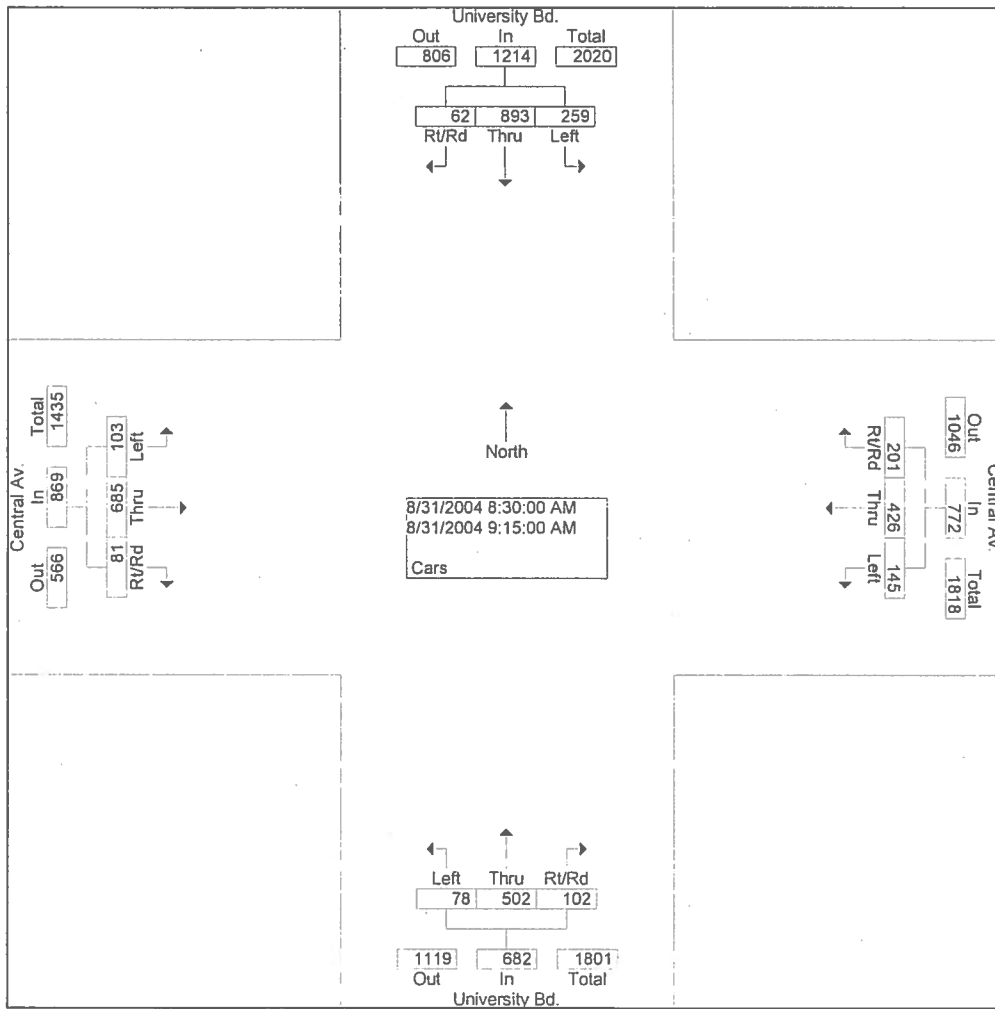
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Site Code : 00025078
Start Date : 08/31/2004
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Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Central Av. and University Bd.
Site Code : 00025078
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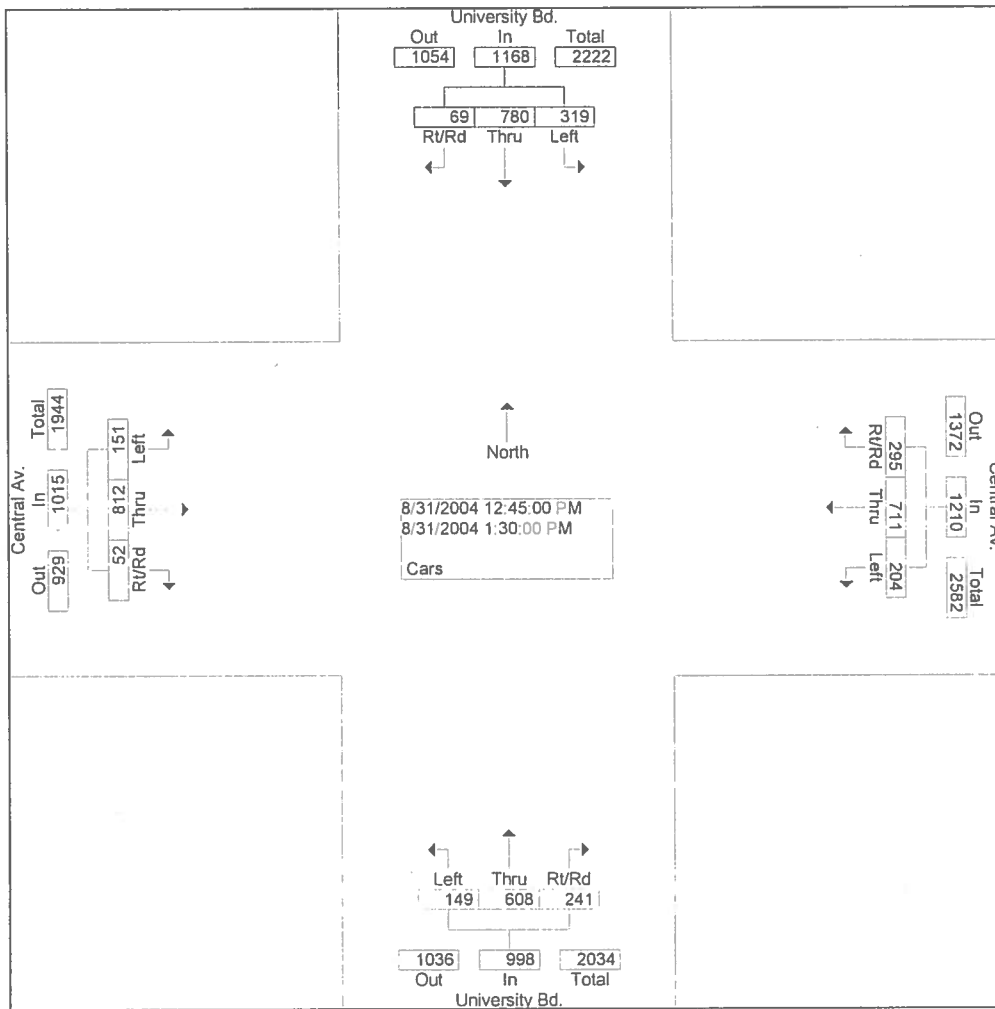
Start Time	University Bd. From North					Central Av. From East					University Bd. From South					Central Av. From West					Int. Total
	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	08:30																				
Volume	259	893	60	2	1214	145	426	193	8	772	78	502	96	6	682	103	685	78	3	869	3537
Percent	21.3	73.6	4.9	0.2		18.8	55.2	25.0	1.0		11.4	73.6	14.1	0.9		11.9	78.8	9.0	0.3		
Volume	259	893	60	2	1214	145	426	193	8	772	78	502	96	6	682	103	685	78	3	869	3537
Volume	48	297	12	1	358	32	116	43	0	191	19	138	33	1	191	20	180	17	3	220	960
Peak Factor																					0.921
High Int.	08:30					08:30					08:45					09:00					
Volume	65	281	15	0	361	40	113	41	6	200	19	138	33	1	191	26	193	24	0	243	
Peak Factor					0.841					0.965					0.893						0.894



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Central Av. and University Bd.
Site Code : 00025078
Start Date : 08/31/2004
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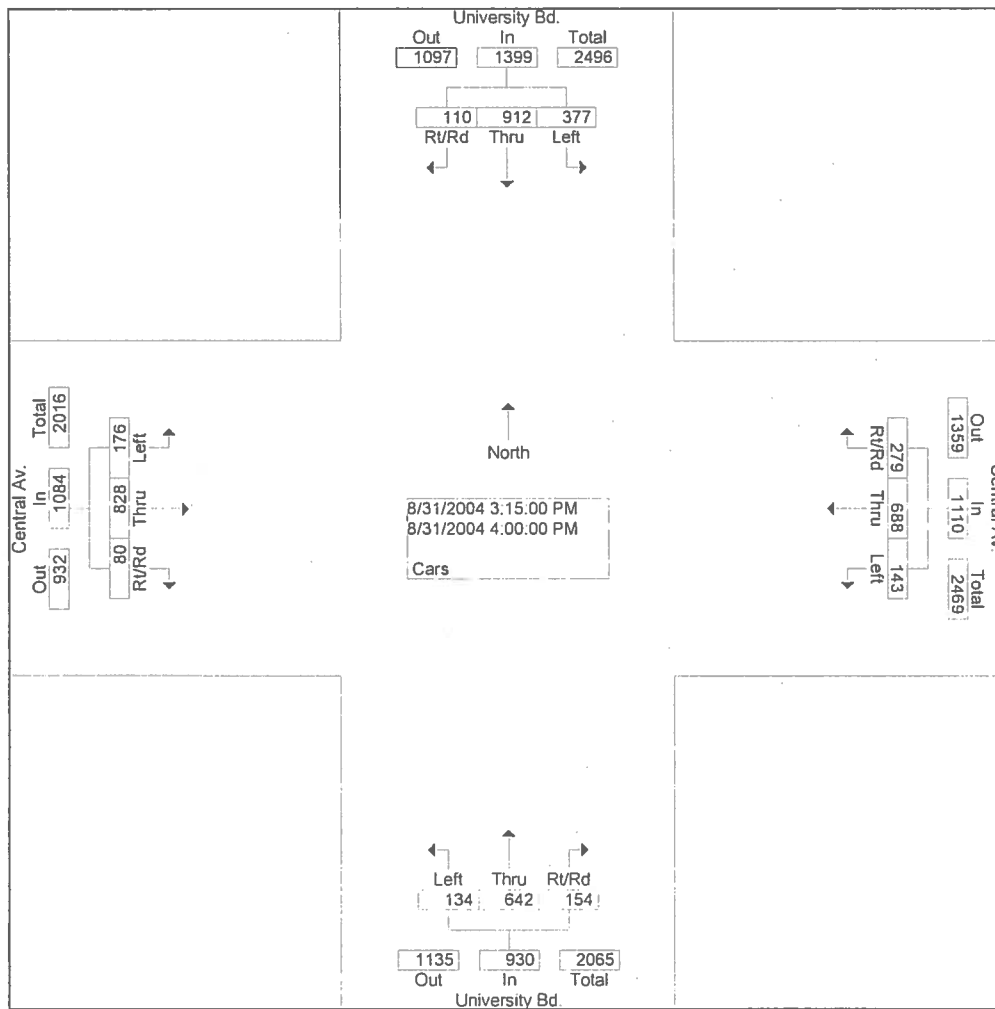
Start Time	University Bd. From North					Central Av. From East					University Bd. From South					Central Av. From West					Int. Total
	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection 12:45																					
Volume	319	780	69	0	1168	204	711	295	0	1210	149	608	230	11	998	151	812	49	3	1015	4391
Percent	27.3	66.8	5.9	0.0		16.9	58.8	24.4	0.0		14.9	60.9	23.0	1.1		14.9	80.0	4.8	0.3		
Volume	319	780	69	0	1168	204	711	295	0	1210	149	608	230	11	998	151	812	49	3	1015	4391
Volume	100	185	24	0	309	46	177	76	0	299	34	161	67	3	265	40	196	16	3	255	1128
Peak Factor																					0.973
High Int. 13:15						13:00					13:00					13:30					
Volume	83	220	17	0	320	52	197	73	0	322	37	177	69	1	284	44	199	14	0	257	
Peak Factor					0.913					0.939					0.879						0.987



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Central Av. and University Bd.
Site Code : 00025078
Start Date : 08/31/2004
Page No : 5

Start Time	University Bd. From North					Central Av. From East					University Bd. From South					Central Av. From West					Int. Total
	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection 15:15																					
Volume	377	912	110	0	1399	143	688	275	4	1110	134	642	150	4	930	176	828	76	4	1084	4523
Percent	26.9	65.2	7.9	0.0		12.9	62.0	24.8	0.4		14.4	69.0	16.1	0.4		16.2	76.4	7.0	0.4		
Volume	377	912	110	0	1399	143	688	275	4	1110	134	642	150	4	930	176	828	76	4	1084	4523
Volume	89	266	17	0	372	32	192	79	2	305	39	156	31	1	227	44	234	11	0	289	1193
Peak Factor																					0.948
High Int. 15:15						15:15					15:45					15:15					
Volume	89	266	17	0	372	32	192	79	2	305	29	188	35	1	253	44	234	11	0	289	
Peak Factor					0.940					0.910					0.919						0.938



Mid-Region Council of Governments
Intersection Turning Movement Analysis

Weather: Fine
Comments: None
Machine: D-2387, D-2384
Operator: MM, AH

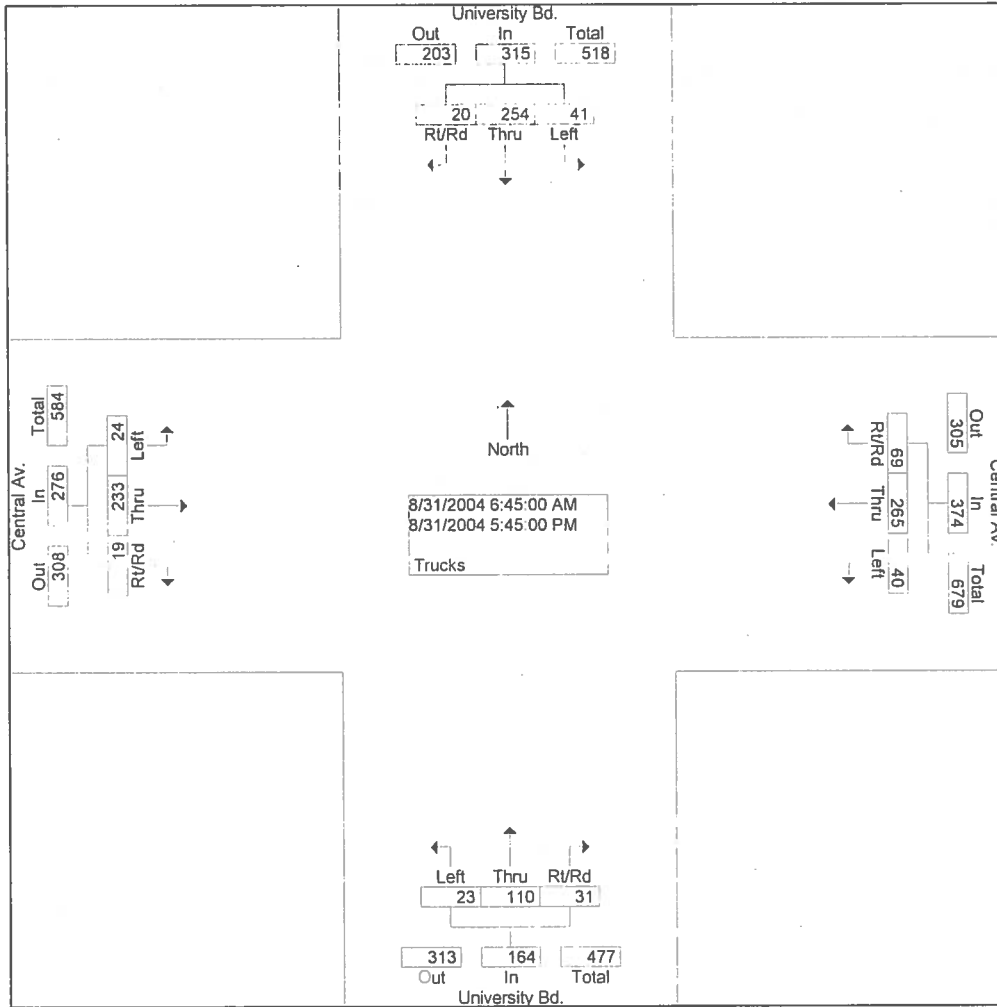
File Name : Central Av. and University Bd.
Site Code : 00025078
Start Date : 08/31/2004
Page No : 1

Groups Printed- Trucks

Start Time	University Bd. From North					Central Av. From East					University Bd. From South					Central Av. From West					Int. Total
	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45	1	2	0	0	3	0	6	2	0	8	1	2	0	0	3	1	9	0	0	10	24
Total	1	2	0	0	3	0	6	2	0	8	1	2	0	0	3	1	9	0	0	10	24
07:00	1	7	1	0	9	0	3	1	0	4	1	5	1	0	7	1	6	0	1	8	28
07:15	1	11	0	0	12	2	4	0	0	6	0	2	3	0	5	1	4	0	0	5	28
07:30	1	8	0	0	9	0	4	0	0	4	0	6	3	0	9	1	7	0	0	8	30
07:45	3	9	0	0	12	1	4	0	0	5	0	5	0	0	5	0	6	2	0	8	30
Total	6	35	1	0	42	3	15	1	0	19	1	18	7	0	26	3	23	2	1	29	116
08:00	2	8	0	0	10	0	6	0	0	6	1	1	0	0	2	0	7	0	0	7	25
08:15	2	13	0	0	15	0	3	1	0	4	1	3	0	0	4	0	8	0	0	8	31
08:30	1	7	1	0	9	2	7	2	0	11	1	5	0	0	6	1	7	0	0	8	34
08:45	2	9	1	0	12	0	4	1	0	5	3	1	1	0	5	1	8	0	0	9	31
Total	7	37	2	0	46	2	20	4	0	26	6	10	1	0	17	2	30	0	0	32	121
09:00	1	6	0	0	7	1	6	2	0	9	0	3	0	0	3	1	8	0	0	9	28
09:15	2	13	1	0	16	3	9	4	0	16	0	4	1	0	5	0	8	0	0	8	45
09:30	2	9	1	0	12	0	11	2	0	13	0	0	2	0	2	2	6	0	0	8	35
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	28	2	0	35	4	26	8	0	38	0	7	3	0	10	3	22	0	0	25	108
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	6	2	0	10	0	9	6	0	15	0	1	1	0	2	0	7	1	0	8	35
11:15	1	7	1	0	9	0	11	2	0	13	0	3	1	0	4	0	7	0	0	7	33
11:30	0	5	1	0	6	0	12	2	0	14	1	1	2	0	4	1	5	3	1	10	34
11:45	0	5	0	0	5	1	10	5	0	16	2	4	1	0	7	1	12	0	0	13	41
Total	3	23	4	0	30	1	42	15	0	58	3	9	5	0	17	2	31	4	1	38	143
12:00	3	3	1	0	7	2	16	3	0	21	1	1	1	0	3	1	10	0	0	11	42
12:15	2	8	1	0	11	2	4	2	0	8	1	3	0	0	4	2	5	0	0	7	30
12:30	0	13	0	0	13	4	7	2	0	13	2	4	1	0	7	1	8	2	0	11	44
12:45	2	3	1	0	6	1	11	2	0	14	0	3	0	0	3	0	6	1	0	7	30
Total	7	27	3	0	37	9	38	9	0	56	4	11	2	0	17	4	29	3	0	36	146
13:00	1	7	2	0	10	3	10	5	0	18	1	2	3	0	6	3	6	0	0	9	43
13:15	1	9	0	0	10	0	10	2	0	12	0	1	1	0	2	0	5	1	0	6	30
13:30	1	6	0	0	7	1	9	2	0	12	0	6	0	0	6	1	8	0	0	9	34
13:45	1	12	1	0	14	5	13	1	0	19	0	7	3	0	10	1	10	1	0	12	55
Total	4	34	3	0	41	9	42	10	0	61	1	16	7	0	24	5	29	2	0	36	162
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	6	1	0	8	5	9	1	0	15	1	4	0	0	5	0	4	1	0	5	33
15:15	0	5	0	0	5	0	7	2	0	9	1	4	0	0	5	1	4	2	0	7	26
15:30	3	6	0	0	9	1	10	0	0	11	2	2	1	0	5	2	4	0	0	6	31
15:45	0	7	0	0	7	1	6	4	0	11	0	4	1	0	5	0	5	2	0	7	30
Total	4	24	1	0	29	7	32	7	0	46	4	14	2	0	20	3	17	5	0	25	120
16:00	0	6	0	0	6	0	10	1	0	11	2	4	1	0	7	0	6	0	0	6	30
16:15	3	11	0	0	14	0	5	1	0	6	1	5	0	0	6	0	4	0	0	4	30
16:30	0	5	1	0	6	1	6	5	0	12	0	7	0	0	7	0	4	0	0	4	29
16:45	0	2	2	0	4	0	4	3	0	7	0	0	1	0	1	0	5	0	0	5	17
Total	3	24	3	0	30	1	25	10	0	36	3	16	2	0	21	0	19	0	0	19	106
17:00	0	4	0	0	4	3	6	1	0	10	0	3	0	0	3	0	7	1	0	8	25
17:15	1	5	1	0	7	0	3	1	0	4	0	2	1	0	3	0	6	0	0	6	20
17:30	0	5	0	0	5	0	5	1	0	6	0	2	0	0	2	1	5	0	0	6	19
17:45	0	6	0	0	6	1	5	0	0	6	0	0	1	0	1	0	6	0	0	6	19
Total	1	20	1	0	22	4	19	3	0	26	0	7	2	0	9	1	24	1	0	26	83
Grand Total	41	254	20	0	315	40	265	69	0	374	23	110	31	0	164	24	233	17	2	276	1129
Approch %	13.0	80.6	6.3	0.0		10.7	70.9	18.4	0.0		14.0	67.1	18.9	0.0		8.7	84.4	6.2	0.7		
Total %	3.6	22.5	1.8	0.0	27.9	3.5	23.5	6.1	0.0	33.1	2.0	9.7	2.7	0.0	14.5	2.1	20.6	1.5	0.2	24.4	

Mid-Region Council of Governments
Intersection Turning Movement Analysis

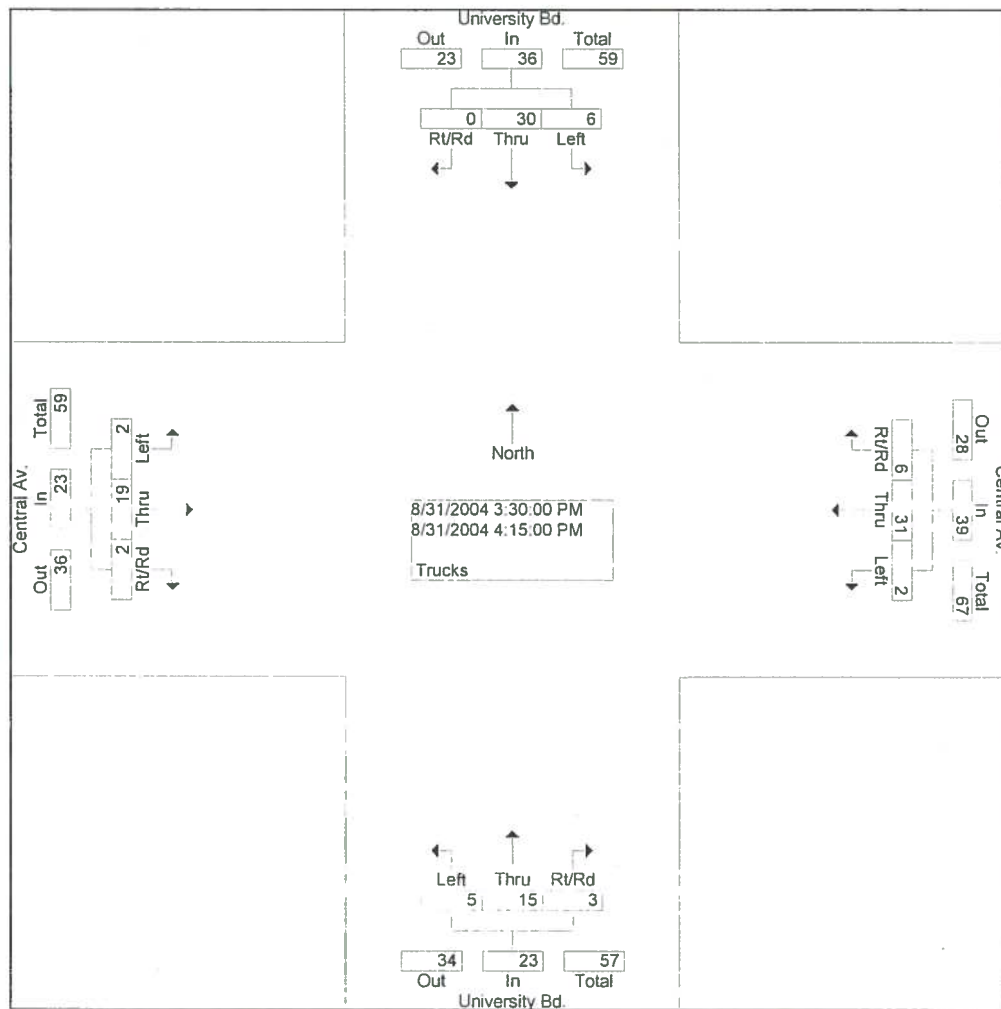
File Name : Central Av. and University Bd.
Site Code : 00025078
Start Date : 08/31/2004
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Intersection Turning Movement Analysis

File Name : Central Av. and University Bd.
Site Code : 00025078
Start Date : 08/31/2004
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	University Bd. From North					Central Av. From East					University Bd. From South					Central Av. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection 15:30	6	30	0	0	36	2	31	6	0	39	5	15	3	0	23	2	19	2	0	23	121
Volume	6	30	0	0	36	2	31	6	0	39	5	15	3	0	23	2	19	2	0	23	121
Percent	16.7	83.3	0.0	0.0		5.1	79.5	15.4	0.0		21.7	65.2	13.0	0.0		8.7	82.6	8.7	0.0		
Volume	6	30	0	0	36	2	31	6	0	39	5	15	3	0	23	2	19	2	0	23	121
Volume	3	6	0	0	9	1	10	0	0	11	2	2	1	0	5	2	4	0	0	6	31
Peak Factor																					0.976
High Int. 16:15	3	11	0	0	14	15:30	1	10	0	11	16:00	2	4	1	7	15:45	0	5	2	0	7
Volume	3	11	0	0	14	1	10	0	0	11	2	4	1	0	7	0	5	2	0	7	
Peak Factor					0.643					0.886					0.821						0.821



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Intersection Turning Movement Analysis

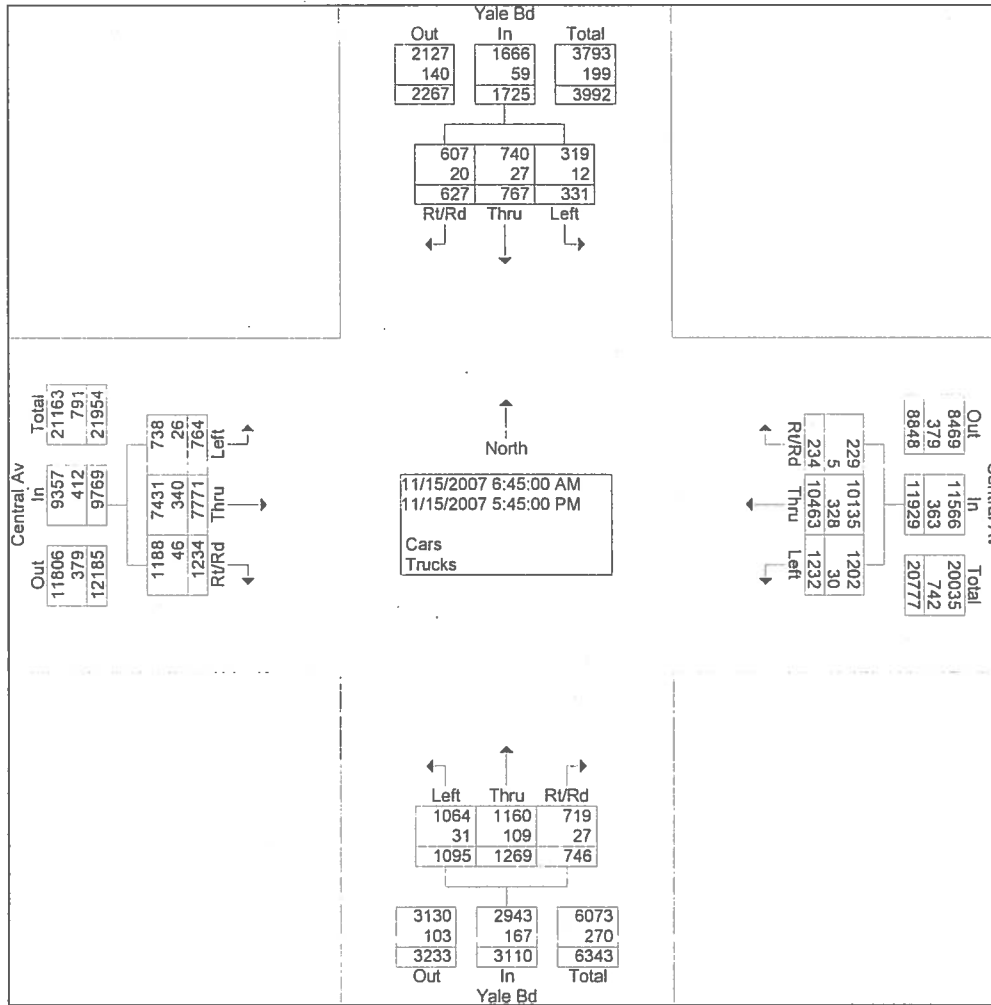
Weather: Fair
Comments:
Machine: 2387, 2384
Operator: MM, AH

File Name : Central Av and Yale Bd
Site Code : 00025079
Start Date : 11/15/2007
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Yale Bd From North					Central Av From East					Yale Bd From South					Central Av From West					Int. Total
	Left	Thru	Right	Rt/ Rd	App. Total	Left	Thru	Right	Rt/ Rd	App. Total	Left	Thru	Right	Rt/ Rd	App. Total	Left	Thru	Right	Rt/ Rd	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45	5	6	3	4	18	33	151	5	0	189	13	10	6	0	29	5	83	13	3	104	340
Total	5	6	3	4	18	33	151	5	0	189	13	10	6	0	29	5	83	13	3	104	340
07:00	1	6	6	2	15	29	176	7	0	212	10	13	11	0	34	4	110	24	9	147	408
07:15	6	8	3	0	17	32	283	3	0	318	28	34	8	1	71	21	146	16	1	184	590
07:30	6	7	16	1	30	44	268	13	0	325	18	42	0	3	63	30	174	31	10	245	663
07:45	4	22	11	1	38	33	275	15	0	323	31	31	10	3	75	21	166	25	4	216	652
Total	17	43	36	4	100	138	1002	38	0	1178	87	120	29	7	243	76	596	96	24	792	2313
08:00	10	20	6	0	36	48	204	7	0	259	31	16	15	1	63	15	188	34	3	240	598
08:15	5	18	10	4	37	55	201	9	0	265	28	31	9	0	68	7	162	31	4	204	574
08:30	5	19	12	1	37	51	305	7	0	363	34	28	8	3	73	19	186	23	6	234	707
08:45	4	17	5	7	33	47	305	6	0	358	20	22	11	0	53	26	183	31	2	242	686
Total	24	74	33	12	143	201	1015	29	0	1245	113	97	43	4	257	67	719	119	15	920	2565
09:00	13	22	11	3	49	35	245	10	0	290	24	50	11	2	87	27	158	30	7	222	648
09:15	8	28	24	1	61	29	267	8	0	304	34	55	29	2	120	27	218	19	8	272	757
09:30	10	17	12	0	39	28	243	4	0	275	16	21	15	2	54	17	192	25	2	236	604
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	67	47	4	149	92	755	22	0	869	74	126	55	6	261	71	568	74	17	730	2009
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12	24	31	1	68	12	260	6	0	278	29	34	12	0	75	12	280	40	2	334	755
11:15	15	24	19	2	60	19	202	3	1	225	14	27	8	0	49	19	272	33	1	325	659
11:30	4	16	17	3	40	14	324	7	0	345	34	37	14	0	85	26	246	34	0	306	776
11:45	6	16	14	0	36	27	298	4	0	329	49	13	12	0	74	33	229	38	2	302	741
Total	37	80	81	6	204	72	1084	20	1	1177	126	111	46	0	283	90	1027	145	5	1267	2931
12:00	16	52	20	0	88	19	311	8	0	338	39	50	27	0	116	25	264	47	1	337	879
12:15	10	28	28	0	66	17	335	9	0	361	25	53	25	0	103	18	215	36	2	271	801
12:30	9	15	27	2	53	51	380	3	0	434	17	50	25	0	92	14	254	42	2	312	891
12:45	5	14	30	0	49	43	404	7	0	454	27	48	25	0	100	15	225	37	1	278	881
Total	40	109	105	2	256	130	1430	27	0	1587	108	201	102	0	411	72	958	162	6	1198	3452
13:00	14	19	22	2	57	24	334	3	0	361	47	34	26	2	109	25	204	20	4	253	780
13:15	8	18	19	1	46	40	346	5	0	391	53	50	27	0	130	56	245	30	8	339	906
13:30	9	13	11	3	36	17	297	6	0	320	35	19	27	0	81	29	228	40	1	298	735
13:45	13	47	30	3	93	37	392	9	0	438	22	36	12	0	70	14	226	36	2	278	879
Total	44	97	82	9	232	118	1369	23	0	1510	157	139	92	2	390	124	903	126	15	1168	3300
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	22	25	5	54	19	311	1	0	331	36	55	33	1	125	18	248	28	1	295	805
15:15	2	16	22	1	41	25	318	2	0	345	33	55	30	0	118	28	217	32	5	282	786
15:30	10	15	10	1	36	33	317	4	0	354	32	32	29	4	97	23	228	30	4	285	772
15:45	14	25	18	3	60	39	324	7	0	370	30	41	15	2	88	8	240	29	3	280	798
Total	28	78	75	10	191	116	1270	14	0	1400	131	183	107	7	428	77	933	119	13	1142	3161
16:00	8	16	7	2	33	33	291	2	0	326	23	30	12	2	67	20	210	24	3	257	683
16:15	11	6	8	1	26	40	327	2	0	369	37	25	12	0	74	27	226	26	2	281	750
16:30	6	25	13	1	45	44	276	13	1	334	31	36	25	1	93	16	220	26	3	265	737
16:45	6	22	13	4	45	39	273	7	0	319	43	27	25	0	95	12	261	39	2	314	773

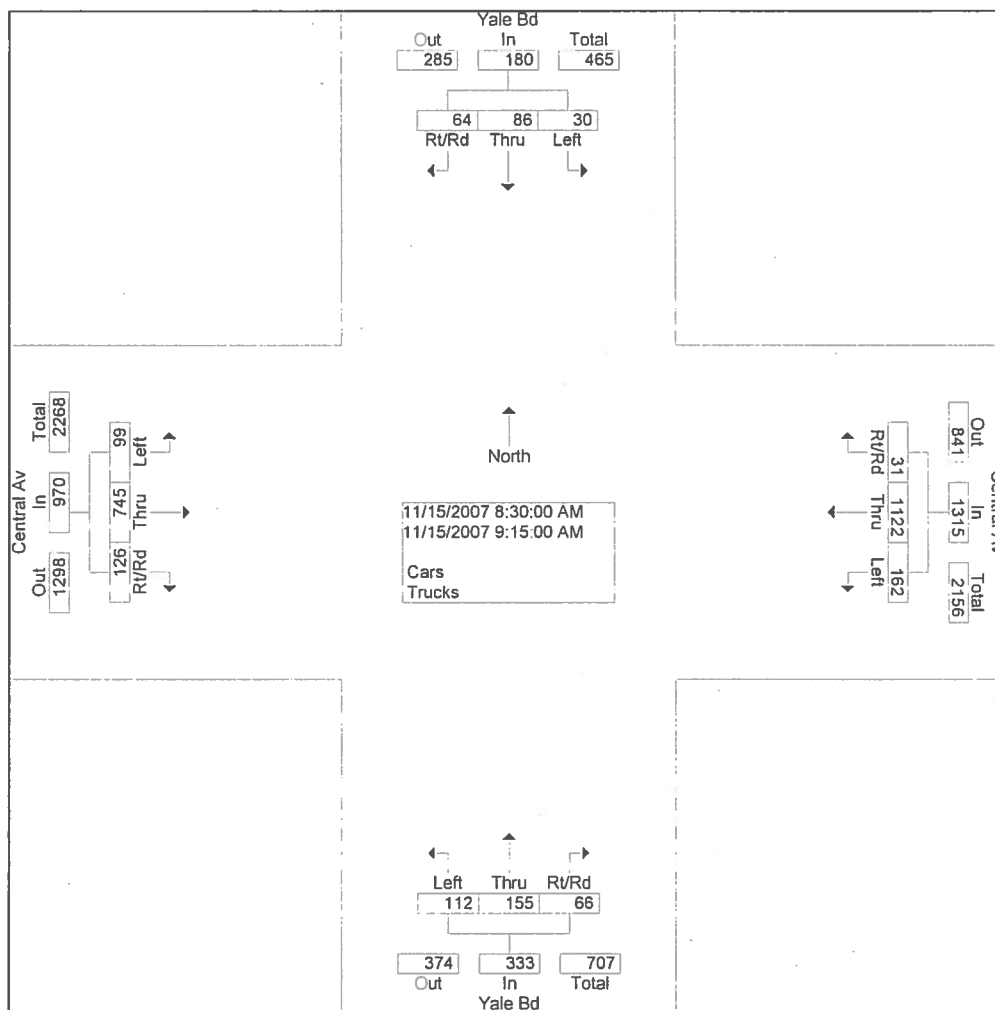
Total	31	69	41	8	149	156	116 7	24	1	1348	134	118	74	3	329	75	917	115	10	1117	2943
17:00	17	29	10	1	57	36	287	7	0	330	40	45	41	1	127	27	243	34	3	307	821
17:15	13	43	19	3	78	56	306	9	0	371	38	35	50	0	123	30	319	44	3	396	968
17:30	18	20	12	4	54	31	286	8	0	325	40	32	40	2	114	26	247	26	3	302	795
17:45	26	52	13	3	94	53	341	6	0	400	34	52	29	0	115	24	258	44	0	326	935
Total	74	144	54	11	283	176	122 0	30	0	1426	152	164	160	3	479	107	106 7	148	9	1331	3519
Grand Total	331	767	557	70	1725	123 2	104 63	232	2	1192 9	109 5	126 9	714	32	3110	764	777 1	111 7	117	9769	2653 3
Apprch %	19. 2	44. 5	32. 3	4.1		10. 3	87. 7	1.9	0.0		35. 2	40. 8	23. 0	1.0		7.8	79. 5	11. 4	1.2		
Total %	1.2	2.9	2.1	0.3	6.5	4.6	39. 4	0.9	0.0	45.0	4.1	4.8	2.7	0.1	11.7	2.9	29. 3	4.2	0.4	36.8	



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Intersection Turning Movement Analysis

File Name : Central Av and Yale Bd
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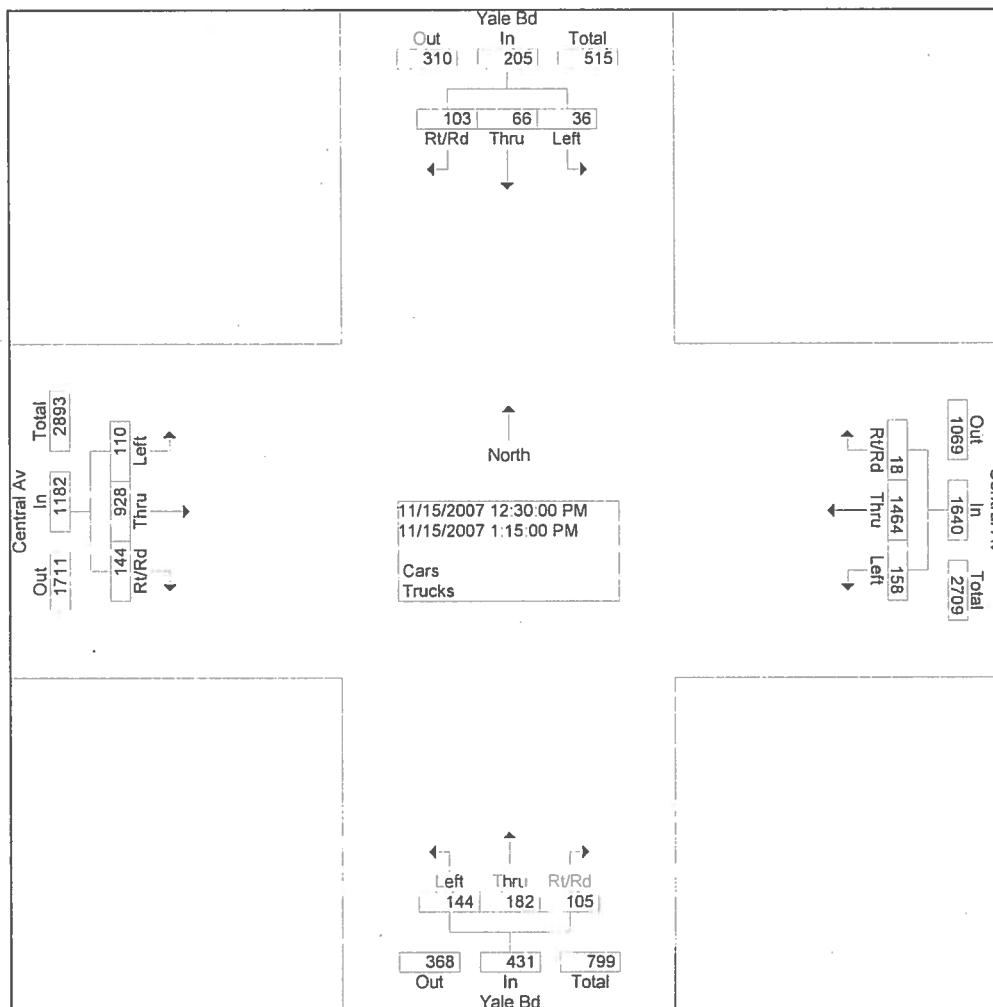
	Yale Bd From North					Central Av From East					Yale Bd From South					Central Av From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	08:30																				
Volume	30	86	52	12	180	162	112	31	0	1315	112	155	59	7	333	99	745	103	23	970	2798
Percent	16.7	47.8	28.9	6.7		12.3	85.3	2.4	0.0		33.6	46.5	17.7	2.1		10.2	76.8	10.6	2.4		
Volume	30	86	52	12	180	162	112	31	0	1315	112	155	59	7	333	99	745	103	23	970	2798
Volume Peak Factor	8	28	24	1	61	29	267	8	0	304	34	55	29	2	120	27	218	19	8	272	757
High Int. Volume Peak Factor	09:15					08:30					09:15					09:15					
	8	28	24	1	61	51	305	7	0	363	34	55	29	2	120	27	218	19	8	272	
	0.738					0.906					0.694					0.892					



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Central Av and Yale Bd
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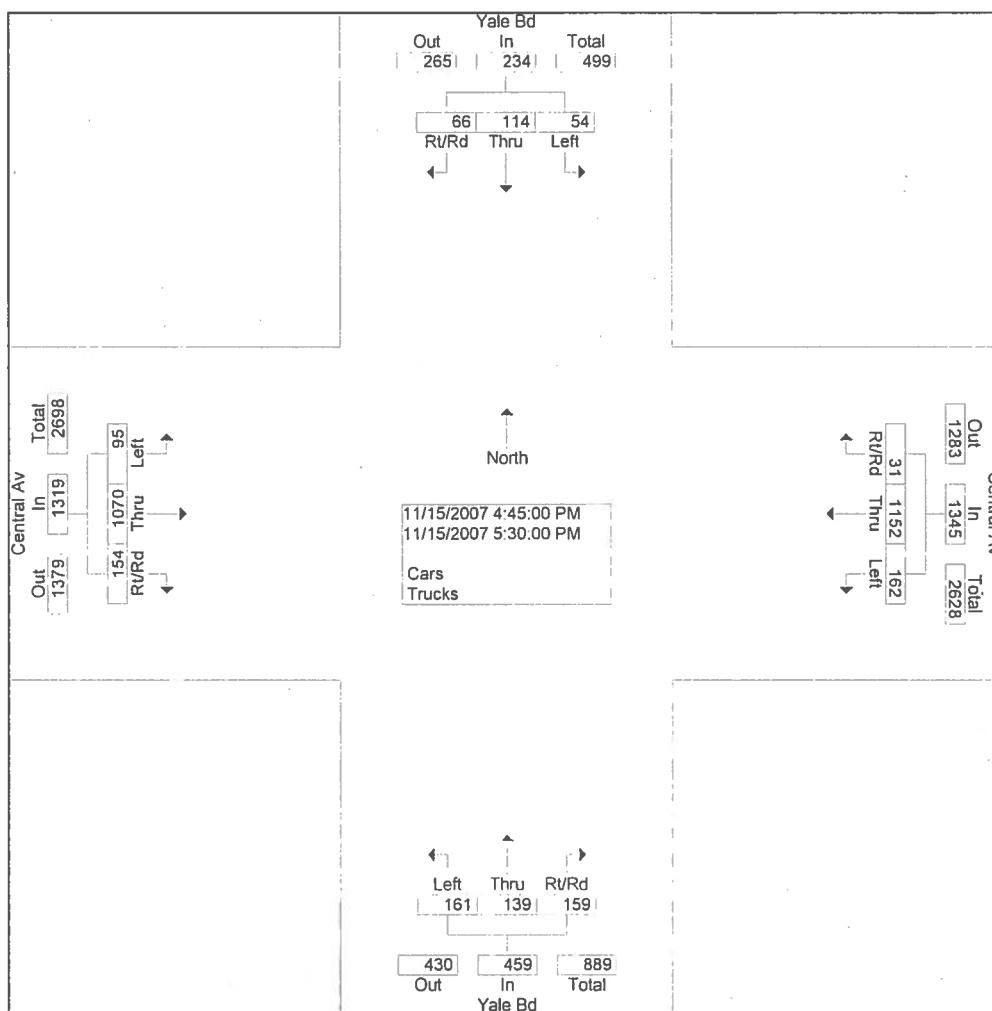
	Yale Bd From North					Central Av From East					Yale Bd From South					Central Av From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 11:00 to 13:45 - Peak 1 of 1 Intersection	12:30																				
Volume	36	66	98	5	205	158	1464	18	0	1640	144	182	103	2	431	110	928	129	15	1182	3458
Percent	17.6	32.2	47.8	2.4		9.6	89.3	1.1	0.0		33.4	42.2	23.9	0.5		9.3	78.5	10.9	1.3		
Volume	36	66	98	5	205	158	1464	18	0	1640	144	182	103	2	431	110	928	129	15	1182	3458
Volume	8	18	19	1	46	40	346	5	0	391	53	50	27	0	130	56	245	30	8	339	906
Peak Factor																					0.954
High Int. Volume	13:00					12:45					13:15					13:15					
Peak Factor	14	19	22	2	57	43	404	7	0	454	53	50	27	0	130	56	245	30	8	339	
	0.899					0.903					0.829					0.872					



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Intersection Turning Movement Analysis

File Name : Central Av and Yale Bd
Site Code : 00025079
Start Date : 11/15/2007
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	Yale Bd From North					Central Av From East					Yale Bd From South					Central Av From West					
Start Time	Left	Thru	Right	Rt/ Rd	App. Total	Left	Thru	Right	Rt/ Rd	App. Total	Left	Thru	Right	Rt/ Rd	App. Total	Left	Thru	Right	Rt/ Rd	App. Total	Int. Total
Peak Hour From 15:00 to 17:30 - Peak 1 of 1																					
Intersection n	16:45																				
Volume	54	114	54	12	234	162	1152	31	0	1345	161	139	156	3	459	95	1070	143	11	1319	3357
Percent	23.1	48.7	23.1	5.1		12.0	85.7	2.3	0.0		35.1	30.3	34.0	0.7		7.2	81.1	10.8	0.8		
Volume	54	114	54	12	234	162	1152	31	0	1345	161	139	156	3	459	95	1070	143	11	1319	3357
Volume Peak Factor	13	43	19	3	78	56	306	9	0	371	38	35	50	0	123	30	319	44	3	396	968
High Int. Peak Factor	17:15					17:15					17:00					17:15					
Volume	13	43	19	3	78	56	306	9	0	371	40	45	41	1	127	30	319	44	3	396	
Peak Factor	0.750					0.906					0.904					0.833					



Mid-Region Council of Governments
Intersection Turning Movement Analysis

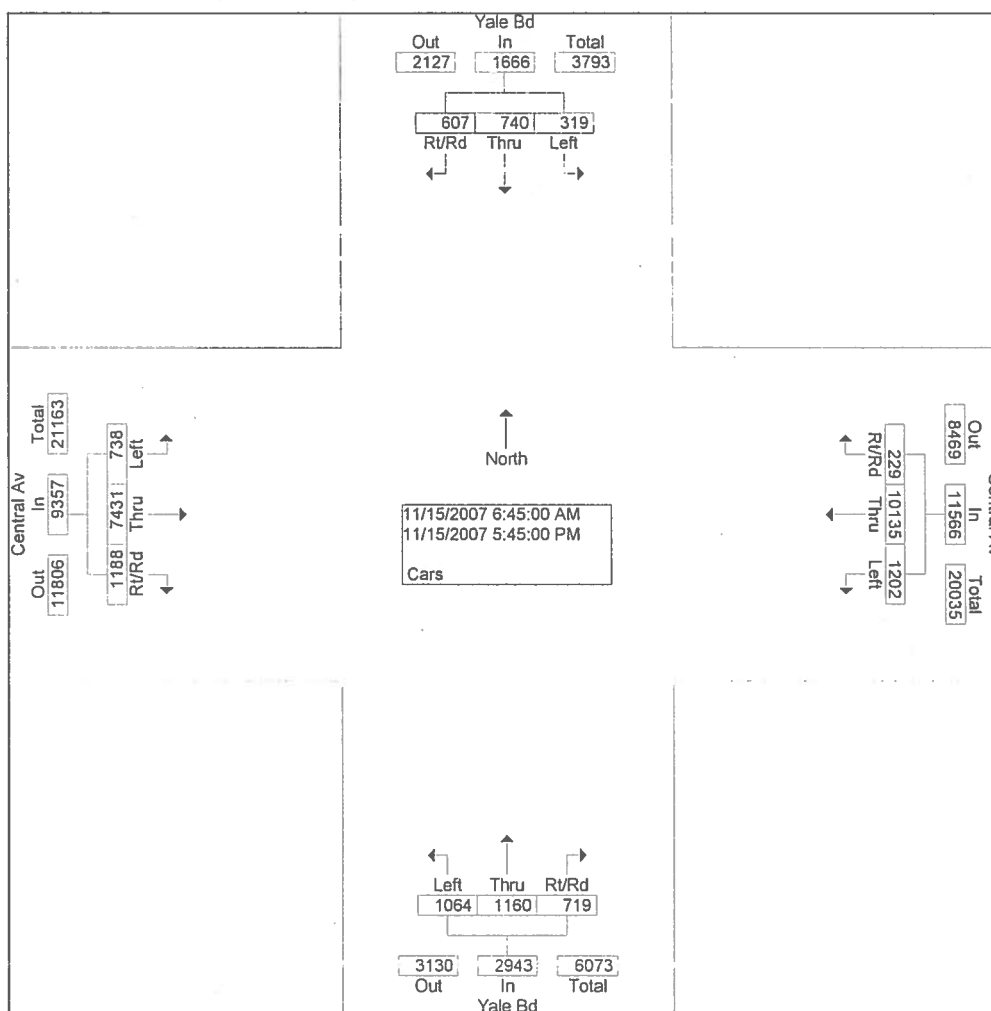
Weather: Fair
Comments:
Machine: 2387, 2384
Operator: MM, AH

File Name : Central Av and Yale Bd
Site Code : 00025079
Start Date : 11/15/2007
Page No : 1

Groups Printed- Cars

Start Time	Yale Bd From North				Central Av From East				Yale Bd From South				Central Av From West				Int. Total
	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	4	6	2	4	32	148	5	0	12	9	5	0	5	78	13	3	326
Total	4	6	2	4	32	148	5	0	12	9	5	0	5	78	13	3	326
07:00	1	5	5	1	28	174	7	0	9	10	11	0	4	101	23	9	388
07:15	5	8	3	0	32	275	3	0	25	32	6	1	21	137	13	1	562
07:30	6	7	15	1	44	261	13	0	17	39	0	3	28	156	29	10	629
07:45	4	22	11	1	33	269	15	0	29	30	10	3	21	156	24	4	632
Total	16	42	34	3	137	979	38	0	80	111	27	7	74	550	89	24	2211
08:00	9	19	6	0	45	195	7	0	31	13	14	1	14	178	32	3	567
08:15	5	17	9	4	52	195	9	0	25	26	8	0	7	149	26	4	536
08:30	4	17	12	1	51	294	6	0	33	25	7	3	19	174	21	6	673
08:45	4	17	5	7	47	295	6	0	20	17	8	0	25	172	31	2	656
Total	22	70	32	12	195	979	28	0	109	81	37	4	65	673	110	15	2432
09:00	13	20	11	3	35	232	10	0	23	48	11	2	25	147	29	7	616
09:15	8	27	23	1	29	255	8	0	32	49	27	2	27	208	18	8	722
09:30	10	16	11	0	26	232	3	0	15	18	14	2	17	176	24	1	565
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	63	45	4	90	719	21	0	70	115	52	6	69	531	71	16	1903
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12	22	29	1	12	247	6	0	28	28	11	0	12	273	37	2	720
11:15	14	23	16	2	18	189	2	1	12	24	8	0	18	262	32	0	621
11:30	4	14	17	3	14	314	7	0	32	33	14	0	25	241	34	0	752
11:45	5	16	14	0	27	289	4	0	49	12	12	0	33	221	38	2	722
Total	35	75	76	6	71	1039	19	1	121	97	45	0	88	997	141	4	2815
12:00	14	48	20	0	18	300	8	0	39	45	27	0	25	252	46	1	843
12:15	9	28	28	0	17	325	8	0	25	50	24	0	16	200	35	2	767
12:30	9	14	27	2	50	365	2	0	17	46	24	0	10	244	41	2	853
12:45	5	14	29	0	42	392	7	0	27	46	24	0	14	215	37	1	853
Total	37	104	104	2	127	1382	25	0	108	187	99	0	65	911	159	6	3316
13:00	13	18	21	2	21	320	3	0	47	32	26	2	24	197	19	4	749
13:15	7	18	19	1	38	339	5	0	53	47	26	0	53	236	28	8	878
13:30	9	12	11	2	17	287	6	0	33	14	25	0	29	220	37	1	703
13:45	13	46	30	3	36	377	9	0	21	35	10	0	13	217	34	2	846
Total	42	94	81	8	112	1323	23	0	154	128	87	2	119	870	118	15	3176
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	21	24	5	19	304	1	0	34	50	32	1	18	238	28	1	778
15:15	2	16	22	1	25	312	2	0	33	53	30	0	28	207	29	4	764
15:30	10	14	10	0	32	309	4	0	31	29	28	4	20	218	30	4	743
15:45	14	25	18	3	39	315	7	0	29	38	14	2	7	232	29	3	775
Total	28	76	74	9	115	1240	14	0	127	170	104	7	73	895	116	12	3060
16:00	8	15	7	2	30	281	2	0	23	28	11	2	19	197	24	3	652
16:15	11	6	8	1	40	321	2	0	37	21	11	0	27	222	25	2	734
16:30	6	25	13	1	43	272	13	1	30	34	25	1	15	214	25	3	721
16:45	6	22	11	4	38	259	7	0	41	25	25	0	12	256	38	2	746
Total	31	68	39	8	151	1133	24	1	131	108	72	3	73	889	112	10	2853
17:00	16	28	10	1	34	282	7	0	40	42	41	1	27	237	34	3	803
17:15	13	43	18	3	55	299	9	0	38	32	50	0	30	309	42	3	944
17:30	18	19	12	4	30	280	8	0	40	30	39	2	26	239	26	3	776
17:45	26	52	13	3	53	332	6	0	34	50	29	0	24	252	43	0	917
Total	73	142	53	11	172	1193	30	0	152	154	159	3	107	1037	145	9	3440

Grand Total	319	740	540	67	1202	1013 5	227	2	1064	1160	687	32	738	7431	1074	114	25532
Apprch %	19.1	44.4	32.4	4.0	10.4	87.6	2.0	0.0	36.2	39.4	23.3	1.1	7.9	79.4	11.5	1.2	
Total %	1.2	2.9	2.1	0.3	4.7	39.7	0.9	0.0	4.2	4.5	2.7	0.1	2.9	29.1	4.2	0.4	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

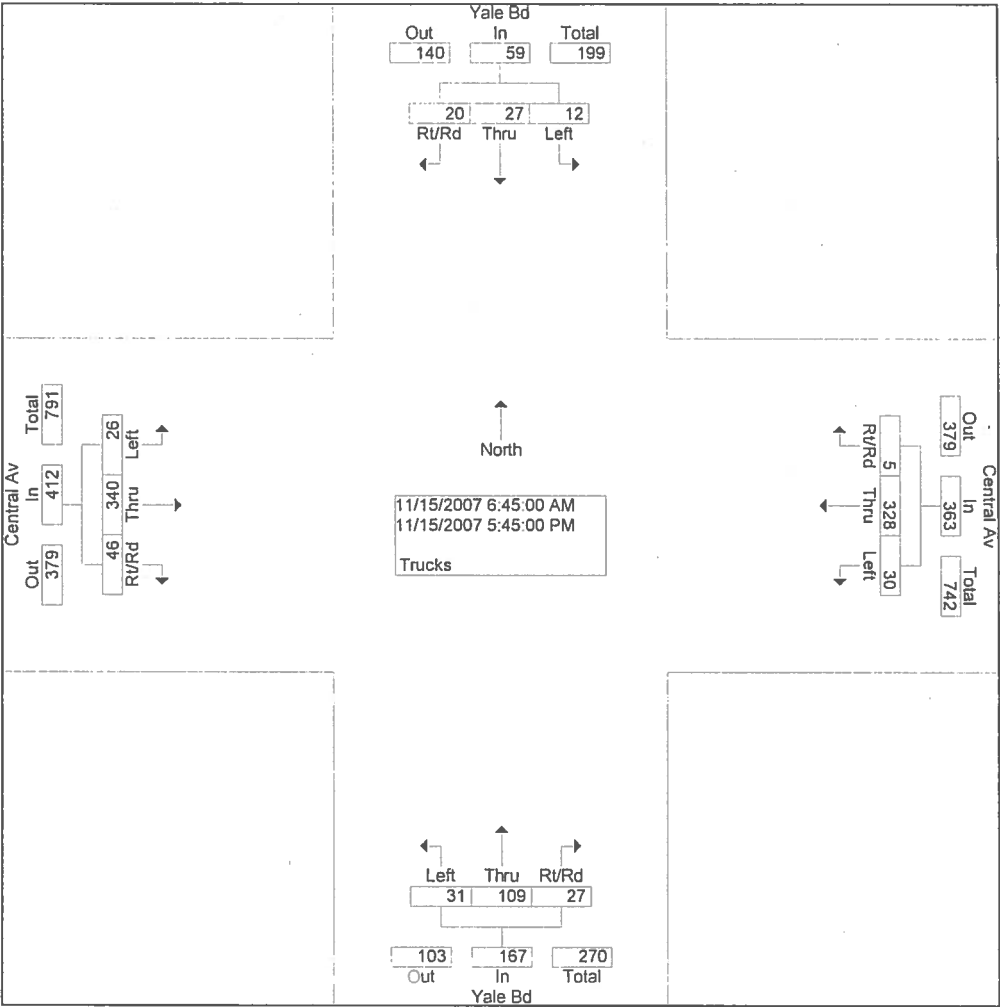
Weather: Fair
Comments:
Machine: 2387, 2384
Operator: MM, AH

File Name : Central Av and Yale Bd
Site Code : 00025079
Start Date : 11/15/2007
Page No : 1

Groups Printed- Trucks

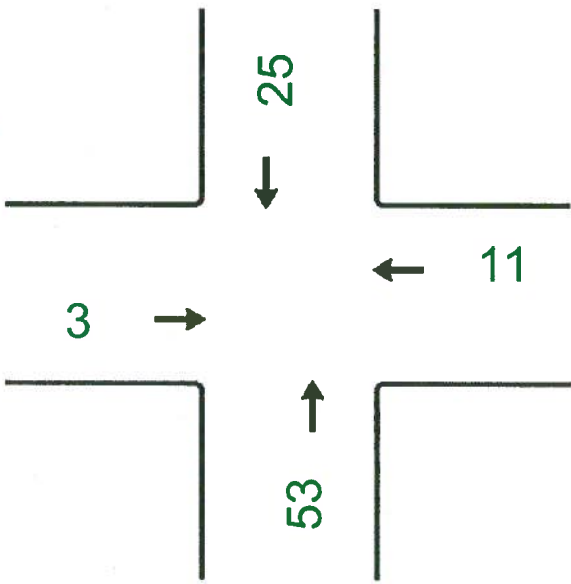
Start Time	Yale Bd From North				Central Av From East				Yale Bd From South				Central Av From West				Int. Total
	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	1	0	1	0	1	3	0	0	1	1	1	0	0	5	0	0	14
Total	1	0	1	0	1	3	0	0	1	1	1	0	0	5	0	0	14
07:00	0	1	1	1	1	2	0	0	1	3	0	0	0	9	1	0	20
07:15	1	0	0	0	0	8	0	0	3	2	2	0	0	9	3	0	28
07:30	0	0	1	0	0	7	0	0	1	3	0	0	2	18	2	0	34
07:45	0	0	0	0	0	6	0	0	2	1	0	0	0	10	1	0	20
Total	1	1	2	1	1	23	0	0	7	9	2	0	2	46	7	0	102
08:00	1	1	0	0	3	9	0	0	0	3	1	0	1	10	2	0	31
08:15	0	1	1	0	3	6	0	0	3	5	1	0	0	13	5	0	38
08:30	1	2	0	0	0	11	1	0	1	3	1	0	0	12	2	0	34
08:45	0	0	0	0	0	10	0	0	0	5	3	0	1	11	0	0	30
Total	2	4	1	0	6	36	1	0	4	16	6	0	2	46	9	0	133
09:00	0	2	0	0	0	13	0	0	1	2	0	0	2	11	1	0	32
09:15	0	1	1	0	0	12	0	0	2	6	2	0	0	10	1	0	35
09:30	0	1	1	0	2	11	1	0	1	3	1	0	0	16	1	1	39
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	2	0	2	36	1	0	4	11	3	0	2	37	3	1	106
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	2	2	0	0	13	0	0	1	6	1	0	0	7	3	0	35
11:15	1	1	3	0	1	13	1	0	2	3	0	0	1	10	1	1	38
11:30	0	2	0	0	0	10	0	0	2	4	0	0	1	5	0	0	24
11:45	1	0	0	0	0	9	0	0	0	1	0	0	0	8	0	0	19
Total	2	5	5	0	1	45	1	0	5	14	1	0	2	30	4	1	116
12:00	2	4	0	0	1	11	0	0	0	5	0	0	0	12	1	0	36
12:15	1	0	0	0	0	10	1	0	0	3	1	0	2	15	1	0	34
12:30	0	1	0	0	1	15	1	0	0	4	1	0	4	10	1	0	38
12:45	0	0	1	0	1	12	0	0	0	2	1	0	1	10	0	0	28
Total	3	5	1	0	3	48	2	0	0	14	3	0	7	47	3	0	136
13:00	1	1	1	0	3	14	0	0	0	2	0	0	1	7	1	0	31
13:15	1	0	0	0	2	7	0	0	0	3	1	0	3	9	2	0	28
13:30	0	1	0	1	0	10	0	0	2	5	2	0	0	8	3	0	32
13:45	0	1	0	0	1	15	0	0	1	1	2	0	1	9	2	0	33
Total	2	3	1	1	6	46	0	0	3	11	5	0	5	33	8	0	124
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	1	0	0	7	0	0	2	5	1	0	0	10	0	0	27
15:15	0	0	0	0	0	6	0	0	0	2	0	0	0	10	3	1	22
15:30	0	1	0	1	1	8	0	0	1	3	1	0	3	10	0	0	29
15:45	0	0	0	0	0	9	0	0	1	3	1	0	1	8	0	0	23
Total	0	2	1	1	1	30	0	0	4	13	3	0	4	38	3	1	101
16:00	0	1	0	0	3	10	0	0	0	2	1	0	1	13	0	0	31
16:15	0	0	0	0	0	6	0	0	0	4	1	0	0	4	1	0	16
16:30	0	0	0	0	1	4	0	0	1	2	0	0	1	6	1	0	16
16:45	0	0	2	0	1	14	0	0	2	2	0	0	0	5	1	0	27
Total	0	1	2	0	5	34	0	0	3	10	2	0	2	28	3	0	90
17:00	1	1	0	0	2	5	0	0	0	3	0	0	0	6	0	0	18
17:15	0	0	1	0	1	7	0	0	0	3	0	0	0	10	2	0	24
17:30	0	1	0	0	1	6	0	0	0	2	1	0	0	8	0	0	19
17:45	0	0	0	0	0	9	0	0	0	2	0	0	0	6	1	0	18
Total	1	2	1	0	4	27	0	0	0	10	1	0	0	30	3	0	79

Grand Total	12	27	17	3	30	328	5	0	31	109	27	0	26	340	43	3	1001
Apprch %	20.3	45.8	28.8	5.1	8.3	90.4	1.4	0.0	18.6	65.3	16.2	0.0	6.3	82.5	10.4	0.7	
Total %	1.2	2.7	1.7	0.3	3.0	32.8	0.5	0.0	3.1	10.9	2.7	0.0	2.6	34.0	4.3	0.3	

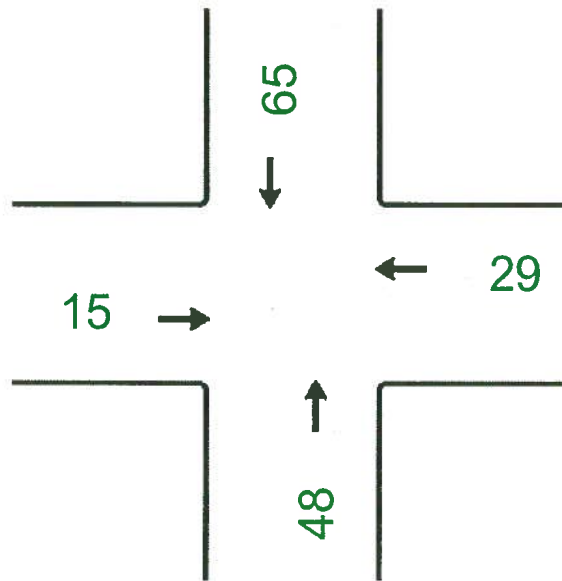


Bike Counts
CENTRAL AVE. & YALE BLVD.
Date of Count: 7/11

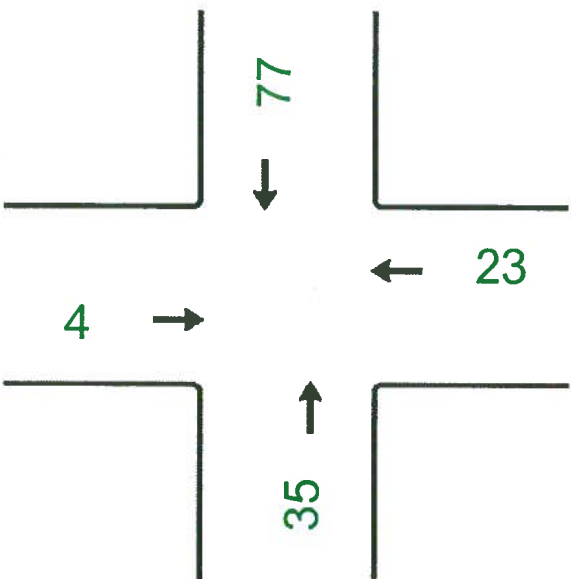
AM Movement



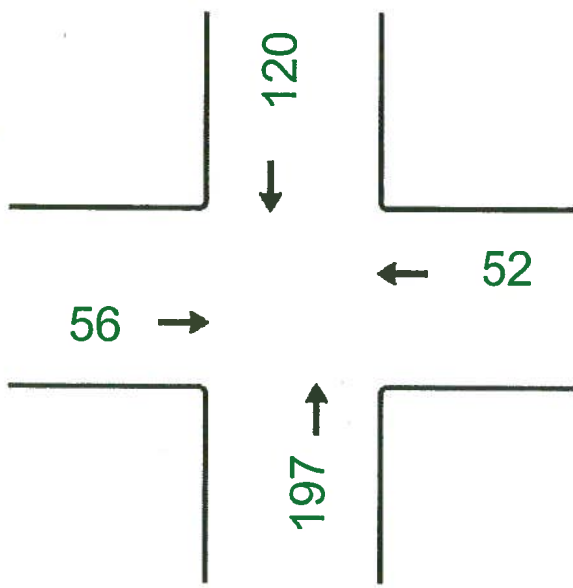
Midday Movement



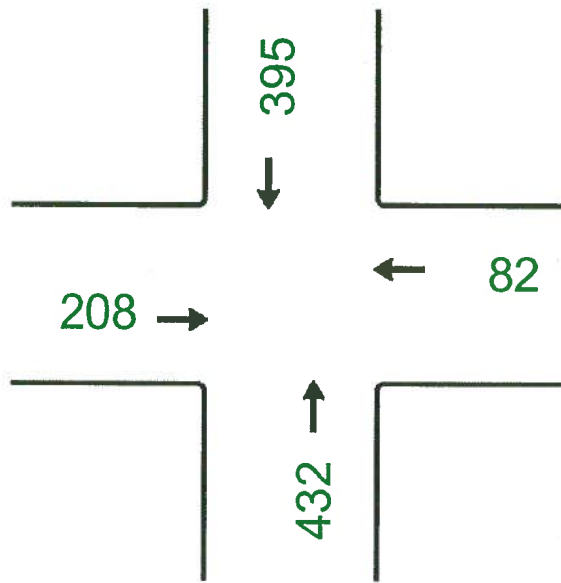
PM Movement



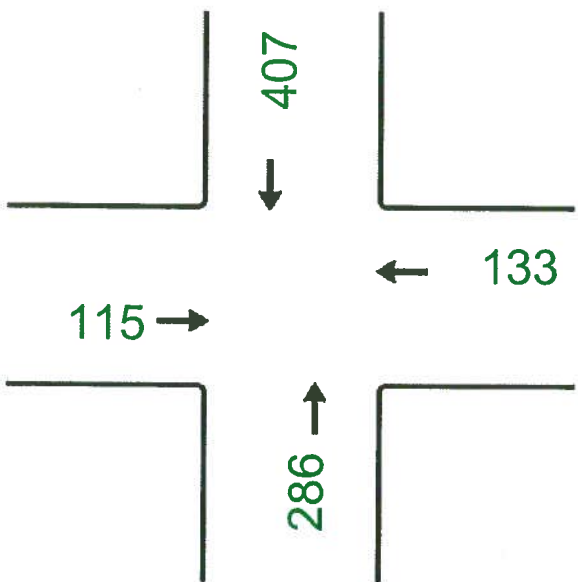
Pedestrian Counts
CENTRAL AVE. & YALE BLVD.
Date of Count: 711



AM Movement



Midday Movement



PM Movement

Appendix B

2008 Existing Intersection Capacity Analysis

HCM Signalized Intersection Capacity Analysis

1: MLK & University

UNM Terrace Bus - 2008 Existing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	179	250	144	55	46	42	162	752	39	98	902	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Flt	1.00	0.95		1.00	0.93		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1754		1770	1686		1770	5001		1703	4937	
Flt Permitted	0.64	1.00		0.15	1.00		0.18	1.00		0.12	1.00	
Satd. Flow (perm)	1189	1754		278	1686		327	5001		219	4937	
Peak-hour factor, PHF	0.80	0.80	0.80	0.68	0.68	0.68	0.71	0.71	0.71	0.89	0.89	0.89
Adj. Flow (vph)	224	312	180	81	68	62	228	1059	55	110	1013	245
RTOR Reduction (vph)	0	21	0	0	33	0	0	5	0	0	34	0
Lane Group Flow (vph)	224	471	0	81	97	0	228	1109	0	110	1225	0
Heavy Vehicles (%)	2%	2%	3%	2%	7%	2%	2%	3%	2%	6%	2%	2%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	35.0	35.0		35.0	35.0		53.3	53.3		43.0	43.0	
Effective Green, g (s)	35.0	35.0		35.0	35.0		53.3	53.3		43.0	43.0	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.48	0.48		0.39	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	378	558		88	536		421	2423		216	1930	
v/s Ratio Prot		0.27			0.06		0.10	0.22		0.04	0.25	
v/s Ratio Perm	0.19			0.29			0.16			0.15		
v/c Ratio	0.59	0.84		0.92	0.18		0.54	0.46		0.51	0.63	
Uniform Delay, d1	31.5	35.0		36.2	27.1		26.7	18.8		23.5	27.1	
Progression Factor	1.00	1.00		1.00	1.00		0.36	0.33		1.00	1.00	
Incremental Delay, d2	2.5	11.2		69.9	0.2		1.1	0.5		1.9	1.6	
Delay (s)	34.0	46.1		106.1	27.3		10.8	6.8		25.4	28.7	
Level of Service	C	D		F	C		B	A		C	C	
Approach Delay (s)		42.3			57.5			7.5			28.5	
Approach LOS		D			E			A			C	

Intersection Summary

HCM Average Control Delay	25.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: MLK & University

UNM Terrace Bus - 2008 Existing
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	95	188	62	150	64	195	896	26	56	1194	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Fr _t	1.00	0.90		1.00	0.95		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1671		1770	1779		1770	5064		1770	4920	
Flt Permitted	0.44	1.00		0.40	1.00		0.07	1.00		0.21	1.00	
Satd. Flow (perm)	820	1671		741	1779		138	5064		398	4920	
Peak-hour factor, PHF	0.86	0.86	0.86	0.73	0.73	0.73	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	294	110	219	85	205	88	210	963	28	60	1284	328
RTOR Reduction (vph)	0	64	0	0	14	0	0	2	0	0	34	0
Lane Group Flow (vph)	294	265	0	85	279	0	210	989	0	60	1578	0
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	44.3	44.3		44.3	44.3		67.7	59.0		54.7	50.0	
Effective Green, g (s)	44.3	44.3		44.3	44.3		67.7	59.0		54.7	50.0	
Actuated g/C Ratio	0.37	0.37		0.37	0.37		0.56	0.49		0.46	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	303	617		274	657		264	2490		235	2050	
v/s Ratio Prot		0.16			0.16		c0.09	0.20		0.01	0.32	
v/s Ratio Perm	c0.36			0.11			c0.36			0.11		
v/c Ratio	0.97	0.43		0.31	0.42		0.80	0.40		0.26	0.77	
Uniform Delay, d1	37.2	28.4		27.0	28.3		39.4	19.3		27.7	30.1	
Progression Factor	1.00	1.00		1.00	1.00		0.63	0.29		1.00	1.00	
Incremental Delay, d2	43.5	0.5		0.6	0.4		10.7	0.3		0.6	2.9	
Delay (s)	80.7	28.9		27.6	28.8		35.8	5.9		28.3	32.9	
Level of Service	F	C		C	C		D	A		C	C	
Approach Delay (s)		53.3			28.5			11.1			32.7	
Approach LOS		D			C			B			C	

Intersection Summary

HCM Average Control Delay	28.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: Central & University

UNM Terrace Bus - 2008 Existing

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	716	81	242	723	336	82	515	104	365	928	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3367		1770	3471	1568	1752	4893		1752	4983	
Flt Permitted	0.17	1.00		0.17	1.00	1.00	0.18	1.00		0.15	1.00	
Satd. Flow (perm)	321	3367		324	3471	1568	326	4893		285	4983	
Peak-hour factor, PHF	0.89	0.89	0.89	0.81	0.81	0.81	0.74	0.74	0.74	0.85	0.85	0.85
Adj. Flow (vph)	119	804	91	299	893	415	111	696	141	429	1092	82
RTOR Reduction (vph)	0	8	0	0	0	267	0	27	0	0	7	0
Lane Group Flow (vph)	119	887	0	299	893	148	111	810	0	429	1167	0
Heavy Vehicles (%)	3%	6%	2%	2%	4%	3%	3%	3%	5%	3%	3%	3%
Turn Type	pm+pt			pm+pt			Perm	pm+pt			pm+pt	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	30.9	30.9		39.3	39.3	39.3	31.8	22.6		50.8	37.6	
Effective Green, g (s)	30.9	30.9		39.3	39.3	39.3	31.8	22.6		50.8	37.6	
Actuated g/C Ratio	0.28	0.28		0.36	0.36	0.36	0.29	0.21		0.46	0.34	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	193	946		330	1240	560	214	1005		454	1703	
v/s Ratio Prot	0.04	c0.26		c0.13	0.26		0.04	0.17		c0.21	0.23	
v/s Ratio Perm	0.13			0.19		0.09	0.11			c0.23		
v/c Ratio	0.62	0.94		0.91	0.72	0.26	0.52	0.81		0.94	0.69	
Uniform Delay, d1	32.3	38.6		39.7	30.6	25.1	44.7	41.6		35.4	31.1	
Progression Factor	1.00	1.00		0.65	0.60	0.42	1.00	1.00		0.77	0.49	
Incremental Delay, d2	5.7	16.1		23.1	1.7	0.2	2.1	6.9		26.1	2.0	
Delay (s)	38.0	54.8		49.0	20.0	10.9	46.9	48.5		53.5	17.2	
Level of Service	D	D		D	B	B	D	D		D	B	
Approach Delay (s)		52.8			23.0			48.3			26.9	
Approach LOS		D			C			D			C	

Intersection Summary

HCM Average Control Delay	34.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: Central & University

UNM Terrace Bus - 2008 Existing
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	179	847	84	174	865	343	139	656	157	380	936	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Flt	1.00	0.99		1.00	1.00	0.85	1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3492		1752	3505	1568	1770	4899		1770	5000	
Flt Permitted	0.17	1.00		0.16	1.00	1.00	0.27	1.00		0.28	1.00	
Satd. Flow (perm)	308	3492		294	3505	1568	510	4899		526	5000	
Peak-hour factor, PHF	0.89	0.89	0.89	0.97	0.97	0.97	0.88	0.88	0.88	0.84	0.84	0.84
Adj. Flow (vph)	201	952	94	179	892	354	158	745	178	452	1114	131
RTOR Reduction (vph)	0	6	0	0	0	250	0	33	0	0	12	0
Lane Group Flow (vph)	201	1040	0	179	892	104	158	890	0	452	1233	0
Heavy Vehicles (%)	3%	2%	2%	3%	3%	3%	2%	3%	2%	2%	2%	3%
Turn Type	pm+pt			pm+pt			Perm	pm+pt			pm+pt	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	37.7	37.7		35.1	35.1	35.1	27.3	27.3		43.6	43.6	
Effective Green, g (s)	37.7	37.7		35.1	35.1	35.1	27.3	27.3		43.6	43.6	
Actuated g/C Ratio	0.31	0.31		0.29	0.29	0.29	0.23	0.23		0.36	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	248	1097		207	1025	459	249	1115		492	1817	
v/s Ratio Prot	0.08	c0.30		0.07	c0.25		0.07	c0.18		c0.22	0.25	
v/s Ratio Perm	0.17			0.18		0.07	0.08			c0.11		
v/c Ratio	0.81	0.95		0.86	0.87	0.23	0.63	0.80		0.92	0.68	
Uniform Delay, d1	44.8	40.2		35.5	40.3	32.2	39.8	43.7		37.1	32.3	
Progression Factor	1.00	1.00		0.58	0.61	1.00	1.00	1.00		0.53	0.43	
Incremental Delay, d2	17.9	16.0		19.8	5.2	0.2	5.2	6.0		18.0	1.6	
Delay (s)	62.7	56.2		40.3	29.9	32.2	45.0	49.7		37.7	15.4	
Level of Service	E	E		D	C	C	D	D		D	B	
Approach Delay (s)		57.3			31.8			49.0			21.3	
Approach LOS		E			C			D			C	

Intersection Summary

HCM Average Control Delay	37.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Appendix C

2008 Proposed Intersection Capacity Analysis

HCM Signalized Intersection Capacity Analysis

1: MLK & University

UNM Terrace Bus - 2008 Proposed

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	179	250	144	30	46	42	162	752	39	98	902	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.95		1.00	0.93		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1754		1770	1686		1770	5001		1703	4937	
Flt Permitted	0.64	1.00		0.15	1.00		0.17	1.00		0.12	1.00	
Satd. Flow (perm)	1189	1754		278	1686		324	5001		222	4937	
Peak-hour factor, PHF	0.80	0.80	0.80	0.68	0.68	0.68	0.71	0.71	0.71	0.89	0.89	0.89
Adj. Flow (vph)	224	312	180	44	68	62	228	1059	55	110	1013	245
RTOR Reduction (vph)	0	21	0	0	33	0	0	5	0	0	34	0
Lane Group Flow (vph)	224	471	0	44	97	0	228	1109	0	110	1225	0
Heavy Vehicles (%)	2%	2%	3%	2%	7%	2%	2%	3%	2%	6%	2%	2%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	35.0	35.0		35.0	35.0		53.6	53.6		43.0	43.0	
Effective Green, g (s)	35.0	35.0		35.0	35.0		53.6	53.6		43.0	43.0	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.49	0.49		0.39	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	378	558		88	536		421	2437		213	1930	
v/s Ratio Prot		c0.27			0.06		c0.10	0.22		0.04	c0.25	
v/s Ratio Perm	0.19			0.16			0.17			0.16		
v/c Ratio	0.59	0.84		0.50	0.18		0.54	0.46		0.52	0.63	
Uniform Delay, d1	31.5	35.0		30.4	27.1		26.7	18.6		23.5	27.1	
Progression Factor	1.00	1.00		1.00	1.00		0.39	0.37		1.00	1.00	
Incremental Delay, d2	2.5	11.2		4.4	0.2		1.1	0.5		2.1	1.6	
Delay (s)	34.0	46.1		34.8	27.3		11.6	7.3		25.6	28.7	
Level of Service	C	D		C	C		B	A		C	C	
Approach Delay (s)		42.3			29.2			8.0			28.5	
Approach LOS		D			C			A			C	

Intersection Summary

HCM Average Control Delay	23.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: MLK & University

UNM Terrace Bus - 2008 Proposed
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	95	188	37	150	64	195	896	26	56	1194	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.90		1.00	0.95		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1671		1770	1779		1770	5064		1770	4920	
Flt Permitted	0.44	1.00		0.40	1.00		0.07	1.00		0.21	1.00	
Satd. Flow (perm)	820	1671		741	1779		138	5064		398	4920	
Peak-hour factor, PHF	0.86	0.86	0.86	0.73	0.73	0.73	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	294	110	219	51	205	88	210	963	28	60	1284	328
RTOR Reduction (vph)	0	64	0	0	14	0	0	2	0	0	34	0
Lane Group Flow (vph)	294	265	0	51	279	0	210	989	0	60	1578	0
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	44.3	44.3		44.3	44.3		67.7	59.0		54.7	50.0	
Effective Green, g (s)	44.3	44.3		44.3	44.3		67.7	59.0		54.7	50.0	
Actuated g/C Ratio	0.37	0.37		0.37	0.37		0.56	0.49		0.46	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	303	617		274	657		264	2490		235	2050	
v/s Ratio Prot		0.16			0.16		0.09	0.20		0.01	0.32	
v/s Ratio Perm	0.36			0.07			0.36			0.11		
v/c Ratio	0.97	0.43		0.19	0.42		0.80	0.40		0.26	0.77	
Uniform Delay, d1	37.2	28.4		25.6	28.3		39.4	19.3		27.7	30.1	
Progression Factor	1.00	1.00		1.00	1.00		0.53	0.42		1.00	1.00	
Incremental Delay, d2	43.5	0.5		0.3	0.4		10.5	0.3		0.6	2.9	
Delay (s)	80.7	28.9		26.0	28.8		31.4	8.5		28.3	32.9	
Level of Service	F	C		C	C		C	A		C	C	
Approach Delay (s)		53.3			28.3			12.5			32.7	
Approach LOS		D			C			B			C	
Intersection Summary												
HCM Average Control Delay			29.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			79.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Central & University

UNM Terrace Bus - 2008 Proposed

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	716	81	242	723	336	82	515	104	265	928	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3367		1289	3471	1568	1752	4893		1752	4983	
Flt Permitted	0.19	1.00		0.19	1.00	1.00	0.17	1.00		0.16	1.00	
Satd. Flow (perm)	342	3367		251	3471	1568	319	4893		293	4983	
Peak-hour factor, PHF	0.89	0.89	0.89	0.81	0.81	0.81	0.74	0.74	0.74	0.85	0.85	0.85
Adj. Flow (vph)	119	804	91	299	893	415	111	696	141	312	1092	82
RTOR Reduction (vph)	0	8	0	0	0	240	0	28	0	0	8	0
Lane Group Flow (vph)	119	887	0	299	893	175	111	809	0	312	1166	0
Heavy Vehicles (%)	3%	6%	2%	40%	4%	3%	3%	3%	5%	3%	3%	3%
Turn Type	pm+pt			pm+pt			Perm	pm+pt			pm+pt	
Protected Phases	7	4		3	8			5	2		1	6
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	30.2	30.2		44.5	44.5	44.5	29.9	23.1		44.9	34.1	
Effective Green, g (s)	30.2	30.2		44.5	44.5	44.5	29.9	23.1		44.9	34.1	
Actuated g/C Ratio	0.27	0.27		0.40	0.40	0.40	0.27	0.21		0.41	0.31	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	204	924		318	1404	634	175	1028		356	1545	
v/s Ratio Prot	0.05	c0.26		c0.20	0.26		0.04	0.17		c0.14	0.23	
v/s Ratio Perm	0.11			0.18		0.11	0.13			c0.22		
v/c Ratio	0.58	0.96		0.94	0.64	0.28	0.63	0.79		0.88	0.75	
Uniform Delay, d1	32.6	39.3		37.1	26.3	22.0	47.0	41.1		37.5	34.2	
Progression Factor	1.00	1.00		0.60	0.56	0.38	1.00	1.00		0.62	0.51	
Incremental Delay, d2	4.2	20.2		30.5	0.8	0.2	7.3	6.1		18.3	3.0	
Delay (s)	36.8	59.5		52.6	15.5	8.4	54.3	47.2		41.6	20.5	
Level of Service	D	E		D	B	A	D	D		D	C	
Approach Delay (s)		56.9			20.6			48.0			25.0	
Approach LOS		E			C			D			C	

Intersection Summary

HCM Average Control Delay	34.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: Central & University

UNM Terrace Bus - 2008 Proposed
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	179	847	84	174	865	343	139	656	157	380	936	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.91		1.00	0.91	
Flt	1.00	0.99		1.00	1.00	0.85	1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3492		1165	3610	1615	1770	4899		1770	5000	
Flt Permitted	0.17	1.00		0.17	1.00	1.00	0.26	1.00		0.26	1.00	
Satd. Flow (perm)	317	3492		210	3610	1615	487	4899		487	5000	
Peak-hour factor, PHF	0.89	0.89	0.89	0.97	0.97	0.97	0.88	0.88	0.88	0.84	0.84	0.84
Adj. Flow (vph)	201	952	94	179	892	354	158	745	178	452	1114	131
RTOR Reduction (vph)	0	6	0	0	0	241	0	34	0	0	12	0
Lane Group Flow (vph)	201	1040	0	179	892	113	158	889	0	452	1233	0
Heavy Vehicles (%)	3%	2%	2%	55%	0%	0%	2%	3%	2%	2%	2%	3%
Turn Type	pm+pt			pm+pt			Perm	pm+pt			pm+pt	
Protected Phases	7	4		3	8			5	2		1	6
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	36.0	36.0		38.3	38.3	38.3	26.0	26.0		42.3	42.3	
Effective Green, g (s)	36.0	36.0		38.3	38.3	38.3	26.0	26.0		42.3	42.3	
Actuated g/C Ratio	0.30	0.30		0.32	0.32	0.32	0.22	0.22		0.35	0.35	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	247	1048		186	1152	515	220	1061		460	1763	
v/s Ratio Prot	0.09	c0.30		c0.12	0.25		0.06	c0.18		c0.22	0.25	
v/s Ratio Perm	0.16			0.19		0.07	0.09			c0.13		
v/c Ratio	0.81	0.99		0.96	0.77	0.22	0.72	0.84		0.98	0.70	
Uniform Delay, d1	35.0	41.9		47.5	36.9	29.9	41.0	45.0		39.7	33.4	
Progression Factor	1.00	1.00		0.68	0.62	0.63	1.00	1.00		0.53	0.42	
Incremental Delay, d2	18.2	25.7		43.2	2.2	0.1	10.7	7.9		32.1	1.8	
Delay (s)	53.2	67.6		75.5	25.2	18.8	51.7	52.9		53.3	15.7	
Level of Service	D	E		E	C	B	D	D		D	B	
Approach Delay (s)		65.3			30.0			52.7			25.7	
Approach LOS		E			C			D			C	

Intersection Summary

HCM Average Control Delay	41.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



JEFFREY M. JONES & ASSOCIATES, INC.
1000 N. 10TH AVENUE, SUITE 100
DENVER, CO 80202
TEL: 303.733.1100
FAX: 303.733.1101
WWW.JMJA.COM

TRAFFIC CIRCULATION MASTER PLAN
UNM NORTH CAMPUS - LANDS WEST

REVISION	DATE	BY	CHKD
1	07-2006	JM	JM
2	07-2006	JM	JM
3	07-2006	JM	JM
4	07-2006	JM	JM
5	07-2006	JM	JM
6	07-2006	JM	JM
7	07-2006	JM	JM
8	07-2006	JM	JM
9	07-2006	JM	JM
10	07-2006	JM	JM

FOR PLANNING PURPOSES

THIS IS NOT A BOUNDARY SURVEY. APPARENT PROPERTY LINES ARE SHOWN HEREIN FOR ORIENTATION PURPOSES ONLY. EXISTING IMPROVEMENT AND TOPOGRAPHY SHOWN HEREIN IS TAKEN FROM A 1991 AERIAL SURVEY BY BOWMAN-HUSTON, INC. SURVEYOR'S NOTES TO THIS SURVEY ARE SHOWN ON SHEET 51708TRAFA4.DWG. THAT THE THIS DOCUMENT SHOULD BE USED FOR GENERAL BOUNDARY AND IMPROVEMENT PURPOSES ONLY. ACTUAL CONSTRUCTION SHALL BE BASED UPON A CORRECT SURVEY.



LEGEND

- EXISTING PUBLIC WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING STORM DRAIN
- EXISTING STORM DRAIN FORCE MAIN
- EXISTING FIRE MISTAKE
- EXISTING STORM DRAIN WAREHOUSE
- EXISTING SANITARY SEWER WAREHOUSE
- EXISTING STORM DRAIN MILET
- 100 YEAR FLOOD ZONE (FLOOD PHASES 222 AND 234 OF 252)
- PROPOSED SANITARY SEWER WAREHOUSE
- PROPOSED SANITARY SEWER WAREHOUSE
- PROPOSED WATER LINE
- PROPOSED FIRE HYDRANT

- NOTES:
- CITY OF ALBUQUERQUE 15' STORM SEWER EXISTENCE GRANTED BY DOCUMENT FILED 11-20-1972 BOOK 100, PAGE 671-678
 - PROPOSED 24" PUBLIC DRAINAGE EXISTENCE TO BE GRANTED BY SEPARATE DOCUMENT
 - PROPOSED 24" PUBLIC DRAINAGE EXISTENCE TO BE GRANTED BY SEPARATE DOCUMENT

