

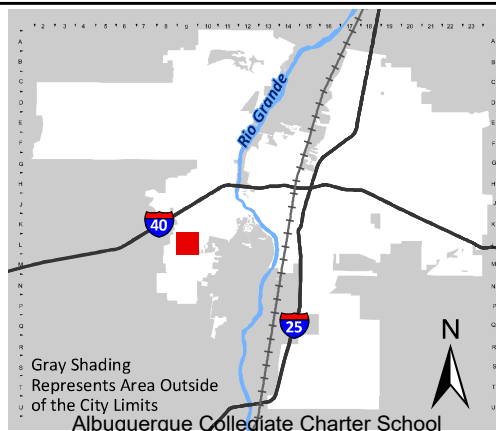


For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas May 2018



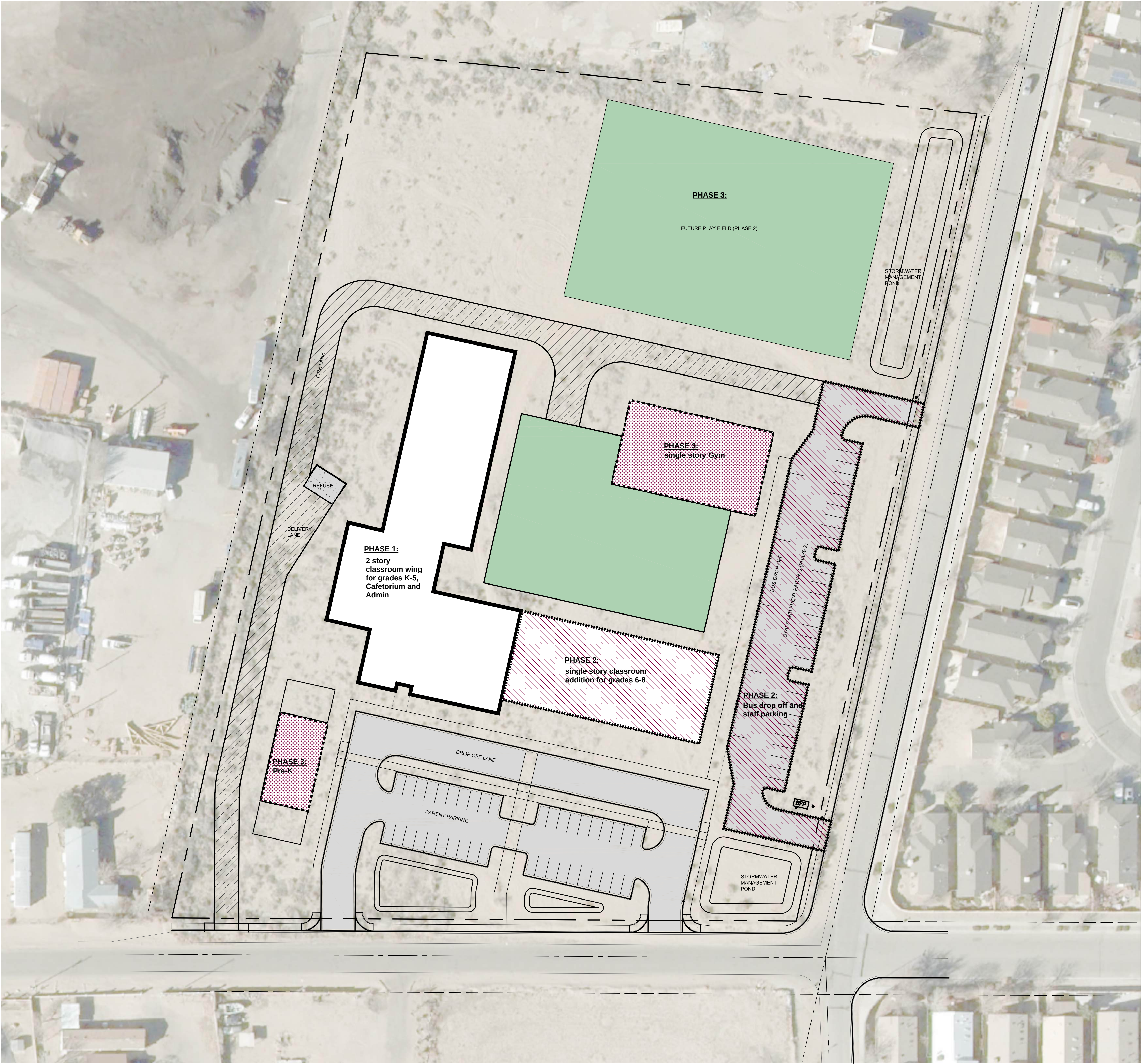
IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones
are established by the
Integrated Development Ordinance (IDO).



Zone Atlas Page:
L-09-Z

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

0 250 500 1,000 Feet



A1

MASTERPLAN OPTION 5C

1" = 40'-0"



GENERAL SHEET NOTES

SHEET KEYED NOTES

LEGEND

	PROPERTY LINE
	EASEMENT
	ASPHALT PAVEMENT PER DETAIL D1/C501
	CONCRETE SIDEWALK PER DETAIL B4/C501
	CONCRETE PAVEMENT PER DETAIL D4/C501
	GRAVEL PAVE2 FIRE LANE PER DETAIL A2/C501

ZONE ATLAS PAGE

MASTERPLAN

REVISION DATE

DATE 8-15-24

PROJECT NO

MASTERPLAN
OPTION 5C

SHEET NO.

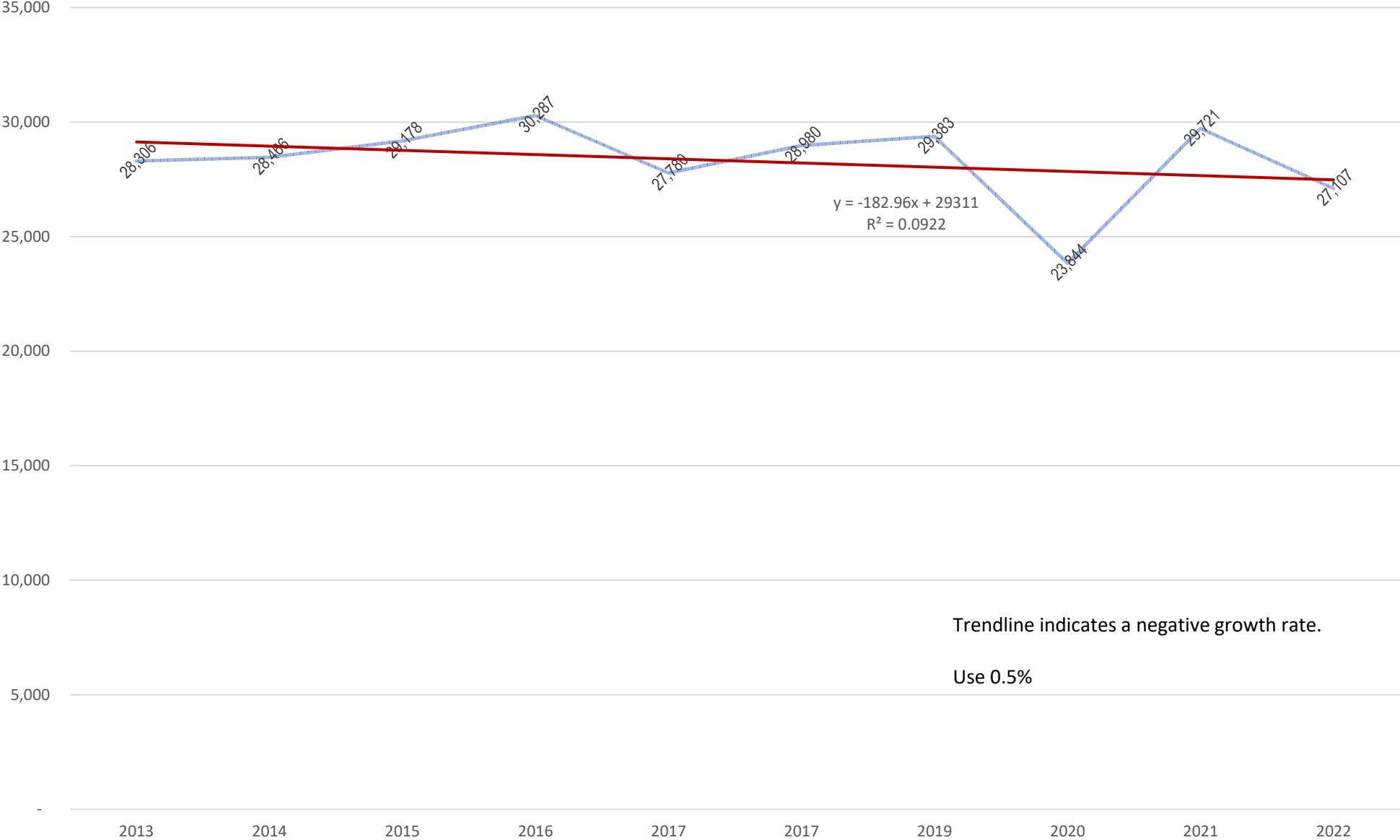
MP-5C

Historic Growth Data Table
Albuquerque Collegiate Charter School
(Sunset Gardens Rd./90th St., Albuquerque, NM)

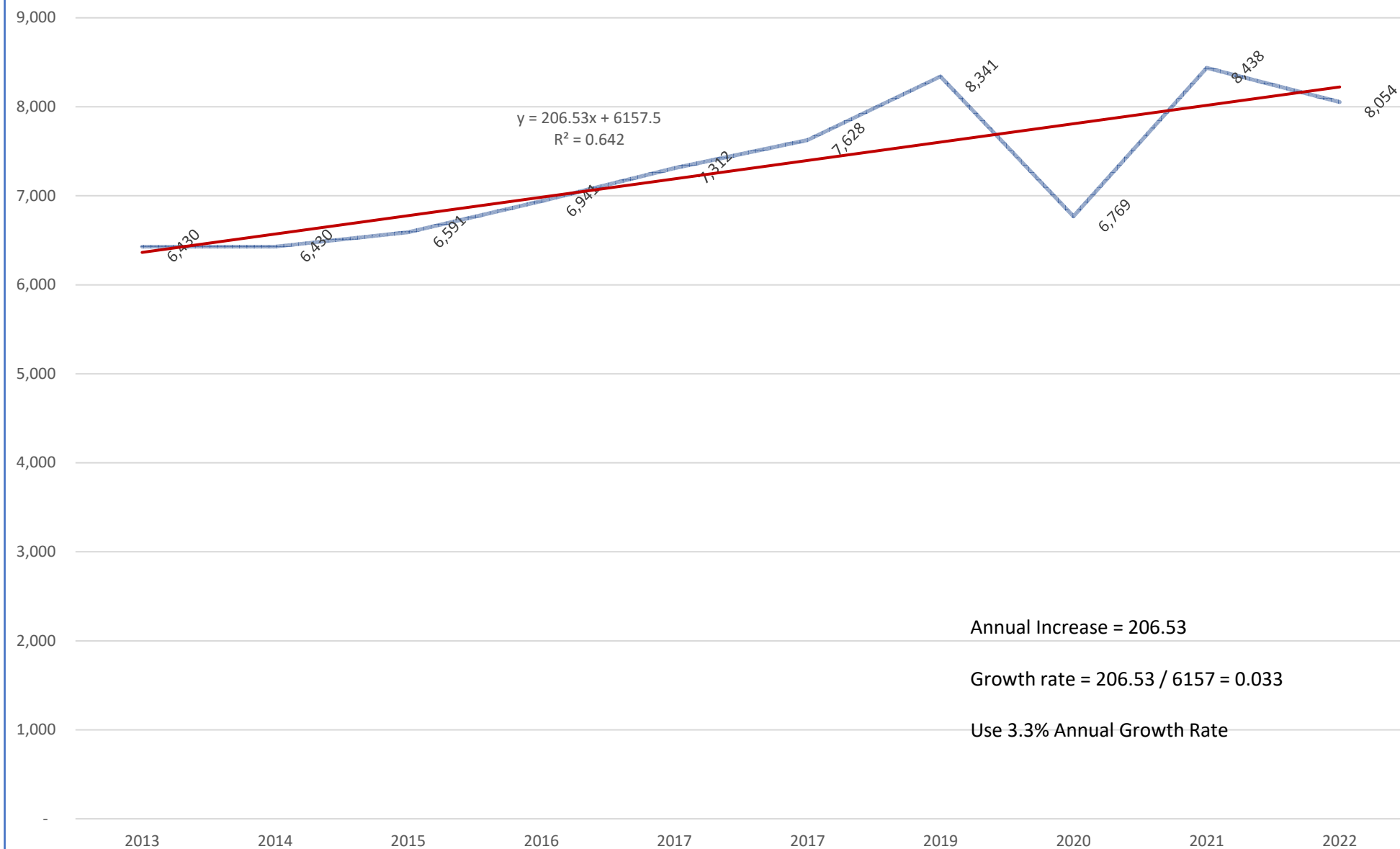
Traffic Flows (AWDT) from Mid-Region Council of Governments

COG ID	Location		2013	2014	2015	2016	2017	2017	2019	2020	2021	2022
Intersection #1:	98TH STREET / Not Found											
	Street:	Location:										
26532	98TH STREET	NORTH OF TOWER - SOUTH C	28,306	28,466	29,178	30,287	27,780	28,980	29,383	23,844	29,721	27,107
	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found
	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found
	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found
Total Intersection Traffic Flows			28,306	28,466	29,178	30,287	27,780	28,980	29,383	23,844	29,721	27,107
COG ID	Location											
Intersection #2:	86TH STREET / Not Found		Used 86th St. data since no data was available for 90th St.									
	Street:	From:	2013	2014	2015	2016	2017	2017	2019	2020	2021	2022
22390	86TH STREET	NORTH OF TOWER - SW OF E	6,430	6,430	6,591	6,941	7,312	7,628	8,341	6,769	8,438	8,054
	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found
	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found
	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found
Total Intersection Traffic Flows			6,430	6,430	6,591	6,941	7,312	7,628	8,341	6,769	8,438	8,054
COG ID	Location											
Intersection #3:	UNSER BLVD. / Not Found											
	Street:	From:	2013	2014	2015	2016	2017	2017	2019	2020	2021	2022
25052	UNSER BLVD.	NORTH OF TOWER - SW OF E	16,695	16,695	17,112	17,675	18,621	19,426	15,374	12,476	15,551	23,760
25052	UNSER BLVD.	NORTH OF TOWER - SW OF E	16,695	16,695	17,112	17,675	18,621	19,426	15,374	12,476	15,551	23,760
	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found
	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found
Total Intersection Traffic Flows			33,390	33,390	34,224	35,350	37,242	38,852	30,748	24,952	31,102	47,520
COG ID	Location											
Intersection #4:	BRIDGE BLVD. / 86TH STREET		Used 86th St. data since no data was available for 90th St.									
	Street:	From:	2013	2014	2015	2016	2017	2017	2019	2020	2021	2022
25869	BRIDGE BLVD.	SE OF CENTRAL - WEST OF 8	2,964	2,964	3,038	3,218	3,390	3,536	3,688	2,909	3,626	3,307
25870	BRIDGE BLVD.	EAST OF 86TH ST. - WEST OF	5,208	5,208	5,605	5,818	6,129	7,725	7,832	6,356	7,923	4,545
22391	86TH STREET	NE OF BRIDGE BLVD. - SOUTI	6,804	5,317	5,450	5,657	6,185	6,452	6,542	5,309	6,618	6,036
22390	86TH STREET	NORTH OF TOWER - SW OF E	6,430	6,430	6,591	6,941	7,312	7,628	8,341	6,769	8,438	8,054
Total Intersection Traffic Flows			21,406	19,919	20,684	21,634	23,016	25,341	26,403	21,343	26,605	21,942
COG ID	Location											
Intersection #5:	CENTRAL / Not Found											
	Street:	From:	2013	2014	2015	2016	2017	2017	2019	2020	2021	2022
25730	CENTRAL	EAST OF BRIDGE - WEST OF	10,835	10,835	11,106	14,060	14,812	15,452	16,120	12,714	12,887	11,754
25729	CENTRAL	EAST OF BRIDGE - WEST OF	17,741	17,741	18,185	17,746	18,696	19,504	20,347	16,047	18,502	16,875
	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found
	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found	Not Found
Total Intersection Traffic Flows			28,576	28,576	29,291	31,806	33,508	34,956	36,467	28,761	31,389	28,629

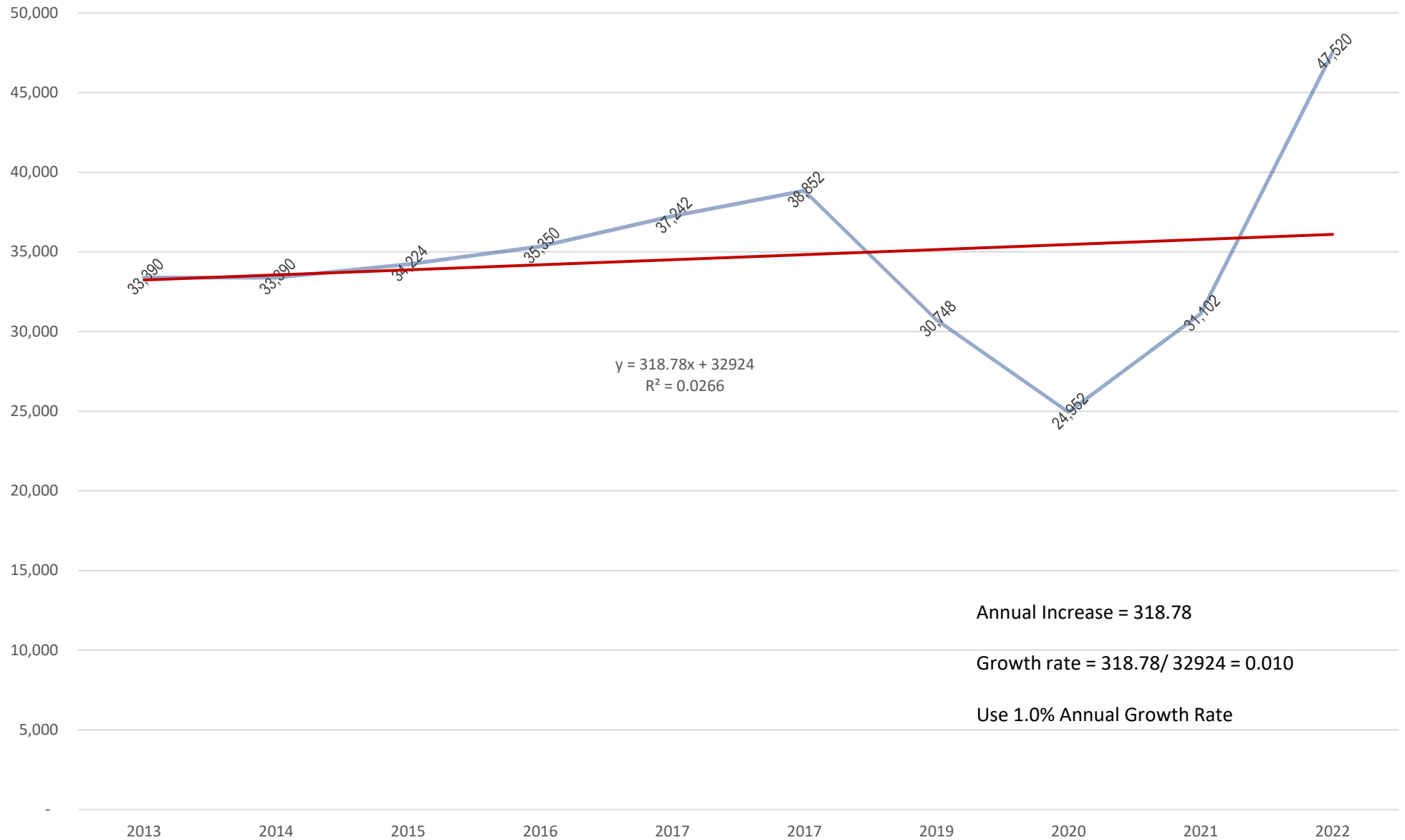
Historic Traffic Flow Graph Intersection #1: Sunset Gardens/98th



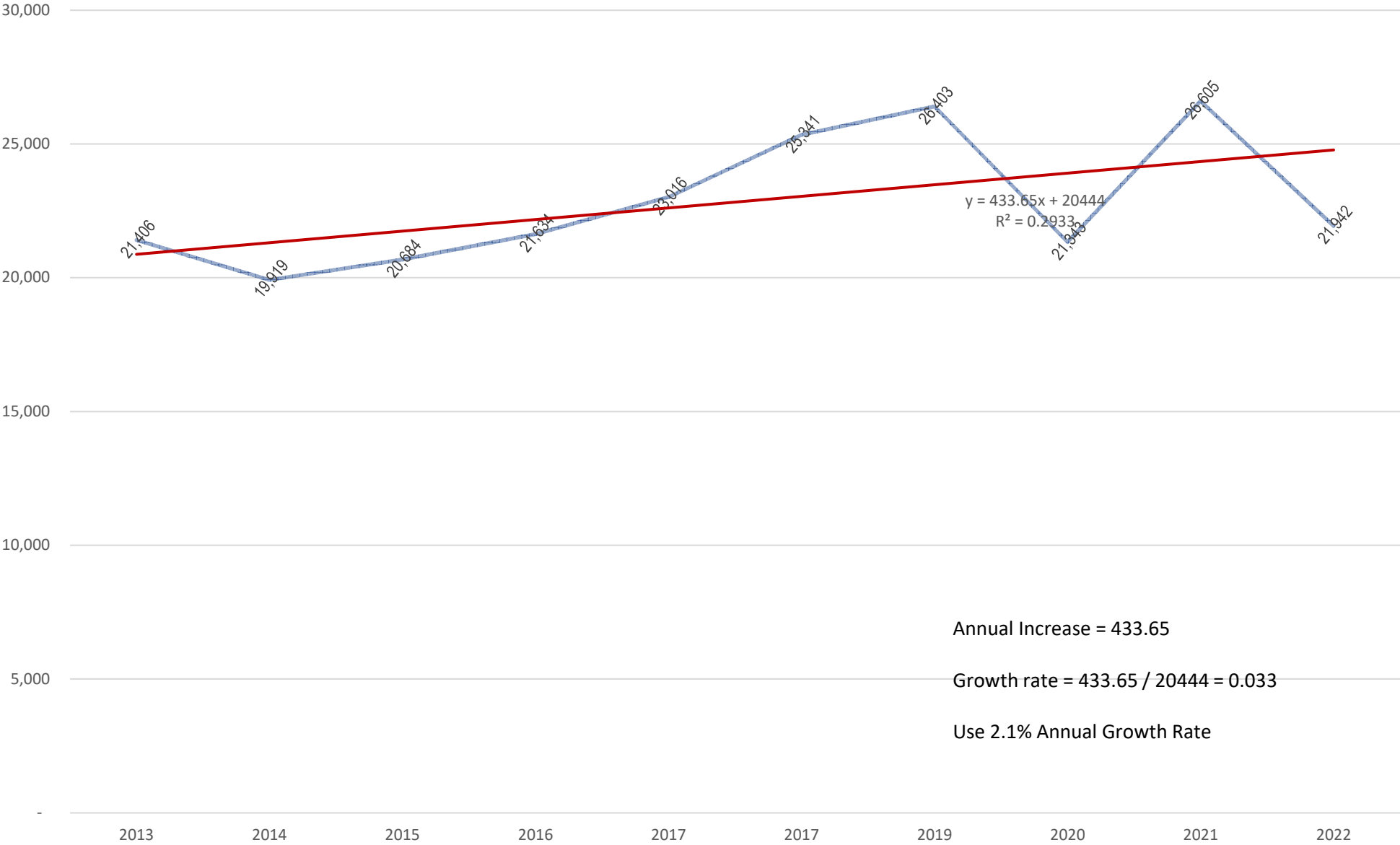
Historic Traffic Flow Graph Intersection #2: Sunset Gardens/90th



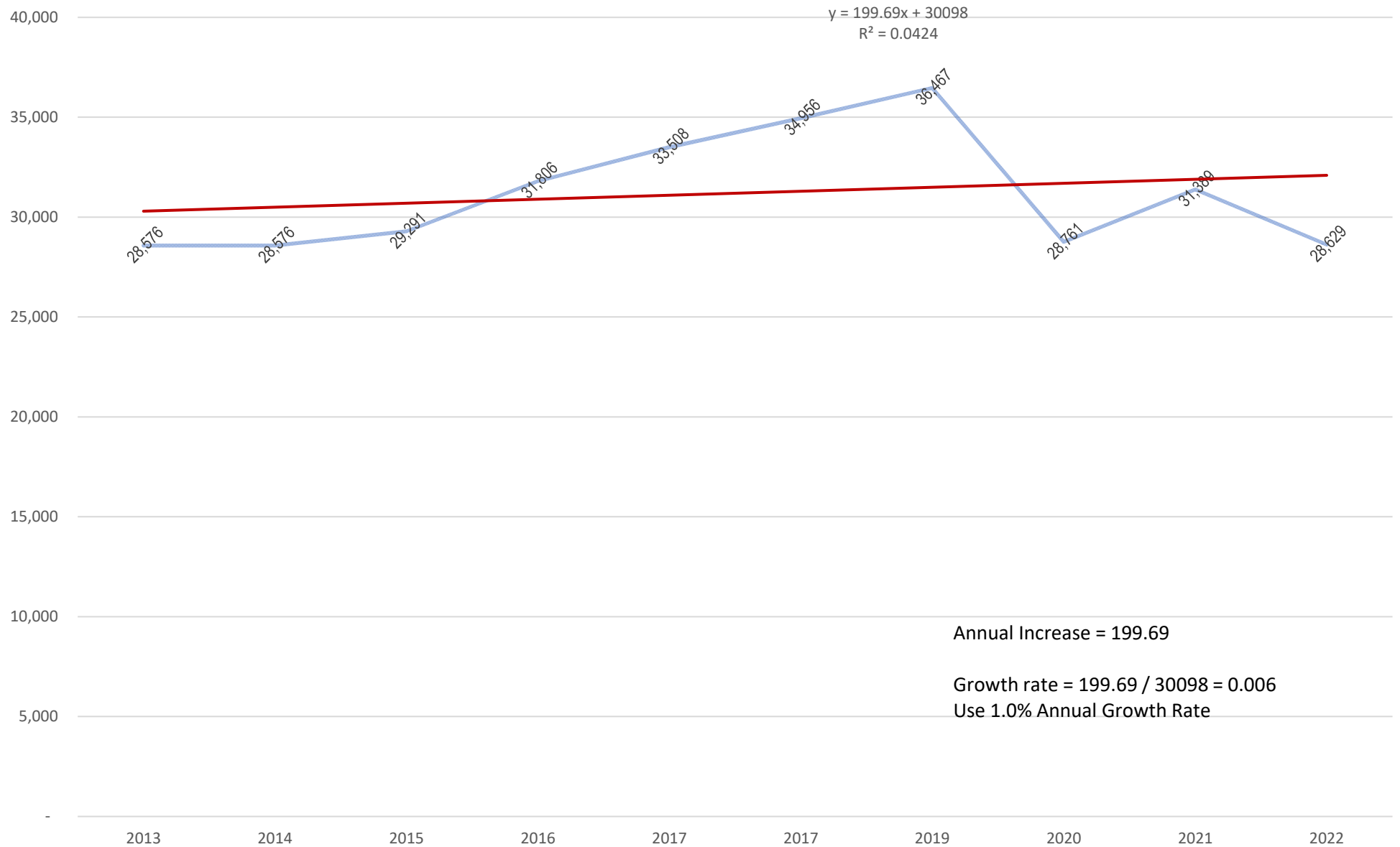
Historic Traffic Flow Graph Intersection #3: Sunset Gardens/Unser



Historic Traffic Flow Graph Intersection #4: Bridge/90th



Historic Traffic Flow Graph Intersection #5: Central/90th



Trip Distribution Table

Albuquerque Collegiate Charter School

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Office / Warehouse Development Trips**

2016 and 2040 Data Taken from Mid-Region Council of Governments' 2040 Data Set

Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area in Study			Interpolated Employment for the Year 2025	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	(SW) Sunset Gardens West		Employment	(98N) 98th St. North		Employment	(CW) Central West		Employment
		2016	2040						% Utilizing	% Employment / Dist. Utilizing		% Utilizing	% Employment / Dist. Utilizing		% Utilizing	% Employment / Dist. Utilizing	
		2016	2040														
1	100%	44,711	62,255	51,290	51,290	64.4	796	4.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	54,828	62,222	57,601	57,601	59.5	968	5.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	8,510	10,377	9,210	9,210	60.5	152	0.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,817	17,784	15,305	15,305	67.7	226	1.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	59,285	58,890	59,137	59,137	56.5	1,047	5.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	5,988	9,663	7,366	7,366	46.5	158	0.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	59,485	71,484	63,985	63,985	51.7	1,238	6.96%	0%	0.00%	0	0%	0.00%	9,054	0%	0.00%	0
8	100%	31,699	34,678	32,816	32,816	48.8	672	3.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	186
9	100%	2,158	3,112	2,516	2,516	41	61	0.35%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	64,323	61,537	63,278	63,278	45.4	1,394	7.84%	0%	0.00%	3,417	0%	0.00%	0	0%	0.00%	0
11	100%	33,210	40,174	35,822	35,822	45.7	784	4.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	15,936	22,087	18,243	18,243	56.2	325	1.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	9,888	12,530	10,879	10,879	57.3	190	1.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	73,684	84,299	77,665	77,665	57.7	1,346	7.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,829	33,670	28,144	28,144	52.3	538	3.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	82,412	94,137	86,809	86,809	55.1	1,575	8.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	22,270	37,540	27,996	27,996	50.4	555	3.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	41,643	56,762	47,313	47,313	51	928	5.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	65,540	81,066	71,362	71,362	52.7	1,354	7.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,636	10,794	10,070	10,070	46.9	215	1.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	559	17,783	7,018	7,018	45.5	154	0.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	3,511	3,820	3,627	3,627	49.7	73	0.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	19,163	27,184	22,171	22,171	57.1	388	2.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,531	3,352	2,839	2,839	37.5	76	0.43%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	863	1,161	975	975	35.5	27	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	56,155	59,697	57,483	57,483	31.8	1,808	10.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	19,926	24,499	21,641	21,641	73.4	295	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	15,662	18,407	16,691	16,691	60.9	274	1.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	10,397	11,564	10,835	10,835	69.7	155	0.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		852,619	1,032,528	920,085	920,085		17,774	100.00%			3,417 3.40%			9,054 9.00%			186 0.18%

* - Subarea in which the site is located.

Trip Distribution Table

Albuquerque Collegiate Charter School

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Office / Warehouse Development Trips**

2016 and 2040 Data Taken from Mid-Region Council of Governments' 2040 Data Set

Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area in Study			Interpolated Employment for the Year 2025	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	(98S) 98th St. South		Employment	(90N) 90th St. North		Employment	(90S) 90th St. South		Employment
		2016	2040						% Utilizing	% Employment / Dist. Utilizing		% Utilizing	% Employment / Dist. Utilizing		% Utilizing	% Employment / Dist. Utilizing	
		2016	2040														
1	100%	44,711	62,255	51,290	51,290	64.4	796	4.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	54,828	62,222	57,601	57,601	59.5	968	5.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	8,510	10,377	9,210	9,210	60.5	152	0.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,817	17,784	15,305	15,305	67.7	226	1.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	59,285	58,890	59,137	59,137	56.5	1,047	5.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	5,988	9,663	7,366	7,366	46.5	158	0.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	59,485	71,484	63,985	63,985	51.7	1,238	6.96%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	31,699	34,678	32,816	32,816	48.8	672	3.78%	0%	0.00%	0	0%	0.00%	2,219	0%	0.00%	0
9	100%	2,158	3,112	2,516	2,516	41	61	0.35%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	64,323	61,537	63,278	63,278	45.4	1,394	7.84%	0%	0.00%	21,717	0%	0.00%	1,129	0%	0.00%	8,962
11	100%	33,210	40,174	35,822	35,822	45.7	784	4.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	15,936	22,087	18,243	18,243	56.2	325	1.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	9,888	12,530	10,879	10,879	57.3	190	1.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	73,684	84,299	77,665	77,665	57.7	1,346	7.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,829	33,670	28,144	28,144	52.3	538	3.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	82,412	94,137	86,809	86,809	55.1	1,575	8.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	22,270	37,540	27,996	27,996	50.4	555	3.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	41,643	56,762	47,313	47,313	51	928	5.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	65,540	81,066	71,362	71,362	52.7	1,354	7.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,636	10,794	10,070	10,070	46.9	215	1.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	559	17,783	7,018	7,018	45.5	154	0.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	3,511	3,820	3,627	3,627	49.7	73	0.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	19,163	27,184	22,171	22,171	57.1	388	2.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,531	3,352	2,839	2,839	37.5	76	0.43%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	863	1,161	975	975	35.5	27	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	56,155	59,697	57,483	57,483	31.8	1,808	10.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	19,926	24,499	21,641	21,641	73.4	295	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	15,662	18,407	16,691	16,691	60.9	274	1.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	10,397	11,564	10,835	10,835	69.7	155	0.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		852,619	1,032,528	920,085	920,085		17,774	100.00%			21,717			3,348			8,962
											21.59%			3.33%			8.91%

* - Subarea in which the site is located.

Trip Distribution Table

Albuquerque Collegiate Charter School

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Office / Warehouse Development Trips**

2016 and 2040 Data Taken from Mid-Region Council of Governments' 2040 Data Set

Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(CE)			(UN)			(US)		
									Central East			Unser North			Unser South		
Sub Area I.D.#	% Sub Area in Study	2016 Employment	2040 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2016	2040	2025													
1	100%	44,711	62,255	51,290	51,290	64.4	796	4.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	54,828	62,222	57,601	57,601	59.5	968	5.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	8,510	10,377	9,210	9,210	60.5	152	0.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,817	17,784	15,305	15,305	67.7	226	1.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	59,285	58,890	59,137	59,137	56.5	1,047	5.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	5,988	9,663	7,366	7,366	46.5	158	0.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	59,485	71,484	63,985	63,985	51.7	1,238	6.96%	0%	0.00%	0	0%	15.69%	10,038	0%	0.00%	0
8	100%	31,699	34,678	32,816	32,816	48.8	672	3.78%	0%	0.00%	18,937	0%	0.00%	0	0%	0.00%	0
9	100%	2,158	3,112	2,516	2,516	41	61	0.35%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	64,323	61,537	63,278	63,278	45.4	1,394	7.84%	0%	0.00%	162	0%	0.00%	0	0%	0.00%	13,223
11	100%	33,210	40,174	35,822	35,822	45.7	784	4.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	4,518
12	100%	15,936	22,087	18,243	18,243	56.2	325	1.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	9,888	12,530	10,879	10,879	57.3	190	1.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	73,684	84,299	77,665	77,665	57.7	1,346	7.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,829	33,670	28,144	28,144	52.3	538	3.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	82,412	94,137	86,809	86,809	55.1	1,575	8.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	22,270	37,540	27,996	27,996	50.4	555	3.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	41,643	56,762	47,313	47,313	51	928	5.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	65,540	81,066	71,362	71,362	52.7	1,354	7.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,636	10,794	10,070	10,070	46.9	215	1.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	559	17,783	7,018	7,018	45.5	154	0.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	3,511	3,820	3,627	3,627	49.7	73	0.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	19,163	27,184	22,171	22,171	57.1	388	2.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,531	3,352	2,839	2,839	37.5	76	0.43%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	863	1,161	975	975	35.5	27	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	56,155	59,697	57,483	57,483	31.8	1,808	10.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	19,926	24,499	21,641	21,641	73.4	295	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	15,662	18,407	16,691	16,691	60.9	274	1.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	10,397	11,564	10,835	10,835	69.7	155	0.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		852,619	1,032,528	920,085	920,085		17,774	100.00%			19,098			10,038			17,741
											18.98%			9.98%			17.64%

* - Subarea in which the site is located.

Trip Distribution Table

Albuquerque Collegiate Charter School

Sub Area Employment Data:

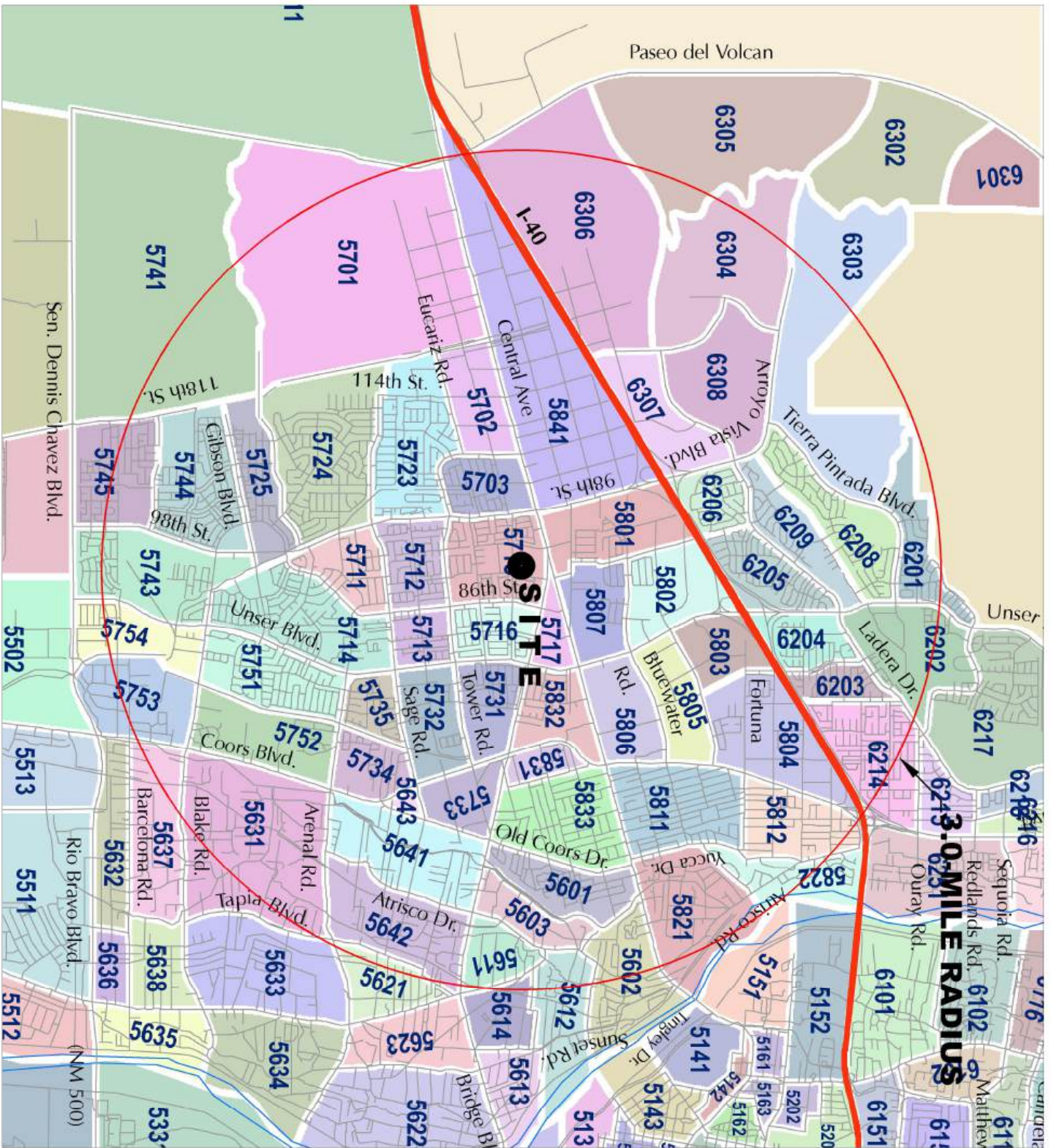
For determination of Trip Distribution for Proposed **Office / Warehouse Development Trips**

2016 and 2040 Data Taken from Mid-Region Council of Governments' 2040 Data Set

Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

								(BE) Bridge East			
Sub Area I.D.#	% Sub Area in Study	2016 Employment	2040 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment
		2016	2040	2025							
1	100%	44,711	62,255	51,290	51,290	64.4	796	4.48%	0%	0.00%	0
2	100%	54,828	62,222	57,601	57,601	59.5	968	5.45%	0%	0.00%	0
3	100%	8,510	10,377	9,210	9,210	60.5	152	0.86%	0%	0.00%	0
4	100%	13,817	17,784	15,305	15,305	67.7	226	1.27%	0%	0.00%	0
5	100%	59,285	58,890	59,137	59,137	56.5	1,047	5.89%	0%	0.00%	0
6	100%	5,988	9,663	7,366	7,366	46.5	158	0.89%	0%	0.00%	0
7	100%	59,485	71,484	63,985	63,985	51.7	1,238	6.96%	0%	0.00%	0
8	100%	31,699	34,678	32,816	32,816	48.8	672	3.78%	0%	0.00%	7,039
9	100%	2,158	3,112	2,516	2,516	41	61	0.35%	0%	0.00%	0
10	100%	64,323	61,537	63,278	63,278	45.4	1,394	7.84%	0%	0.00%	0
11	100%	33,210	40,174	35,822	35,822	45.7	784	4.41%	0%	0.00%	0
12	100%	15,936	22,087	18,243	18,243	56.2	325	1.83%	0%	0.00%	0
13	100%	9,888	12,530	10,879	10,879	57.3	190	1.07%	0%	0.00%	0
14	100%	73,684	84,299	77,665	77,665	57.7	1,346	7.57%	0%	0.00%	0
15	100%	24,829	33,670	28,144	28,144	52.3	538	3.03%	0%	0.00%	0
16	100%	82,412	94,137	86,809	86,809	55.1	1,575	8.86%	0%	0.00%	0
17	100%	22,270	37,540	27,996	27,996	50.4	555	3.13%	0%	0.00%	0
18	100%	41,643	56,762	47,313	47,313	51	928	5.22%	0%	0.00%	0
19	100%	65,540	81,066	71,362	71,362	52.7	1,354	7.62%	0%	0.00%	0
20	100%	9,636	10,794	10,070	10,070	46.9	215	1.21%	0%	0.00%	0
21	100%	559	17,783	7,018	7,018	45.5	154	0.87%	0%	0.00%	0
22	100%	3,511	3,820	3,627	3,627	49.7	73	0.41%	0%	0.00%	0
23	100%	19,163	27,184	22,171	22,171	57.1	388	2.18%	0%	0.00%	0
24	100%	2,531	3,352	2,839	2,839	37.5	76	0.43%	0%	0.00%	0
25	100%	863	1,161	975	975	35.5	27	0.15%	0%	0.00%	0
26	100%	56,155	59,697	57,483	57,483	31.8	1,808	10.17%	0%	0.00%	0
27	100%	19,926	24,499	21,641	21,641	73.4	295	1.66%	0%	0.00%	0
28	100%	15,662	18,407	16,691	16,691	60.9	274	1.54%	0%	0.00%	0
29	100%	10,397	11,564	10,835	10,835	69.7	155	0.87%	0%	0.00%	0
		852,619	1,032,528	920,085	920,085		17,774	100.00%			7,039 7.00%

* - Subarea in which the site is located.



DATA ANALYSIS SUBZONE (DASZ) MAP
Albuquerque Collegiate Charter School (Sunset Gardens/90th)

Trip Distribution %

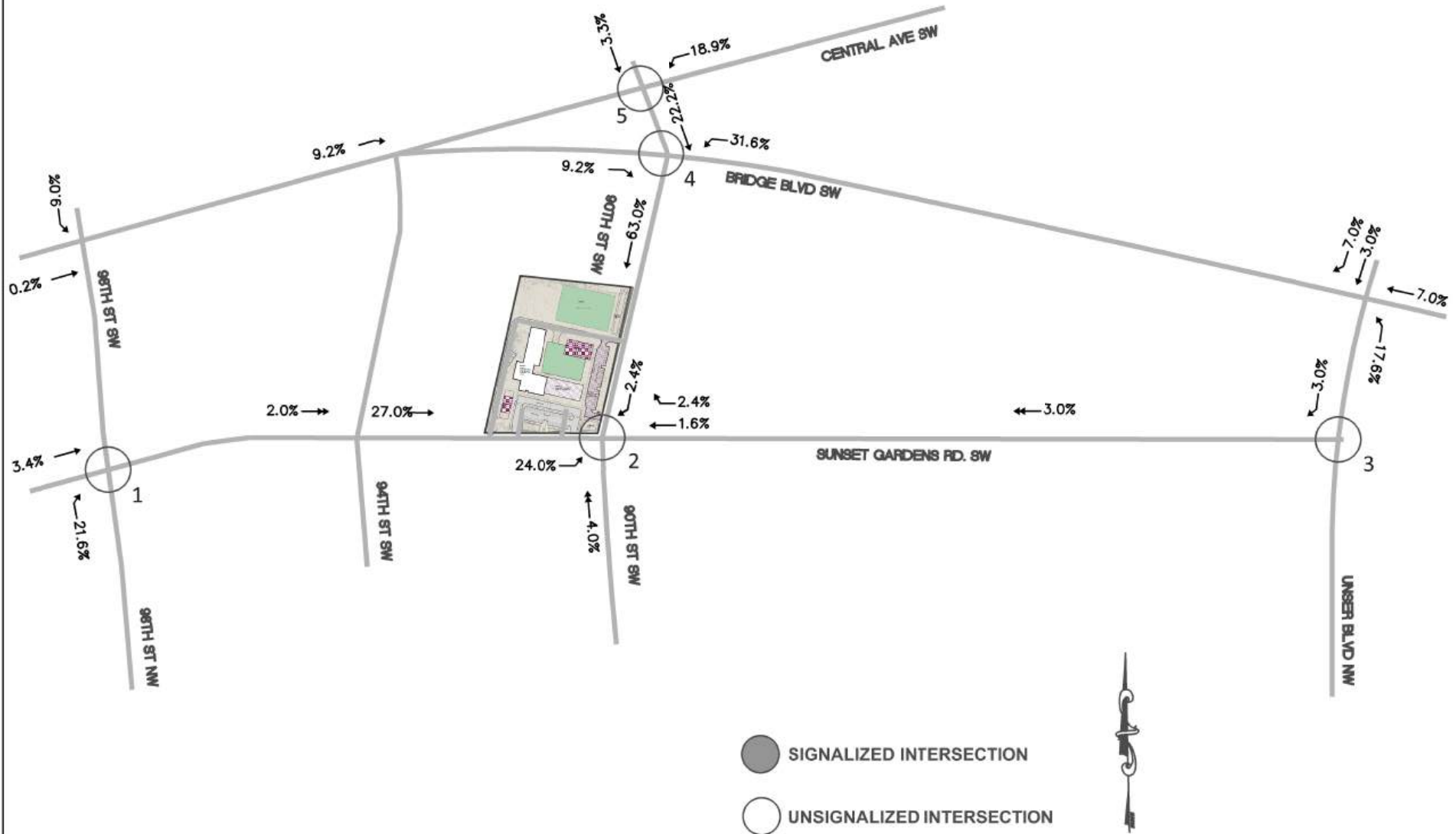


Albuquerque Collegiate Charter School

(Sunset Gardens Rd. SW/ 90th St. SW)

Trip Assignments (% Entering)

Public Intersections in Study Area

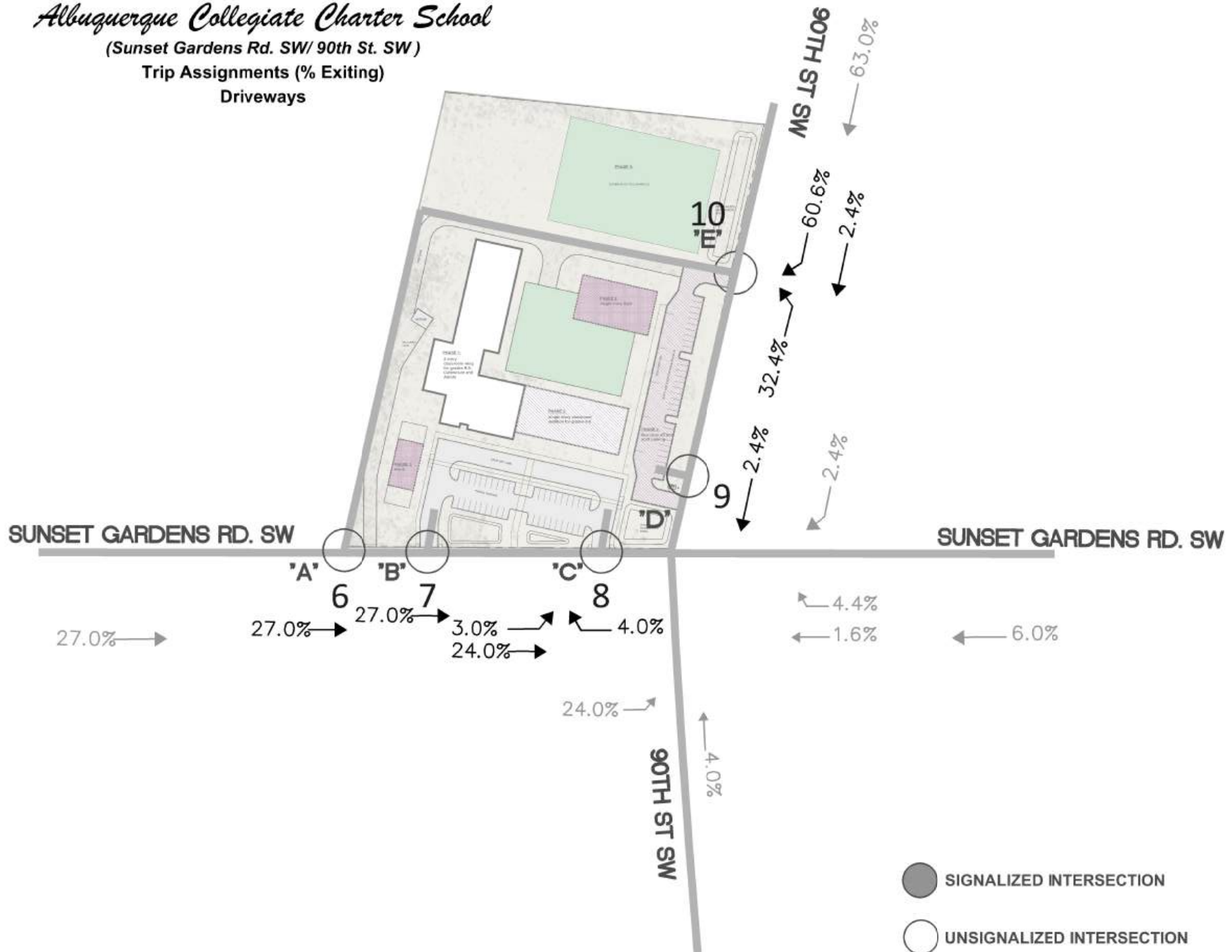


Albuquerque Collegiate Charter School

(Sunset Gardens Rd. SW/ 90th St. SW)

Trip Assignments (% Exiting)

Driveways



● SIGNALIZED INTERSECTION

○ UNSIGNALIZED INTERSECTION

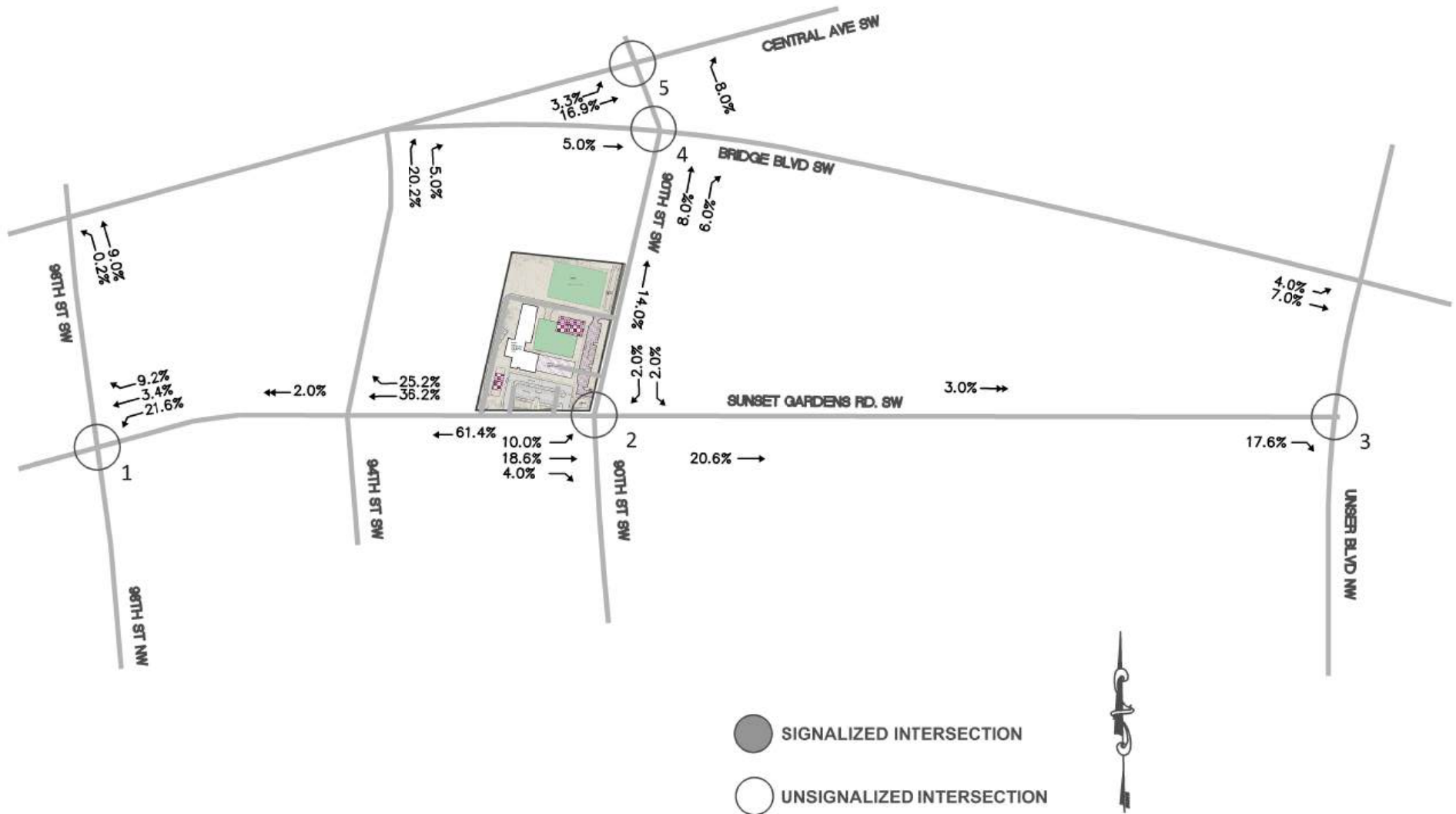


Albuquerque Collegiate Charter School

(Sunset Gardens Rd. SW/ 90th St. SW)

Trip Assignments (% Exiting)

Public Intersections in Study Area

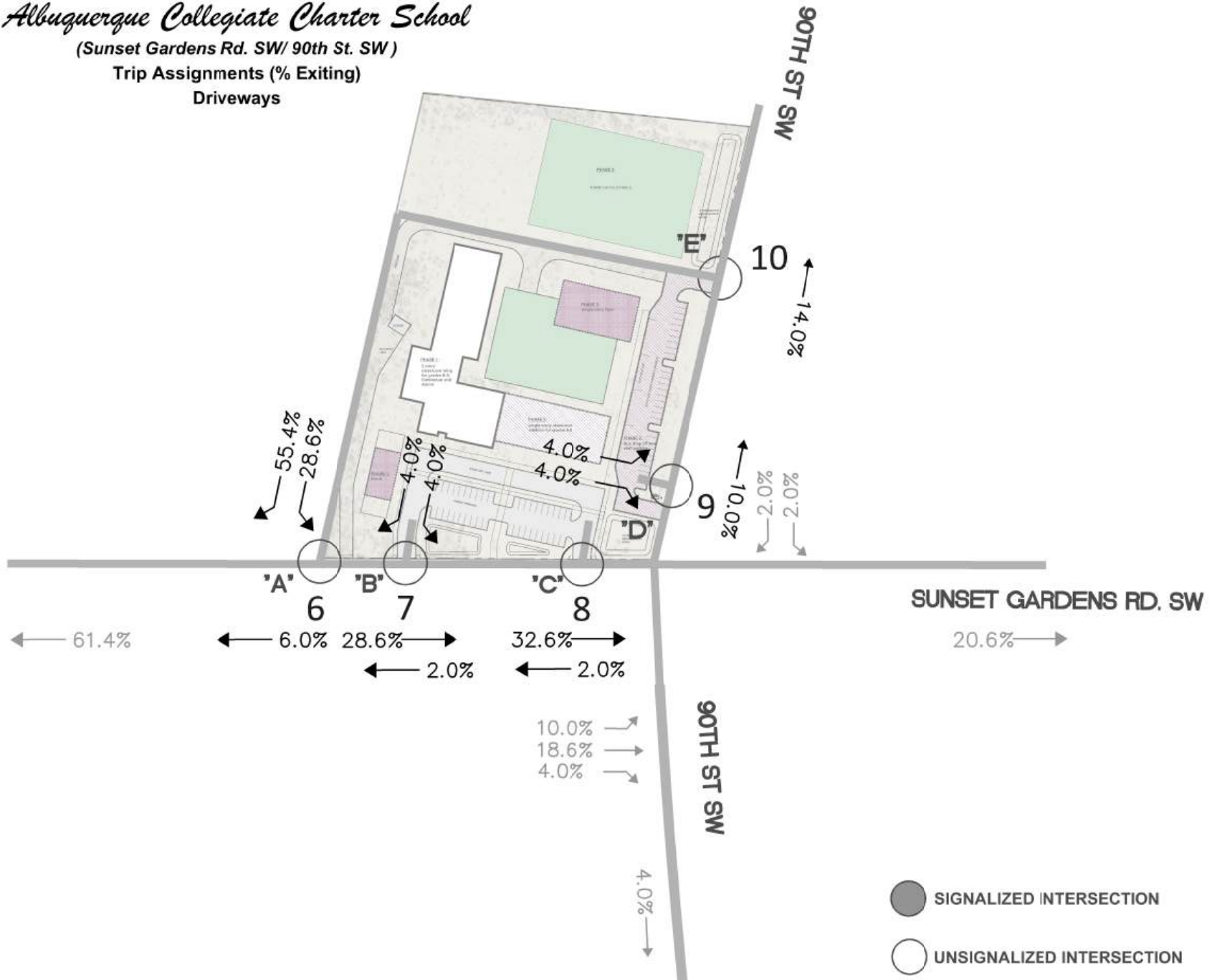


Albuquerque Collegiate Charter School

(Sunset Gardens Rd. SW/ 90th St. SW)

Trip Assignments (% Exiting)

Driveways



- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Albuquerque Collegiate Charter School

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT

Summary Sheet

	Units					
Charter K-12 (538)	610.00	506	258	248	-	-
Private K-12 (532)	610.00	104	-	-	45	59
Subtotal		610	258	248	45	59
<i>Pass-By Trips</i>	0%		0	0	0	0
Total Primary Trips			258	248	45	59



LONG RANGE ROADWAY SYSTEM (LRRS)

Published April 2020



LRRS Key

Roadway Function

- Interstate
- Regional Principal Arterial
- Community Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Future Roadways

- Potential Future Route
- Proposed Regional Arterial
- Proposed Community Arterial
- Proposed Minor Arterial
- Proposed Major Collector
- Proposed Minor Collector

Interchanges

- + Proposed Interchange
- + Proposed Grade-Separated Crossing
- + Proposed Interchange Beyond 2040

The **Long Range Roadway System (LRRS)** describes both existing and future (proposed) roadways in the Albuquerque Metropolitan Planning Area (AMPA). Roadways are classified by their character and their role in regional connectivity. This is in contrast to Functional Classification, which reflects current function and determines eligibility for federal funding.

Proposed facilities include projects beyond the 2040 timeframe. These roadways are included to help identify future need and important regional connections. This system should be viewed as an aspirational network.

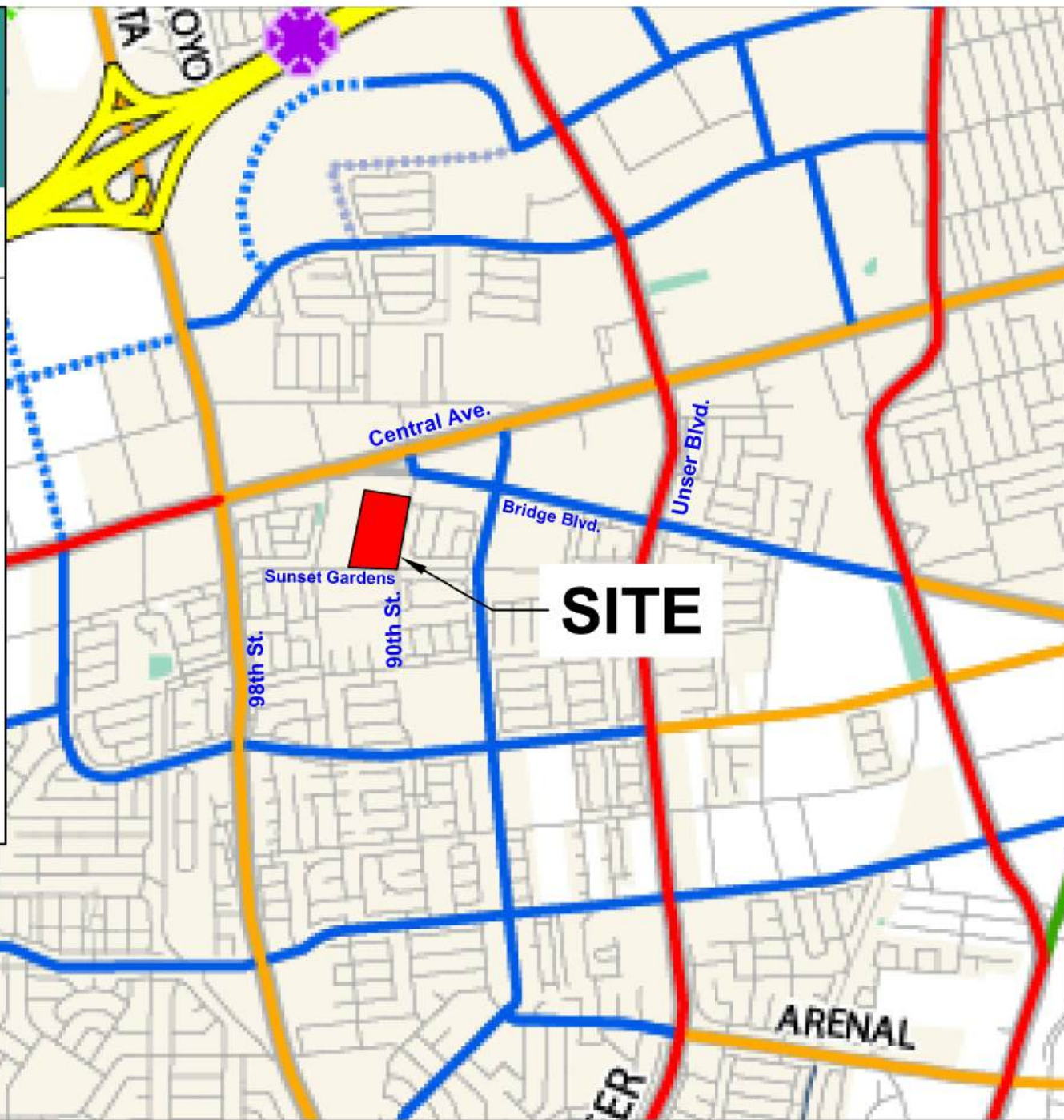
Regional Principal Arterial roadways prioritize passenger vehicles and freight and are primarily for traveling longer distances across the region, so they are often located at the edges of activity centers.

Community Principal Arterial roadways may provide direct access to activity centers and strive to achieve a balance of modes of travel.

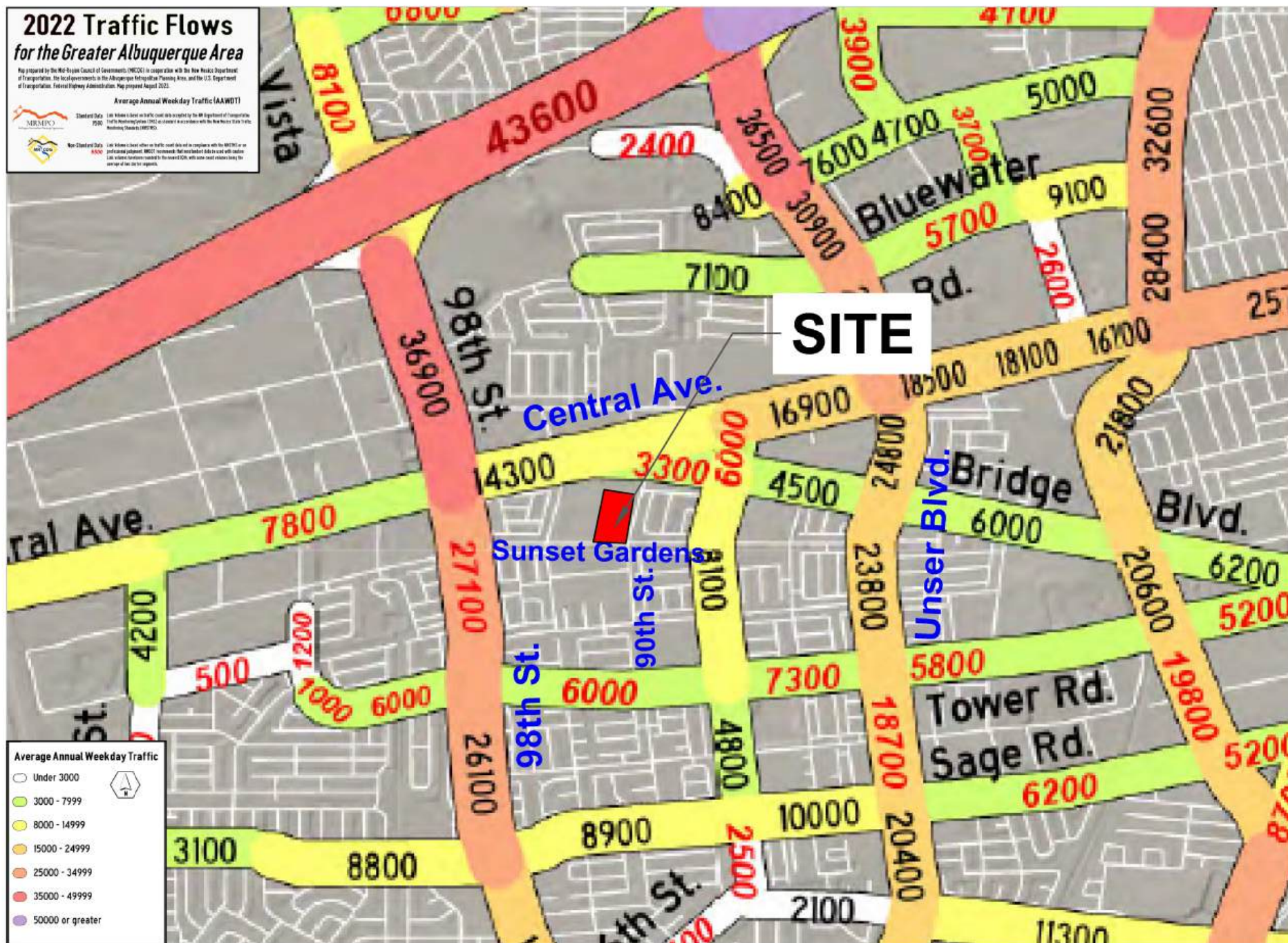
Minor Arterial roadways provide the connectivity of principal arterials, but prioritize slower moving traffic.

Major Collector roadways connect arterials and neighborhoods. They support short car trips while prioritizing bicyclists and pedestrians.

Minor Collector roadways provide additional connectivity between arterials and neighborhoods.



Portion of Futures 2040 Long Range Roadway System
(from Mid-Region Council of Governments)



Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements SUMMARY **PROPOSED DEVELOPMENT (2025) - 100% Development**

INTERSECTION: **S u m m a r y**

Sunset Gardens Rd. / 98th St.													PHF
(1)	0.10			0.10			0.10			0.10			
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (98th St.)			Southbound (98th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	12	2	20	1	2	36	19	1,527	22	4	543	10	
2025 (NO BUILD - A.M.)	12	2	20	1	2	36	19	1,535	22	4	546	10	
2025 (BUILD - A.M.)	12	11	20	55	10	59	19	1,535	78	4	546	10	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	14	4	24	5	2	32	24	1,037	13	44	1,485	35	
2025 (NO BUILD - P.M.)	14	4	24	5	2	32	24	1,042	13	44	1,492	35	
2025 (BUILD - P.M.)	14	6	24	18	4	37	24	1,042	23	44	1,492	35	

Sunset Gardens Rd. / 90th St.													PHF
(2)	0.10			0.10			0.10			0.10			
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (90th St.)			Southbound (90th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	6	15	0	0	11	4	0	58	1	2	23	12	
2025 (NO BUILD - A.M.)	6	15	0	0	11	4	0	60	1	2	24	12	
2025 (BUILD - A.M.)	93	61	10	0	15	10	0	70	1	7	24	23	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (90th St.)			Southbound (90th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	1	16	4	5	15	0	1	35	10	9	52	7	
2025 (NO BUILD - P.M.)	1	17	4	5	15	0	1	36	10	9	54	7	
2025 (BUILD - P.M.)	18	28	6	5	16	1	1	38	10	10	54	9	

Sunset Gardens Rd. / Unser Blvd.													PHF
(3)	0.10			0.10			0.10			0.10			
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	24	0	0	0	0	1,232	0	0	622	22	
2025 (NO BUILD - A.M.)	0	0	24	0	0	0	0	1,244	0	0	628	22	
2025 (BUILD - A.M.)	0	0	68	0	0	0	0	1,244	0	0	628	30	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	12	0	0	0	0	776	0	0	1,335	58	
2025 (NO BUILD - P.M.)	0	0	12	0	0	0	0	784	0	0	1,348	59	
2025 (BUILD - P.M.)	0	0	22	0	0	0	0	784	0	0	1,348	60	

Bridge Blvd. / 90th St.													PHF
(4)	0.10			0.10			0.10			0.10			
	Eastbound (Bridge Blvd.)			Westbound (Bridge Blvd.)			Northbound (90th St.)			Southbound (90th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	2	103	5	11	114	76	2	80	6	48	18	1	
2025 (NO BUILD - A.M.)	2	105	5	11	116	78	2	82	6	49	18	1	
2025 (BUILD - A.M.)	2	117	29	93	116	78	2	102	21	49	75	1	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Bridge Blvd.)			Westbound (Bridge Blvd.)			Northbound (90th St.)			Southbound (90th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	4	166	11	10	115	36	5	28	9	90	51	0	
2025 (NO BUILD - P.M.)	4	169	11	10	117	37	5	29	9	92	52	0	
2025 (BUILD - P.M.)	4	172	15	24	117	37	5	34	13	92	62	0	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements SUMMARY **PROPOSED DEVELOPMENT (2025) - 100% Development**

INTERSECTION: **S u m m a r y**

Central Ave. / 90th St.

(5)

0.0% Truck	0.10			0.10			0.10			0.10			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	4	469	5	3	243	22	15	104	35	21	58	10	
2025 (NO BUILD - A.M.)	4	474	5	3	245	22	15	105	35	21	59	10	
2025 (BUILD - A.M.)	12	516	5	52	245	22	15	105	55	21	68	10	
0.0% Truck	0.10			0.10			0.10			0.10			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	12	435	2	11	490	28	6	43	27	52	126	29	
2025 (NO BUILD - P.M.)	12	439	2	11	495	28	6	43	27	53	127	29	
2025 (BUILD - P.M.)	14	449	2	20	495	28	6	43	32	53	128	29	

Sunset Gardens Rd. / Driveway "A"

(6)

0.0% Truck	0.10			0.10			0.10			0.10			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	21	0	0	11	0	0	0	0	0	0	0	
2025 (NO BUILD - A.M.)	0	22	0	0	11	0	0	0	0	0	0	0	
2025 (BUILD - A.M.)	0	92	0	0	21	0	0	0	0	71	0	137	
0.0% Truck	0.10			0.10			0.10			0.10			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	21	0	0	15	0	0	0	0	0	0	0	
2025 (NO BUILD - P.M.)	0	22	0	0	15	0	0	0	0	0	0	0	
2025 (BUILD - P.M.)	0	34	0	0	19	0	0	0	0	17	0	33	

Sunset Gardens / Driveway "B"

(7)

0.0% Truck	0.10			0.10			0.10			0.10			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	21	0	0	11	0	0	0	0	0	0	0	
2025 (NO BUILD - A.M.)	0	22	0	0	11	0	0	0	0	0	0	0	
2025 (BUILD - A.M.)	0	163	0	0	16	0	0	0	0	10	0	10	
0.0% Truck	0.10			0.10			0.10			0.10			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	21	0	0	15	0	0	0	0	0	0	0	
2025 (NO BUILD - P.M.)	0	22	0	0	15	0	0	0	0	0	0	0	
2025 (BUILD - P.M.)	0	51	0	0	16	0	0	0	0	2	0	2	

Sunset Gardens / Driveway "C"

(8)

0.0% Truck	0.10			0.10			0.10			0.10			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	21	0	0	11	0	0	0	0	0	0	0	
2025 (NO BUILD - A.M.)	0	22	0	0	11	0	0	0	0	0	0	0	
2025 (BUILD - A.M.)	8	155	0	0	16	10	0	0	0	0	0	0	
0.0% Truck	0.10			0.10			0.10			0.10			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	21	0	0	15	0	0	0	0	0	0	0	
2025 (NO BUILD - P.M.)	0	22	0	0	15	0	0	0	0	0	0	0	
2025 (BUILD - P.M.)	1	50	0	0	16	2	0	0	0	0	0	0	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2025) - 100% Development

INTERSECTION: Summary

Driveway "D" / 90th St. (9)

0.0% Truck

Existing (2024)
2025 (NO BUILD - A.M.)
2025 (BUILD - A.M.)

0.10			0.10			0.10			0.10			PHF
Eastbound (Driveway "D")			Westbound (Driveway "D")			Northbound (90th St.)			Southbound (90th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	88	0	0	18	0	
0	0	0	0	0	0	0	90	0	0	18	0	
10	0	10	0	0	0	0	115	0	0	24	0	

Existing (2024)
2025 (NO BUILD - P.M.)
2025 (BUILD - P.M.)

0.10			0.10			0.10			0.10			PHF
Eastbound (Driveway "D")			Westbound (Driveway "D")			Northbound (90th St.)			Southbound (90th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	42	0	0	51	0	
0	0	0	0	0	0	0	43	0	0	52	0	
2	0	2	0	0	0	0	49	0	0	53	0	

Driveway "E" / 90th St. (10)

0.0% Truck

Existing (2024)
2025 (NO BUILD - A.M.)
2025 (BUILD - A.M.)

0.10			0.10			0.10			0.10			PHF
Eastbound (Driveway "E")			Westbound (Driveway "E")			Northbound (90th St.)			Southbound (90th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	88	0	0	18	0	
0	0	0	0	0	0	0	90	0	0	18	0	
0	0	0	0	0	0	84	125	0	0	24	156	

Existing (2024)
2025 (NO BUILD - P.M.)
2025 (BUILD - P.M.)

0.10			0.10			0.10			0.10			PHF
Eastbound (Driveway "E")			Westbound (Driveway "E")			Northbound (90th St.)			Southbound (90th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	42	0	0	51	0	
0	0	0	0	0	0	0	43	0	0	52	0	
0	0	0	0	0	0	15	51	0	0	53	27	

Albuquerque Collegiate School (Sunset Gardens/90th St.)
 Projected Turning Movements Worksheet
Sunset Gardens Rd. / 98th St.

INTERSECTION : E-W Street: **Sunset Gardens Rd.** (1)
 N-S Street: **98th St.**

Year of Existing Counts 2024
 Horizon Year 2025

Growth Rates 0.50% 0.50% 0.50% 0.50%

	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (98th St.)			Southbound (98th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	2	20	1	2	36	19	1,527	22	4	543	10
Background Traffic Growth	0	0	0	0	0	0	0	8	0	0	3	0
Subtotal	12	2	20	1	2	36	19	1,535	22	4	546	10
Subtotal (NO BUILD - A.M.)	12	2	20	1	2	36	19	1,535	22	4	546	10
Percent Office Trips Generated(Entering)	0.00%	3.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.60%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	21.60%	3.40%	9.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	9	0	54	8	23	0	0	56	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	12	11	20	55	10	59	19	1,535	78	4	546	10
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	12	11	20	55	10	59	19	1,535	78	4	546	10

	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (98th St.)			Southbound (98th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	14	4	24	5	2	32	24	1,037	13	44	1,485	35
Background Traffic Growth	0	0	0	0	0	0	0	5	0	0	7	0
Subtotal	14	4	24	5	2	32	24	1,042	13	44	1,492	35
Subtotal (NO BUILD - P.M.)	14	4	24	5	2	32	24	1,042	13	44	1,492	35
Percent Office Trips Generated(Entering)	0.00%	3.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.60%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	21.60%	3.40%	9.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	2	0	13	2	5	0	0	10	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	14	6	24	18	4	37	24	1,042	23	44	1,492	35
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	14	6	24	18	4	37	24	1,042	23	44	1,492	35

Number of Office Trips Generated

Entering	Exiting	A.M.	100% Office Development
258	248		
45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens Rd. / 90th St.

INTERSECTION : E-W Street: **Sunset Gardens Rd.** (2)
 N-S Street: **90th St.**
 Year of Existing Counts: 2024
 Horizon Year: **2025**
 Growth Rates

	3.30%			3.30%			3.30%			3.30%		
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	6	15	0	0	11	4	0	58	1	2	23	12
Background Traffic Growth	0	0	0	0	0	0	0	2	0	0	1	0
Subtotal	6	15	0	0	11	4	0	60	1	2	24	12
Subtotal (NO BUILD - A.M.)	6	15	0	0	11	4	0	60	1	2	24	12
Percent Office Trips Generated(Entering)	24.00%	0.00%	0.00%	0.00%	1.60%	2.40%	0.00%	4.00%	0.00%	0.00%	0.00%	2.40%
Percent Office Trips Generated(Exiting)	10.00%	18.60%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	2.00%
Total Trips Generated	87	46	10	0	4	6	0	10	0	5	0	11
Subtotal AM Pk Hr. BUILD Volumes	93	61	10	0	15	10	0	70	1	7	24	23
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	93	61	10	0	15	10	0	70	1	7	24	23

	3.30%			3.30%			3.30%			3.30%		
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	1	16	4	5	15	0	1	35	10	9	52	7
Background Traffic Growth	0	1	0	0	0	0	0	1	0	0	2	0
Subtotal	1	17	4	5	15	0	1	36	10	9	54	7
Subtotal (NO BUILD - P.M.)	1	17	4	5	15	0	1	36	10	9	54	7
Percent Office Trips Generated(Entering)	24.00%	0.00%	0.00%	0.00%	1.60%	2.40%	0.00%	4.00%	0.00%	0.00%	0.00%	2.40%
Percent Office Trips Generated(Exiting)	10.00%	18.60%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	2.00%
Total Trips Generated	17	11	2	0	1	1	0	2	0	1	0	2
Subtotal PM Pk Hr. BUILD Volumes	18	28	6	5	16	1	1	38	10	10	54	9
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	18	28	6	5	16	1	1	38	10	10	54	9

Number of Office Trips Generated: Entering **258** Exiting **248** A.M. 100% Office Development
 45 59 P.M.

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens Rd. / Unser Blvd.

INTERSECTION : E-W Street: **Sunset Gardens Rd.** (3)
N-S Street: **Unser Blvd.**

Year of Existing Counts 2024

Horizon Year 2025

Growth Rates 1.00% 1.00% 1.00% 1.00%

	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	24	0	0	0	0	1,232	0	0	622	22
Background Traffic Growth	0	0	0	0	0	0	0	12	0	0	6	0
Subtotal	0	0	24	0	0	0	0	1,244	0	0	628	22
Subtotal (NO BUILD - A.M.)	0	0	24	0	0	0	0	1,244	0	0	628	22
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	17.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	44	0	0	0	0	0	0	0	0	8
Subtotal AM Pk Hr. BUILD Volumes	0	0	68	0	0	0	0	1,244	0	0	628	30
<i>Pass-by Trip Adjustments</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Total AM Peak Hour BUILD Volumes	0	0	68	0	0	0	0	1,244	0	0	628	30

	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	12	0	0	0	0	776	0	0	1,335	58
Background Traffic Growth	0	0	0	0	0	0	0	8	0	0	13	1
Subtotal	0	0	12	0	0	0	0	784	0	0	1,348	59
Subtotal (NO BUILD - P.M.)	0	0	12	0	0	0	0	784	0	0	1,348	59
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	17.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	10	0	0	0	0	0	0	0	0	1
Subtotal PM Pk Hr. BUILD Volumes	0	0	22	0	0	0	0	784	0	0	1,348	60
<i>Pass-by Trip Adjustments</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Total PM Peak Hour BUILD Volumes	0	0	22	0	0	0	0	784	0	0	1,348	60

Number of Office Trips Generated

Entering	Exiting	A.M.	100% Office Development
258	248		
45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Bridge Blvd. / 90th St.

INTERSECTION : E-W Street: **Bridge Blvd.** (4)
N-S Street: **90th St.**
Year of Existing Counts 2024
Horizon Year 2025
Growth Rates

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Bridge Blvd.)			Westbound (Bridge Blvd.)			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	103	5	11	114	76	2	80	6	48	18	1
Background Traffic Growth	0	2	0	0	2	2	0	2	0	1	0	0
Subtotal	2	105	5	11	116	78	2	82	6	49	18	1
Subtotal (NO BUILD - A.M.)	2	105	5	11	116	78	2	82	6	49	18	1
Percent Office Trips Generated(Entering)	0.00%	0.00%	9.20%	31.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	22.20%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	6.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	12	24	82	0	0	0	20	15	0	57	0
Subtotal AM Pk Hr. BUILD Volumes	2	117	29	93	116	78	2	102	21	49	75	1
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	2	117	29	93	116	78	2	102	21	49	75	1

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Bridge Blvd.)			Westbound (Bridge Blvd.)			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	166	11	10	115	36	5	28	9	90	51	0
Background Traffic Growth	0	3	0	0	2	1	0	1	0	2	1	0
Subtotal	4	169	11	10	117	37	5	29	9	92	52	0
Subtotal (NO BUILD - P.M.)	4	169	11	10	117	37	5	29	9	92	52	0
Percent Office Trips Generated(Entering)	0.00%	0.00%	9.20%	31.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	22.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	6.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	3	4	14	0	0	0	5	4	0	10	0
Subtotal PM Pk Hr. BUILD Volumes	4	172	15	24	117	37	5	34	13	92	62	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	4	172	15	24	117	37	5	34	13	92	62	0

Number of Office Trips Generated
 Entering 258 45 Exiting 248 59 A.M. 100% Office Development P.M.

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Central Ave. / 90th St.

INTERSECTION : E-W Street: **Central Ave.** (5)
 N-S Street: **90th St.**
 Year of Existing Counts 2024
 Horizon Year 2025
 Growth Rates

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Central Ave.)			Westbound (Central Ave.)			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	469	5	3	243	22	15	104	35	21	58	10
Background Traffic Growth	0	5	0	0	2	0	0	1	0	0	1	0
Subtotal	4	474	5	3	245	22	15	105	35	21	59	10
Subtotal (NO BUILD - A.M.)	4	474	5	3	245	22	15	105	35	21	59	10
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.30%	0.00%
Percent Office Trips Generated(Exiting)	3.30%	16.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%
Total Trips Generated	8	42	0	49	0	0	0	0	20	0	9	0
Subtotal AM Pk Hr. BUILD Volumes	12	516	5	52	245	22	15	105	55	21	68	10
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	12	516	5	52	245	22	15	105	55	21	68	10

	Eastbound (Central Ave.)			Westbound (Central Ave.)			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	435	2	11	490	28	6	43	27	52	126	29
Background Traffic Growth	0	4	0	0	5	0	0	0	0	1	1	0
Subtotal	12	439	2	11	495	28	6	43	27	53	127	29
Subtotal (NO BUILD - P.M.)	12	439	2	11	495	28	6	43	27	53	127	29
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.30%	0.00%
Percent Office Trips Generated(Exiting)	3.30%	16.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	10	0	9	0	0	0	0	5	0	1	0
Subtotal PM Pk Hr. BUILD Volumes	14	449	2	20	495	28	6	43	32	53	128	29
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	14	449	2	20	495	28	6	43	32	53	128	29

Number of Office Trips Generated

Entering	258	248	A.M.	100% Office Development
Exiting	45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens Rd. / Driveway "A"

INTERSECTION : E-W Street: **Sunset Gardens Rd.** (6)
N-S Street: **Driveway "A"**

Year of Existing Counts 2024
Horizon Year 2025

Growth Rates 3.30% 3.30% 3.30% 3.30%

Existing Volumes

Background Traffic Growth

Subtotal

Subtotal (NO BUILD - A.M.)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

Subtotal AM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

Total AM Peak Hour BUILD Volumes

Eastbound (Sunset Gardens Rd.)	Westbound (Sunset Gardens Rd.)	Northbound (Driveway "A")	Southbound (Driveway "A")
Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right
0 21 0	0 11 0	0 0 0	0 0 0
0 1 0	0 0 0	0 0 0	0 0 0
0 22 0	0 11 0	0 0 0	0 0 0
0 22 0	0 11 0	0 0 0	0 0 0
0.00% 27.00% 0.00%	0.00% 0.00% 0.00%	0.00% 0.00% 0.00%	0.00% 0.00% 0.00%
0.00% 0.00% 0.00%	0.00% 4.00% 0.00%	0.00% 0.00% 0.00%	28.60% 0.00% 55.40%
0 70 0	0 10 0	0 0 0	71 0 137
0 92 0	0 21 0	0 0 0	71 0 137
0 0 0	0 0 0	0 0 0	0 0 0
0 92 0	0 21 0	0 0 0	71 0 137

Existing Volumes

Background Traffic Growth

Subtotal

Subtotal (NO BUILD - P.M.)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

Subtotal PM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

Total PM Peak Hour BUILD Volumes

Eastbound (Sunset Gardens Rd.)	Westbound (Sunset Gardens Rd.)	Northbound (Driveway "A")	Southbound (Driveway "A")
Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right
0 21 0	0 15 0	0 0 0	0 0 0
0 1 0	0 0 0	0 0 0	0 0 0
0 22 0	0 15 0	0 0 0	0 0 0
0 22 0	0 15 0	0 0 0	0 0 0
0.00% 27.00% 0.00%	0.00% 0.00% 0.00%	0.00% 0.00% 0.00%	0.00% 0.00% 0.00%
0.00% 0.00% 0.00%	0.00% 6.00% 0.00%	0.00% 0.00% 0.00%	28.60% 0.00% 55.40%
0 12 0	0 4 0	0 0 0	17 0 33
0 34 0	0 19 0	0 0 0	17 0 33
0 0 0	0 0 0	0 0 0	0 0 0
0 34 0	0 19 0	0 0 0	17 0 33

Number of Office Trips Generated

Entering 258 45 Exiting 248 59 A.M. P.M. 100% Office Development

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens / Driveway "B"

INTERSECTION: E-W Street: **Sunset Gardens** (7)
N-S Street: **Driveway "B"**

Year of Existing Counts 2024
Horizon Year 2025

Growth Rates 3.30% 3.30% 3.30% 3.30%

Existing Volumes

Background Traffic Growth

Subtotal

Subtotal (NO BUILD - A.M.)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

Subtotal AM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

Total AM Peak Hour BUILD Volumes

Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "B")			Southbound (Driveway "B")		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	21	0	0	11	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0
0	22	0	0	11	0	0	0	0	0	0	0
0	22	0	0	11	0	0	0	0	0	0	0
0.00%	27.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	28.60%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	4.00%
0	141	0	0	5	0	0	0	0	10	0	10
0	163	0	0	16	0	0	0	0	10	0	10
0	0	0	0	0	0	0	0	0	0	0	0
0	163	0	0	16	0	0	0	0	10	0	10

Existing Volumes

Background Traffic Growth

Subtotal

Subtotal (NO BUILD - P.M.)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

Subtotal PM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

Total PM Peak Hour BUILD Volumes

Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "B")			Southbound (Driveway "B")		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	21	0	0	15	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0
0	22	0	0	15	0	0	0	0	0	0	0
0	22	0	0	15	0	0	0	0	0	0	0
0.00%	27.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	28.60%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	4.00%
0	29	0	0	1	0	0	0	0	2	0	2
0	51	0	0	16	0	0	0	0	2	0	2
0	0	0	0	0	0	0	0	0	0	0	0
0	51	0	0	16	0	0	0	0	2	0	2

Number of Office Trips Generated

Entering 258 Exiting 248 A.M. 100% Office Development
45 59 P.M.

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens / Driveway "C"

INTERSECTION: E-W Street: **Sunset Gardens** (8)
N-S Street: **Driveway "C"**

Year of Existing Counts: 2024
Horizon Year: 2025

Growth Rates: 3.30% 3.30% 3.30% 3.30%

Existing Volumes

Background Traffic Growth

Subtotal

Subtotal (NO BUILD - A.M.)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

Subtotal AM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

Total AM Peak Hour BUILD Volumes

Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "C")			Southbound (Driveway "C")		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	21	0	0	11	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0
0	22	0	0	11	0	0	0	0	0	0	0
0	22	0	0	11	0	0	0	0	0	0	0
3.00%	24.00%	0.00%	0.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	28.60%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	133	0	0	5	10	0	0	0	0	0	0
8	155	0	0	16	10	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
8	155	0	0	16	10	0	0	0	0	0	0

Existing Volumes

Background Traffic Growth

Subtotal

Subtotal (NO BUILD - P.M.)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

Subtotal PM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

Total PM Peak Hour BUILD Volumes

Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "C")			Southbound (Driveway "C")		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	21	0	0	15	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0
0	22	0	0	15	0	0	0	0	0	0	0
0	22	0	0	15	0	0	0	0	0	0	0
3.00%	24.00%	0.00%	0.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	28.60%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1	28	0	0	1	2	0	0	0	0	0	0
1	50	0	0	16	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
1	50	0	0	16	2	0	0	0	0	0	0

Number of Office Trips Generated

Entering	Exiting	A.M.	100% Office Development
258	248		
45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Driveway "D" / 90th St.

INTERSECTION: E-W Street: **Driveway "D"** (9)
 N-S Street: **90th St.**
 Year of Existing Counts: 2024
 Horizon Year: **2025**
 Growth Rates

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Driveway "D")			Westbound (Driveway "D")			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	88	0	0	18	0
Background Traffic Growth	0	0	0	0	0	0	0	2	0	0	0	0
Subtotal	0	0	0	0	0	0	0	90	0	0	18	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	90	0	0	18	0
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.40%	0.00%
Percent Office Trips Generated(Exiting)	4.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	10	0	10	0	0	0	0	25	0	0	6	0
Subtotal AM Pk Hr. BUILD Volumes	10	0	10	0	0	0	0	115	0	0	24	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	10	0	10	0	0	0	0	115	0	0	24	0

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Driveway "D")			Westbound (Driveway "D")			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	42	0	0	51	0
Background Traffic Growth	0	0	0	0	0	0	0	1	0	0	1	0
Subtotal	0	0	0	0	0	0	0	43	0	0	52	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	43	0	0	52	0
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.40%	0.00%
Percent Office Trips Generated(Exiting)	4.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	0	2	0	0	0	0	6	0	0	1	0
Subtotal PM Pk Hr. BUILD Volumes	2	0	2	0	0	0	0	49	0	0	53	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	2	0	2	0	0	0	0	49	0	0	53	0

Number of Office Trips Generated: Entering 258, Exiting 248, A.M. 45, P.M. 59, 100% Office Development

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Driveway "E" / 90th St.

INTERSECTION: E-W Street: **Driveway "E"** (10)
 N-S Street: **90th St.**
 Year of Existing Counts: 2024
 Horizon Year: **2025**
 Growth Rates

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Driveway "E")			Westbound (Driveway "E")			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	88	0	0	18	0
Background Traffic Growth	0	0	0	0	0	0	0	2	0	0	0	0
Subtotal	0	0	0	0	0	0	0	90	0	0	18	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	90	0	0	18	0
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.40%	0.00%	0.00%	0.00%	2.40%	60.60%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	84	35	0	0	6	156
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	0	0	0	84	125	0	0	24	156
<i>Pass-by Trip Adjustments</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Total AM Peak Hour BUILD Volumes	0	0	0	0	0	0	84	125	0	0	24	156

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Driveway "E")			Westbound (Driveway "E")			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	42	0	0	51	0
Background Traffic Growth	0	0	0	0	0	0	0	1	0	0	1	0
Subtotal	0	0	0	0	0	0	0	43	0	0	52	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	43	0	0	52	0
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.40%	0.00%	0.00%	0.00%	2.40%	60.60%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	15	8	0	0	1	27
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	0	0	0	15	51	0	0	53	27
<i>Pass-by Trip Adjustments</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Total PM Peak Hour BUILD Volumes	0	0	0	0	0	0	15	51	0	0	53	27

Number of Office Trips Generated

Entering	258	248	A.M.	100% Office Development
Exiting	45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements SUMMARY **PROPOSED DEVELOPMENT (2035) - 100% Development**

INTERSECTION: **S u m m a r y**

Sunset Gardens Rd. / 98th St.													PHF
(1)	0.10			0.10			0.10			0.10			
0.0% Truck	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	12	2	20	1	2	36	19	1,527	22	4	543	10	
2035 (NO BUILD - A.M.)	13	2	21	1	2	38	20	1,611	23	4	573	11	
2035 (BUILD - A.M.)	13	11	21	55	10	61	20	1,611	79	4	573	11	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	14	4	24	5	2	32	24	1,037	13	44	1,485	35	
2035 (NO BUILD - P.M.)	15	4	25	5	2	34	25	1,094	14	46	1,567	37	
2035 (BUILD - P.M.)	15	6	25	18	4	39	25	1,094	24	46	1,567	37	

Sunset Gardens Rd. / 90th St.													PHF
(2)	0.10			0.10			0.10			0.10			
0.0% Truck	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (90th St.)			Southbound (90th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	6	15	0	0	11	4	0	58	1	2	23	12	
2035 (NO BUILD - A.M.)	8	20	0	0	15	5	0	79	1	3	31	16	
2035 (BUILD - A.M.)	95	66	10	0	19	11	0	89	1	8	31	27	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (90th St.)			Southbound (90th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	1	16	4	5	15	0	1	35	10	9	52	7	
2035 (NO BUILD - P.M.)	1	22	5	7	20	0	1	48	14	12	71	10	
2035 (BUILD - P.M.)	18	33	7	7	21	1	1	50	14	13	71	12	

Sunset Gardens Rd. / Unser Blvd.													PHF
(3)	0.10			0.10			0.10			0.10			
0.0% Truck	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	24	0	0	0	0	1,232	0	0	622	22	
2035 (NO BUILD - A.M.)	0	0	27	0	0	0	0	1,368	0	0	690	24	
2035 (BUILD - A.M.)	0	0	71	0	0	0	0	1,368	0	0	690	32	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	12	0	0	0	0	776	0	0	1,335	58	
2035 (NO BUILD - P.M.)	0	0	13	0	0	0	0	861	0	0	1,482	64	
2035 (BUILD - P.M.)	0	0	23	0	0	0	0	861	0	0	1,482	65	

Bridge Blvd. / 90th St.													PHF
(4)	0.10			0.10			0.10			0.10			
0.0% Truck	Eastbound (Bridge Blvd.)			Westbound (Bridge Blvd.)			Northbound (90th St.)			Southbound (90th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	2	103	5	11	114	76	2	80	6	48	18	1	
2035 (NO BUILD - A.M.)	2	127	6	14	140	94	2	98	7	59	22	1	
2035 (BUILD - A.M.)	2	139	30	96	140	94	2	118	22	59	79	1	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Bridge Blvd.)			Westbound (Bridge Blvd.)			Northbound (90th St.)			Southbound (90th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	4	166	11	10	115	36	5	28	9	90	51	0	
2035 (NO BUILD - P.M.)	5	204	14	12	142	44	6	34	11	111	63	0	
2035 (BUILD - P.M.)	5	207	18	26	142	44	6	39	15	111	73	0	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements SUMMARY **PROPOSED DEVELOPMENT (2035) - 100% Development**

INTERSECTION: **S u m m a r y**

Central Ave. / 90th St.

(5)	Eastbound (Central Ave.)			Westbound (Central Ave.)			Northbound (90th St.)			Southbound (90th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	4	469	5	3	243	22	15	104	35	21	58	10	
2035 (NO BUILD - A.M.)	4	521	6	3	270	24	17	115	39	23	64	11	
2035 (BUILD - A.M.)	12	563	6	52	270	24	17	115	59	23	73	11	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Central Ave.)			Westbound (Central Ave.)			Northbound (90th St.)			Southbound (90th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	12	435	2	11	490	28	6	43	27	52	126	29	
2035 (NO BUILD - P.M.)	13	483	2	12	544	31	7	48	30	58	140	32	
2035 (BUILD - P.M.)	15	493	2	21	544	31	7	48	35	58	141	32	

Sunset Gardens Rd. / Driveway "A"

(6)	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	21	0	0	11	0	0	0	0	0	0	0
2035 (NO BUILD - A.M.)	0	29	0	0	15	0	0	0	0	0	0	0
2035 (BUILD - A.M.)	0	99	0	0	25	0	0	0	0	71	0	137
	0.10			0.10			0.10			0.10 PHF		
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	21	0	0	15	0	0	0	0	0	0	0
2035 (NO BUILD - P.M.)	0	29	0	0	20	0	0	0	0	0	0	0
2035 (BUILD - P.M.)	0	41	0	0	24	0	0	0	0	17	0	33

Sunset Gardens / Driveway "B"

(7)	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "B")			Southbound (Driveway "B")			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	21	0	0	11	0	0	0	0	0	0	0	
2035 (NO BUILD - A.M.)	0	29	0	0	15	0	0	0	0	0	0	0	
2035 (BUILD - A.M.)	0	170	0	0	20	0	0	0	0	10	0	10	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "B")			Southbound (Driveway "B")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	21	0	0	15	0	0	0	0	0	0	0	
2035 (NO BUILD - P.M.)	0	29	0	0	20	0	0	0	0	0	0	0	
2035 (BUILD - P.M.)	0	58	0	0	21	0	0	0	0	2	0	2	

Sunset Gardens / Driveway "C"

(8)	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "C")			Southbound (Driveway "C")			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	21	0	0	11	0	0	0	0	0	0	0	
2035 (NO BUILD - A.M.)	0	29	0	0	15	0	0	0	0	0	0	0	
2035 (BUILD - A.M.)	8	162	0	0	20	10	0	0	0	0	0	0	
	0.10			0.10			0.10			0.10			PHF
	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "C")			Southbound (Driveway "C")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	21	0	0	15	0	0	0	0	0	0	0	
2035 (NO BUILD - P.M.)	0	29	0	0	20	0	0	0	0	0	0	0	
2035 (BUILD - P.M.)	1	57	0	0	21	2	0	0	0	0	0	0	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2035) - 100% Development

INTERSECTION: Summary

Driveway "D" / 90th St. (9)

0.0% Truck

Existing (2024)

2035 (NO BUILD - A.M.)

2035 (BUILD - A.M.)

0.10			0.10			0.10			0.10			PHF
Eastbound (Driveway "D")			Westbound (Driveway "D")			Northbound (90th St.)			Southbound (90th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	88	0	0	18	0	
0	0	0	0	0	0	0	108	0	0	22	0	
10	0	10	0	0	0	0	133	0	0	28	0	

Existing (2024)

2035 (NO BUILD - P.M.)

2035 (BUILD - P.M.)

0.10			0.10			0.10			0.10			PHF
Eastbound (Driveway "D")			Westbound (Driveway "D")			Northbound (90th St.)			Southbound (90th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	42	0	0	51	0	
0	0	0	0	0	0	0	52	0	0	63	0	
2	0	2	0	0	0	0	58	0	0	64	0	

Driveway "E" / 90th St. (10)

0.0% Truck

Existing (2024)

2035 (NO BUILD - A.M.)

2035 (BUILD - A.M.)

0.10			0.10			0.10			0.10			PHF
Eastbound (Driveway "E")			Westbound (Driveway "E")			Northbound (90th St.)			Southbound (90th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	88	0	0	18	0	
0	0	0	0	0	0	0	108	0	0	22	0	
0	0	0	0	0	0	84	143	0	0	28	156	

Existing (2024)

2035 (NO BUILD - P.M.)

2035 (BUILD - P.M.)

0.10			0.10			0.10			0.10			PHF
Eastbound (Driveway "E")			Westbound (Driveway "E")			Northbound (90th St.)			Southbound (90th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	42	0	0	51	0	
0	0	0	0	0	0	0	52	0	0	63	0	
0	0	0	0	0	0	15	60	0	0	64	27	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens Rd. / 98th St.

INTERSECTION : E-W Street: **Sunset Gardens Rd.** (1)
 N-S Street: **98th St.**
 Year of Existing Counts 2024
 Horizon Year 2035
 Growth Rates

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (98th St.)			Southbound (98th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	2	20	1	2	36	19	1,527	22	4	543	10
Background Traffic Growth	1	0	1	0	0	2	1	84	1	0	30	1
Subtotal	13	2	21	1	2	38	20	1,611	23	4	573	11
Subtotal (NO BUILD - A.M.)	13	2	21	1	2	38	20	1,611	23	4	573	11
Percent Office Trips Generated(Entering)	0.00%	3.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.60%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	21.60%	3.40%	9.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	9	0	54	8	23	0	0	56	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	13	11	21	55	10	61	20	1,611	79	4	573	11
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	13	11	21	55	10	61	20	1,611	79	4	573	11

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (98th St.)			Southbound (98th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	14	4	24	5	2	32	24	1,037	13	44	1,485	35
Background Traffic Growth	1	0	1	0	0	2	1	57	1	2	82	2
Subtotal	15	4	25	5	2	34	25	1,094	14	46	1,567	37
Subtotal (NO BUILD - P.M.)	15	4	25	5	2	34	25	1,094	14	46	1,567	37
Percent Office Trips Generated(Entering)	0.00%	3.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.60%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	21.60%	3.40%	9.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	2	0	13	2	5	0	0	10	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	15	6	25	18	4	39	25	1,094	24	46	1,567	37
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	15	6	25	18	4	39	25	1,094	24	46	1,567	37

	Entering	Exiting		
Number of Office Trips Generated	258	248	A.M.	100% Office Development
	45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens Rd. / 90th St.

INTERSECTION : E-W Street: **Sunset Gardens Rd.** (2)
 N-S Street: **90th St.**
 Year of Existing Counts 2024
 Horizon Year 2035
 Growth Rates

	3.30%			3.30%			3.30%			3.30%		
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	6	15	0	0	11	4	0	58	1	2	23	12
Background Traffic Growth	2	5	0	0	4	1	0	21	0	1	8	4
Subtotal	8	20	0	0	15	5	0	79	1	3	31	16
Subtotal (NO BUILD - A.M.)	8	20	0	0	15	5	0	79	1	3	31	16
Percent Office Trips Generated(Entering)	24.00%	0.00%	0.00%	0.00%	1.60%	2.40%	0.00%	4.00%	0.00%	0.00%	0.00%	2.40%
Percent Office Trips Generated(Exiting)	10.00%	18.60%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	2.00%
Total Trips Generated	87	46	10	0	4	6	0	10	0	5	0	11
Subtotal AM Pk Hr. BUILD Volumes	95	66	10	0	19	11	0	89	1	8	31	27
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	95	66	10	0	19	11	0	89	1	8	31	27

	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	1	16	4	5	15	0	1	35	10	9	52	7
Background Traffic Growth	0	6	1	2	5	0	0	13	4	3	19	3
Subtotal	1	22	5	7	20	0	1	48	14	12	71	10
Subtotal (NO BUILD - P.M.)	1	22	5	7	20	0	1	48	14	12	71	10
Percent Office Trips Generated(Entering)	24.00%	0.00%	0.00%	0.00%	1.60%	2.40%	0.00%	4.00%	0.00%	0.00%	0.00%	2.40%
Percent Office Trips Generated(Exiting)	10.00%	18.60%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	2.00%
Total Trips Generated	17	11	2	0	1	1	0	2	0	1	0	2
Subtotal PM Pk Hr. BUILD Volumes	18	33	7	7	21	1	1	50	14	13	71	12
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	18	33	7	7	21	1	1	50	14	13	71	12

Number of Office Trips Generated

Entering	258	248	A.M.	100% Office Development
Exiting	45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens Rd. / Unser Blvd.

INTERSECTION : E-W Street: **Sunset Gardens Rd.** (3)
 N-S Street: **Unser Blvd.**
 Year of Existing Counts 2024
 Horizon Year 2035
 Growth Rates

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	24	0	0	0	0	1,232	0	0	622	22
Background Traffic Growth	0	0	3	0	0	0	0	136	0	0	68	2
Subtotal	0	0	27	0	0	0	0	1,368	0	0	690	24
Subtotal (NO BUILD - A.M.)	0	0	27	0	0	0	0	1,368	0	0	690	24
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	17.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	44	0	0	0	0	0	0	0	0	8
Subtotal AM Pk Hr. BUILD Volumes	0	0	71	0	0	0	0	1,368	0	0	690	32
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	71	0	0	0	0	1,368	0	0	690	32

	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	12	0	0	0	0	776	0	0	1,335	58
Background Traffic Growth	0	0	1	0	0	0	0	85	0	0	147	6
Subtotal	0	0	13	0	0	0	0	861	0	0	1,482	64
Subtotal (NO BUILD - P.M.)	0	0	13	0	0	0	0	861	0	0	1,482	64
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	17.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	10	0	0	0	0	0	0	0	0	1
Subtotal PM Pk Hr. BUILD Volumes	0	0	23	0	0	0	0	861	0	0	1,482	65
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	23	0	0	0	0	861	0	0	1,482	65

Number of Office Trips Generated

Entering	Exiting	A.M.	100% Office Development
258	248		
45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Bridge Blvd. / 90th St.

INTERSECTION : E-W Street: **Bridge Blvd.** (4)
 N-S Street: **90th St.**
 Year of Existing Counts 2024
 Horizon Year 2035
 Growth Rates

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Bridge Blvd.)			Westbound (Bridge Blvd.)			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	103	5	11	114	76	2	80	6	48	18	1
Background Traffic Growth	0	24	1	3	26	18	0	18	1	11	4	0
Subtotal	2	127	6	14	140	94	2	98	7	59	22	1
Subtotal (NO BUILD - A.M.)	2	127	6	14	140	94	2	98	7	59	22	1
Percent Office Trips Generated(Entering)	0.00%	0.00%	9.20%	31.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	22.20%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	6.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	12	24	82	0	0	0	20	15	0	57	0
Subtotal AM Pk Hr. BUILD Volumes	2	139	30	96	140	94	2	118	22	59	79	1
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	2	139	30	96	140	94	2	118	22	59	79	1

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Bridge Blvd.)			Westbound (Bridge Blvd.)			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	166	11	10	115	36	5	28	9	90	51	0
Background Traffic Growth	1	38	3	2	27	8	1	6	2	21	12	0
Subtotal	5	204	14	12	142	44	6	34	11	111	63	0
Subtotal (NO BUILD - P.M.)	5	204	14	12	142	44	6	34	11	111	63	0
Percent Office Trips Generated(Entering)	0.00%	0.00%	9.20%	31.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	22.20%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	6.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	3	4	14	0	0	0	5	4	0	10	0
Subtotal PM Pk Hr. BUILD Volumes	5	207	18	26	142	44	6	39	15	111	73	0
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	5	207	18	26	142	44	6	39	15	111	73	0

Number of Office Trips Generated

Entering	Exiting	A.M.	100% Office Development
258	248		
45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Central Ave. / 90th St.

INTERSECTION :

E-W Street: **Central Ave.**

(5)

N-S Street: **90th St.**

Year of Existing Counts

2024

Horizon Year

2035

Growth Rates

1.00%

1.00%

1.00%

1.00%

Existing Volumes

Background Traffic Growth

Subtotal

Subtotal (NO BUILD - A.M.)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

Subtotal AM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

Total AM Peak Hour BUILD Volumes

Eastbound (Central Ave.)			Westbound (Central Ave.)			Northbound (90th St.)			Southbound (90th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4	469	5	3	243	22	15	104	35	21	58	10
0	52	1	0	27	2	2	11	4	2	6	1
4	521	6	3	270	24	17	115	39	23	64	11
4	521	6	3	270	24	17	115	39	23	64	11
0.00%	0.00%	0.00%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.30%	0.00%
3.30%	16.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%
8	42	0	49	0	0	0	0	0	20	0	9
12	563	6	52	270	24	17	115	59	23	73	11
0	0	0	0	0	0	0	0	0	0	0	0
12	563	6	52	270	24	17	115	59	23	73	11

Existing Volumes

Background Traffic Growth

Subtotal

Subtotal (NO BUILD - P.M.)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

Subtotal PM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

Total PM Peak Hour BUILD Volumes

Eastbound (Central Ave.)			Westbound (Central Ave.)			Northbound (90th St.)			Southbound (90th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
12	435	2	11	490	28	6	43	27	52	126	29
1	48	0	1	54	3	1	5	3	6	14	3
13	483	2	12	544	31	7	48	30	58	140	32
13	483	2	12	544	31	7	48	30	58	140	32
0.00%	0.00%	0.00%	18.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.30%	0.00%
3.30%	16.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%
2	10	0	9	0	0	0	0	5	0	1	0
15	493	2	21	544	31	7	48	35	58	141	32
0	0	0	0	0	0	0	0	0	0	0	0
15	493	2	21	544	31	7	48	35	58	141	32

Number of Office Trips Generated

Entering

Exiting

258

248

A.M.

100% Office Development

45

59

P.M.

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens Rd. / Driveway "A"

INTERSECTION : E-W Street: **Sunset Gardens Rd.** (6)
 N-S Street: **Driveway "A"**
 Year of Existing Counts 2024
 Horizon Year 2035
 Growth Rates

	3.30%			3.30%			3.30%			3.30%		
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	21	0	0	11	0	0	0	0	0	0	0
Background Traffic Growth	0	8	0	0	4	0	0	0	0	0	0	0
Subtotal	0	29	0	0	15	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	29	0	0	15	0	0	0	0	0	0	0
Percent Office Trips Generated(Entering)	0.00%	27.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	28.60%	0.00%	55.40%
Total Trips Generated	0	70	0	0	10	0	0	0	0	71	0	137
Subtotal AM Pk Hr. BUILD Volumes	0	99	0	0	25	0	0	0	0	71	0	137
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	99	0	0	25	0	0	0	0	71	0	137

	3.30%			3.30%			3.30%			3.30%		
	Eastbound (Sunset Gardens Rd.)			Westbound (Sunset Gardens Rd.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	21	0	0	15	0	0	0	0	0	0	0
Background Traffic Growth	0	8	0	0	5	0	0	0	0	0	0	0
Subtotal	0	29	0	0	20	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	29	0	0	20	0	0	0	0	0	0	0
Percent Office Trips Generated(Entering)	0.00%	27.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	6.00%	0.00%	0.00%	0.00%	0.00%	28.60%	0.00%	55.40%
Total Trips Generated	0	12	0	0	4	0	0	0	0	17	0	33
Subtotal PM Pk Hr. BUILD Volumes	0	41	0	0	24	0	0	0	0	17	0	33
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	41	0	0	24	0	0	0	0	17	0	33

Number of Office Trips Generated

Entering	Exiting	A.M.	100% Office Development
258	248		
45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens / Driveway "B"

INTERSECTION: E-W Street: **Sunset Gardens** (7)
 N-S Street: **Driveway "B"**
 Year of Existing Counts: 2024
 Horizon Year: **2035**
 Growth Rates

	3.30%			3.30%			3.30%			3.30%		
	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	21	0	0	11	0	0	0	0	0	0	0
Background Traffic Growth	0	8	0	0	4	0	0	0	0	0	0	0
Subtotal	0	29	0	0	15	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	29	0	0	15	0	0	0	0	0	0	0
Percent Office Trips Generated(Entering)	0.00%	27.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	28.60%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	4.00%
Total Trips Generated	0	141	0	0	5	0	0	0	0	10	0	10
Subtotal AM Pk Hr. BUILD Volumes	0	170	0	0	20	0	0	0	0	10	0	10
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	170	0	0	20	0	0	0	0	10	0	10

	3.30%			3.30%			3.30%			3.30%		
	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	21	0	0	15	0	0	0	0	0	0	0
Background Traffic Growth	0	8	0	0	5	0	0	0	0	0	0	0
Subtotal	0	29	0	0	20	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	29	0	0	20	0	0	0	0	0	0	0
Percent Office Trips Generated(Entering)	0.00%	27.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	28.60%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	4.00%
Total Trips Generated	0	29	0	0	1	0	0	0	0	2	0	2
Subtotal PM Pk Hr. BUILD Volumes	0	58	0	0	21	0	0	0	0	2	0	2
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	58	0	0	21	0	0	0	0	2	0	2

Number of Office Trips Generated

Entering	Exiting	A.M.	100% Office Development
258	248		
45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Sunset Gardens / Driveway "C"

INTERSECTION : E-W Street: **Sunset Gardens** (8)
 N-S Street: **Driveway "C"**
 Year of Existing Counts 2024
 Horizon Year 2035
 Growth Rates

	3.30%			3.30%			3.30%			3.30%		
	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "C")			Southbound (Driveway "C")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	21	0	0	11	0	0	0	0	0	0	0
Background Traffic Growth	0	8	0	0	4	0	0	0	0	0	0	0
Subtotal	0	29	0	0	15	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	29	0	0	15	0	0	0	0	0	0	0
Percent Office Trips Generated(Entering)	3.00%	24.00%	0.00%	0.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	28.60%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	8	133	0	0	5	10	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	8	162	0	0	20	10	0	0	0	0	0	0
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	8	162	0	0	20	10	0	0	0	0	0	0

	3.30%			3.30%			3.30%			3.30%		
	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Driveway "C")			Southbound (Driveway "C")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	21	0	0	15	0	0	0	0	0	0	0
Background Traffic Growth	0	8	0	0	5	0	0	0	0	0	0	0
Subtotal	0	29	0	0	20	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	29	0	0	20	0	0	0	0	0	0	0
Percent Office Trips Generated(Entering)	3.00%	24.00%	0.00%	0.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	28.60%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	28	0	0	1	2	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	1	57	0	0	21	2	0	0	0	0	0	0
<i>Pass-by Trip Adjustments</i>	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	1	57	0	0	21	2	0	0	0	0	0	0

Number of Office Trips Generated

Entering	Exiting	A.M.	100% Office Development
258	248		
45	59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Driveway "D" / 90th St.

INTERSECTION: E-W Street: **Driveway "D"** (9)
 N-S Street: **90th St.**
 Year of Existing Counts: 2024
 Horizon Year: **2035**
 Growth Rates

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Driveway "D")			Westbound (Driveway "D")			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	88	0	0	18	0
Background Traffic Growth	0	0	0	0	0	0	0	20	0	0	4	0
Subtotal	0	0	0	0	0	0	0	108	0	0	22	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	108	0	0	22	0
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.40%	0.00%
Percent Office Trips Generated(Exiting)	4.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	10	0	10	0	0	0	0	25	0	0	6	0
Subtotal AM Pk Hr. BUILD Volumes	10	0	10	0	0	0	0	133	0	0	28	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	10	0	10	0	0	0	0	133	0	0	28	0

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Driveway "D")			Westbound (Driveway "D")			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	42	0	0	51	0
Background Traffic Growth	0	0	0	0	0	0	0	10	0	0	12	0
Subtotal	0	0	0	0	0	0	0	52	0	0	63	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	52	0	0	63	0
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.40%	0.00%
Percent Office Trips Generated(Exiting)	4.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	0	2	0	0	0	0	6	0	0	1	0
Subtotal PM Pk Hr. BUILD Volumes	2	0	2	0	0	0	0	58	0	0	64	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	2	0	2	0	0	0	0	58	0	0	64	0

Number of Office Trips Generated

Entering	258	Exiting	248	A.M.	100% Office Development
	45		59	P.M.	

Albuquerque Collegiate School (Sunset Gardens/90th St.)

Projected Turning Movements Worksheet

Driveway "E" / 90th St.

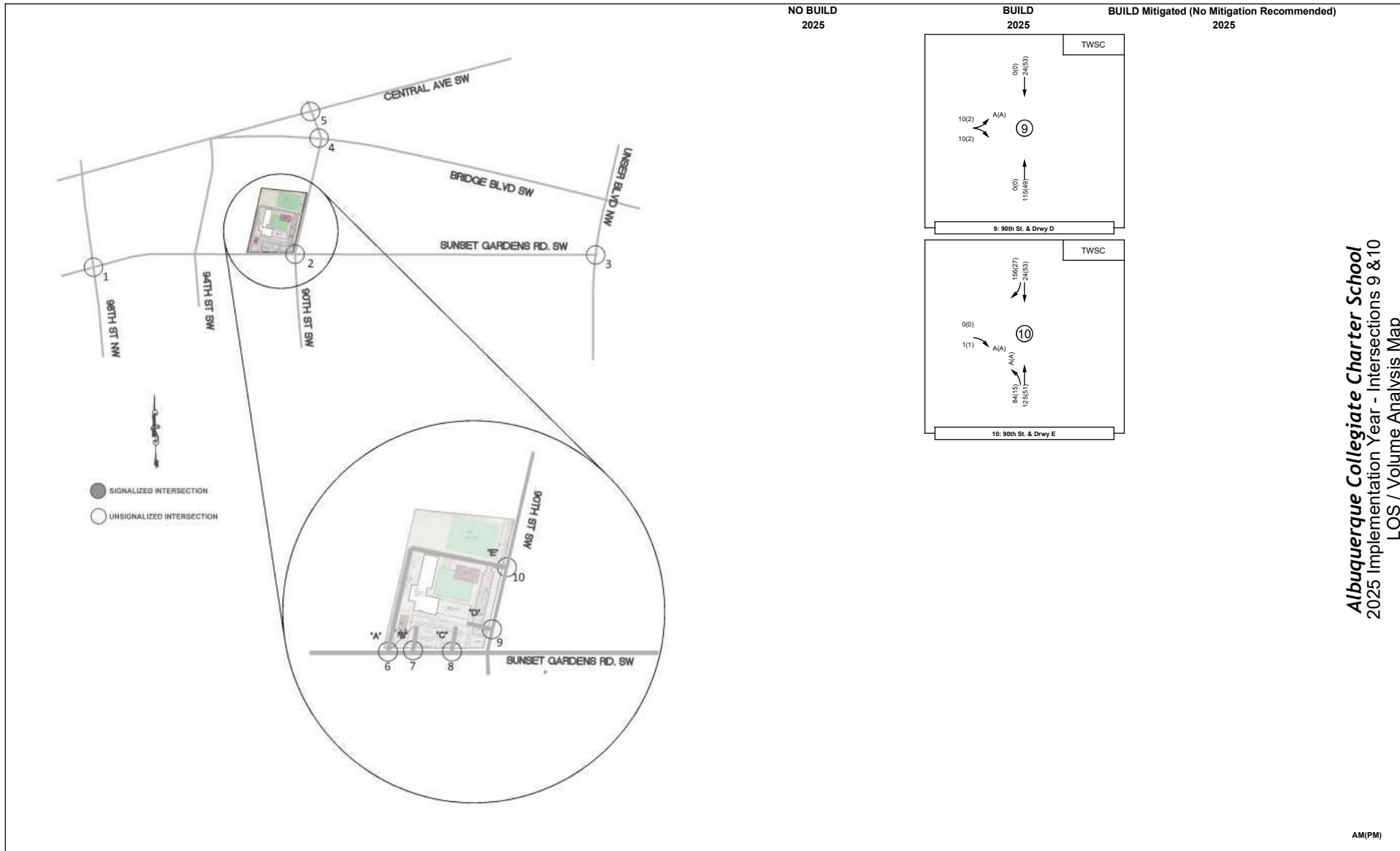
INTERSECTION : E-W Street: **Driveway "E"** (10)
 N-S Street: **90th St.**
 Year of Existing Counts 2024
 Horizon Year 2035
 Growth Rates

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Driveway "E")			Westbound (Driveway "E")			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	88	0	0	18	0
Background Traffic Growth	0	0	0	0	0	0	0	20	0	0	4	0
Subtotal	0	0	0	0	0	0	0	108	0	0	22	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	108	0	0	22	0
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.40%	0.00%	0.00%	0.00%	2.40%	60.60%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	84	35	0	0	6	156
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	0	0	0	84	143	0	0	28	156
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	0	0	0	0	84	143	0	0	28	156

	2.10%			2.10%			2.10%			2.10%		
	Eastbound (Driveway "E")			Westbound (Driveway "E")			Northbound (90th St.)			Southbound (90th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	42	0	0	51	0
Background Traffic Growth	0	0	0	0	0	0	0	10	0	0	12	0
Subtotal	0	0	0	0	0	0	0	52	0	0	63	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	52	0	0	63	0
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	32.40%	0.00%	0.00%	0.00%	2.40%	60.60%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	15	8	0	0	1	27
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	0	0	0	15	60	0	0	64	27
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	0	0	0	15	60	0	0	64	27

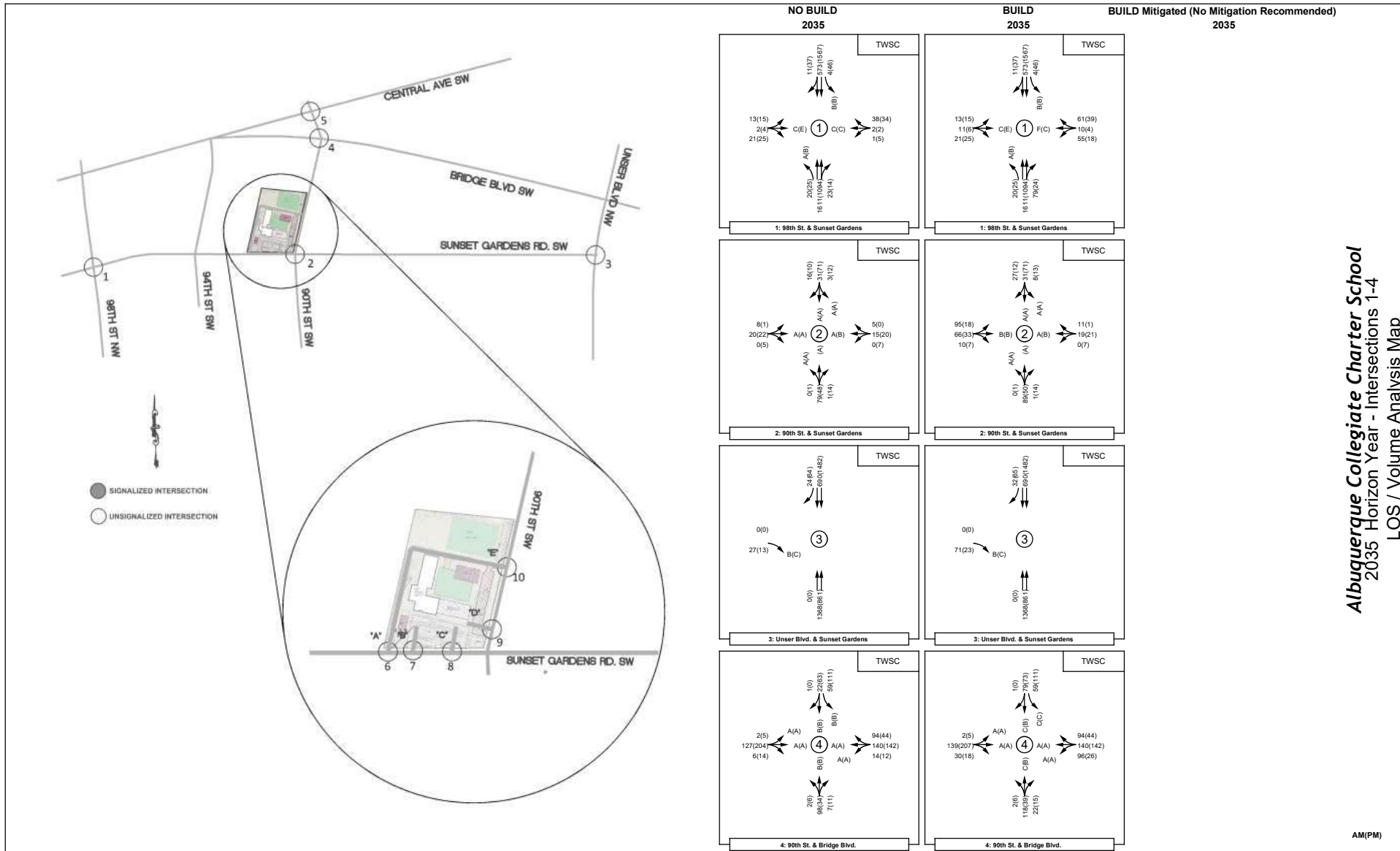
Number of Office Trips Generated

Entering	258	Exiting	248	A.M.	100% Office Development
	45		59	P.M.	



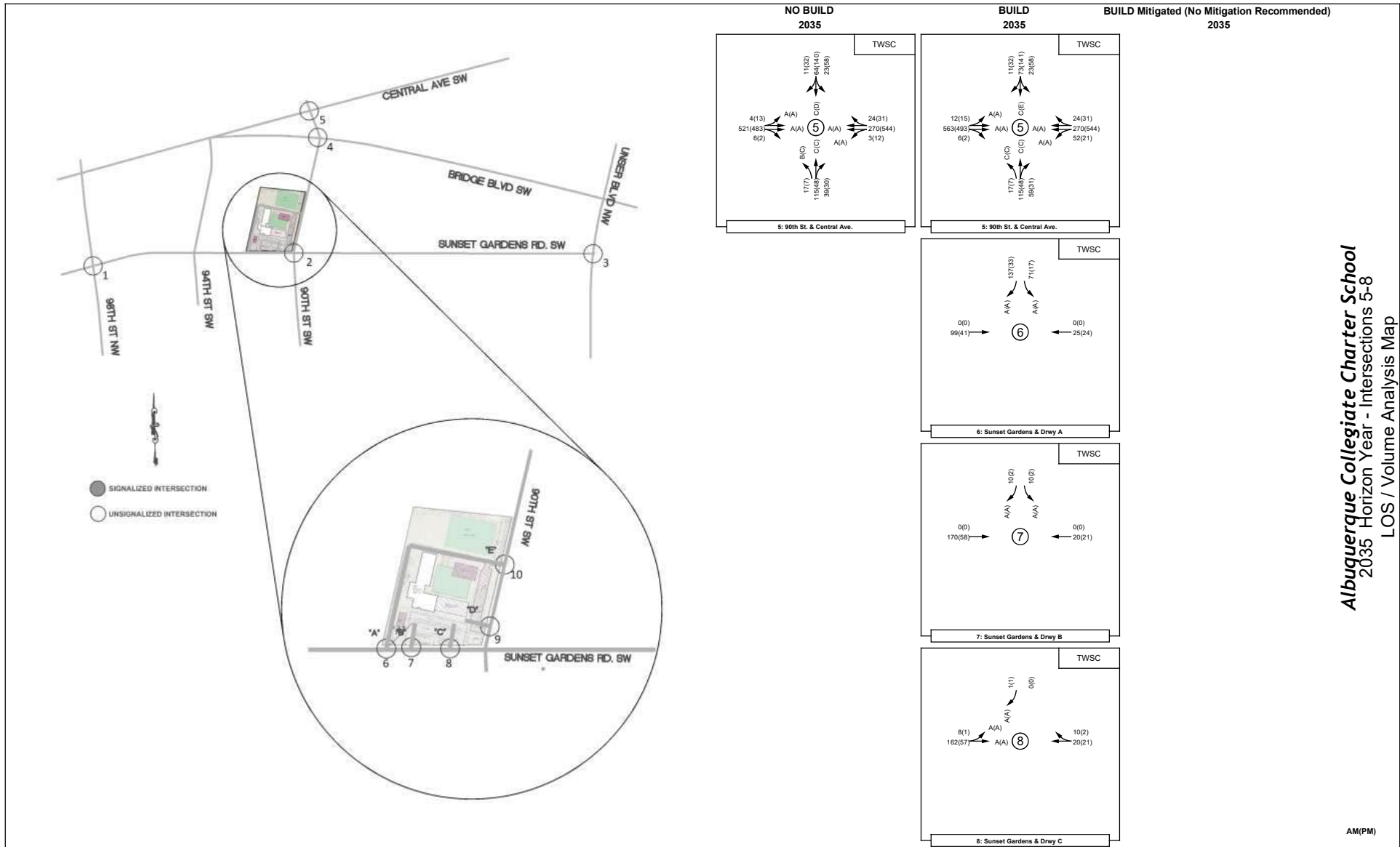
Albuquerque Collegiate Charter School
 2025 Implementation Year - Intersections 9 & 10
 LOS / Volume Analysis Map

AM(PM)

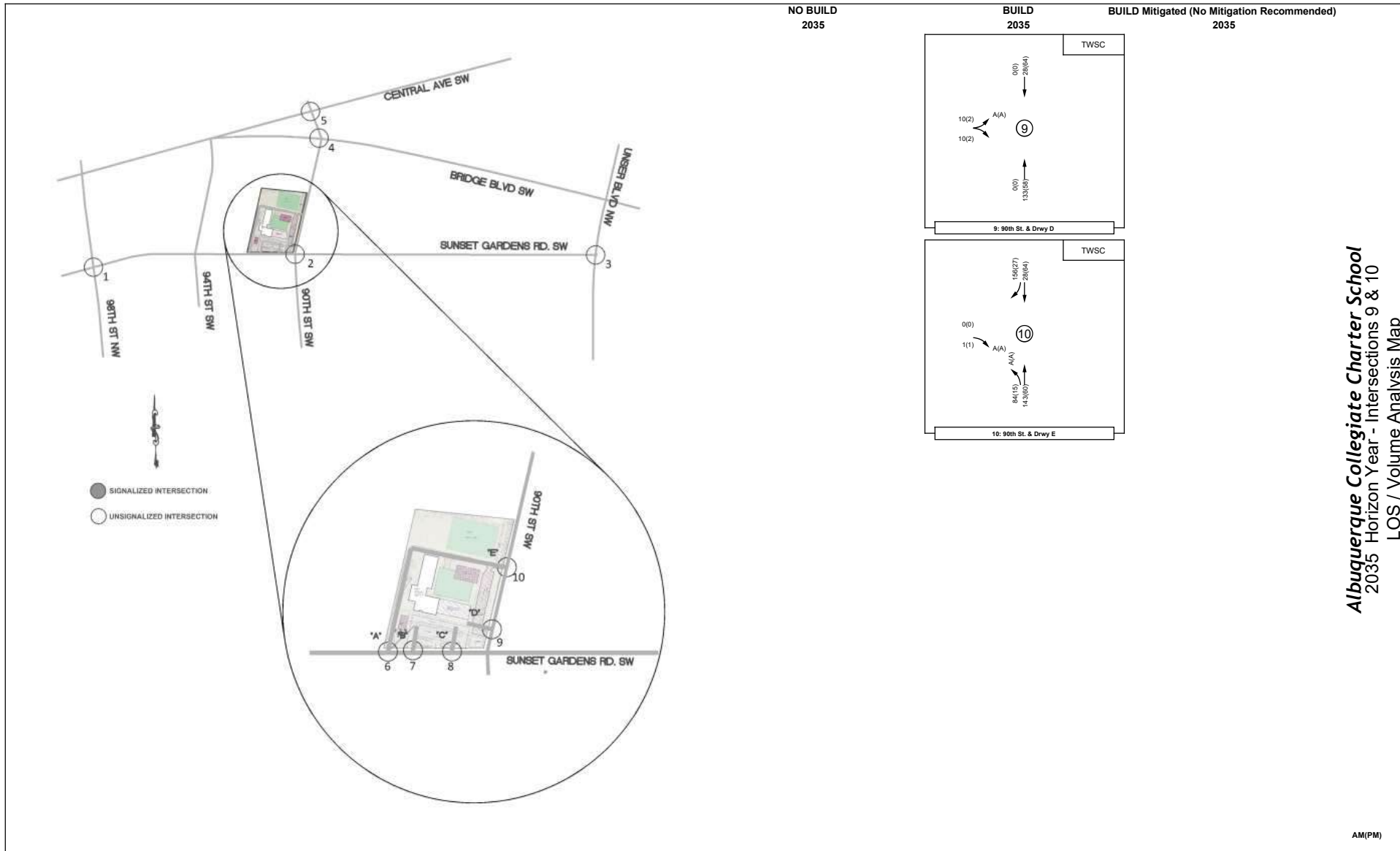


Albuquerque Collegiate Charter School
 2035 Horizon Year - Intersections 1-4
 LOS / Volume Analysis Map

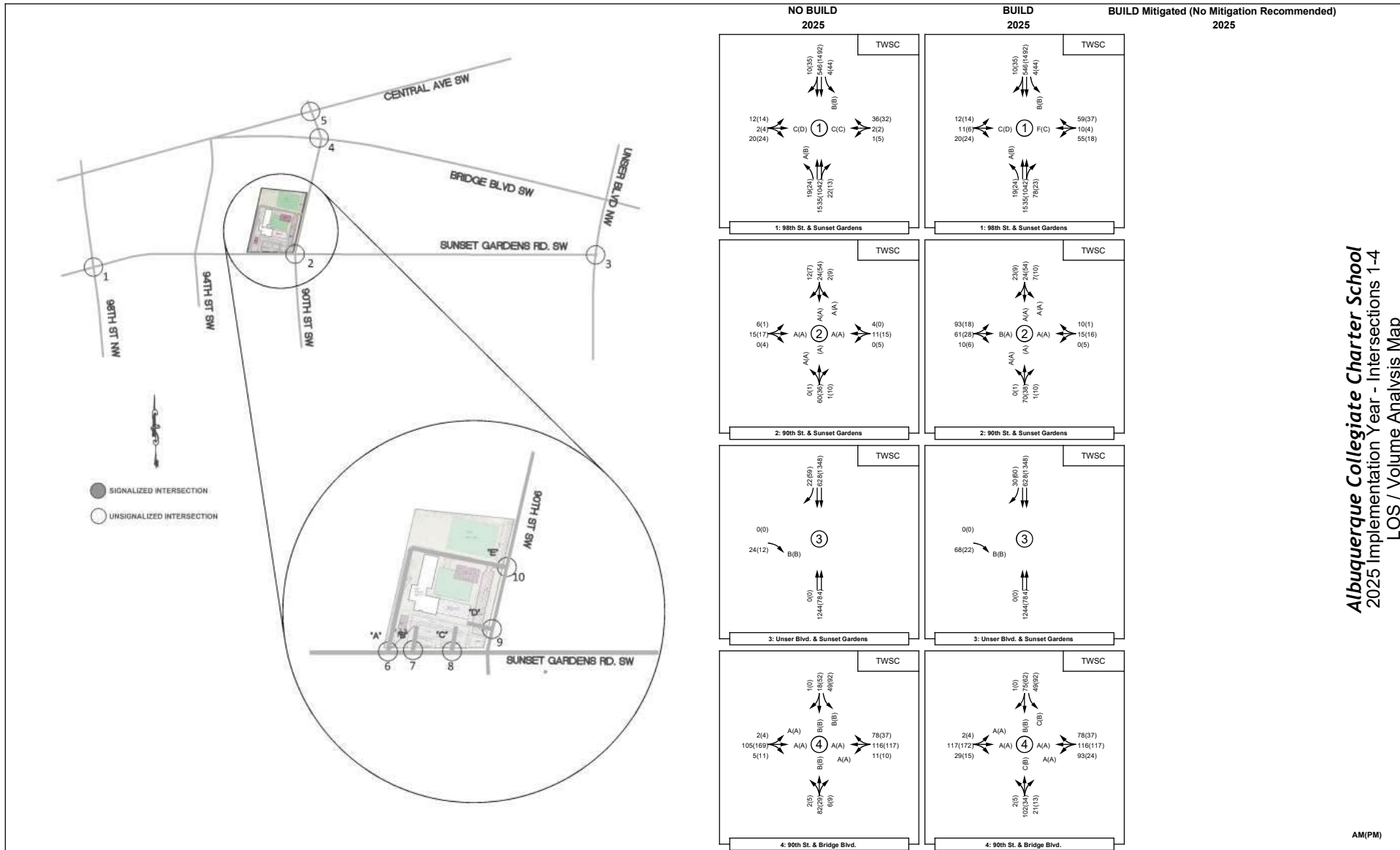
AM(PM)



Albuquerque Collegiate Charter School
 2035 Horizon Year - Intersections 5-8
 LOS / Volume Analysis Map

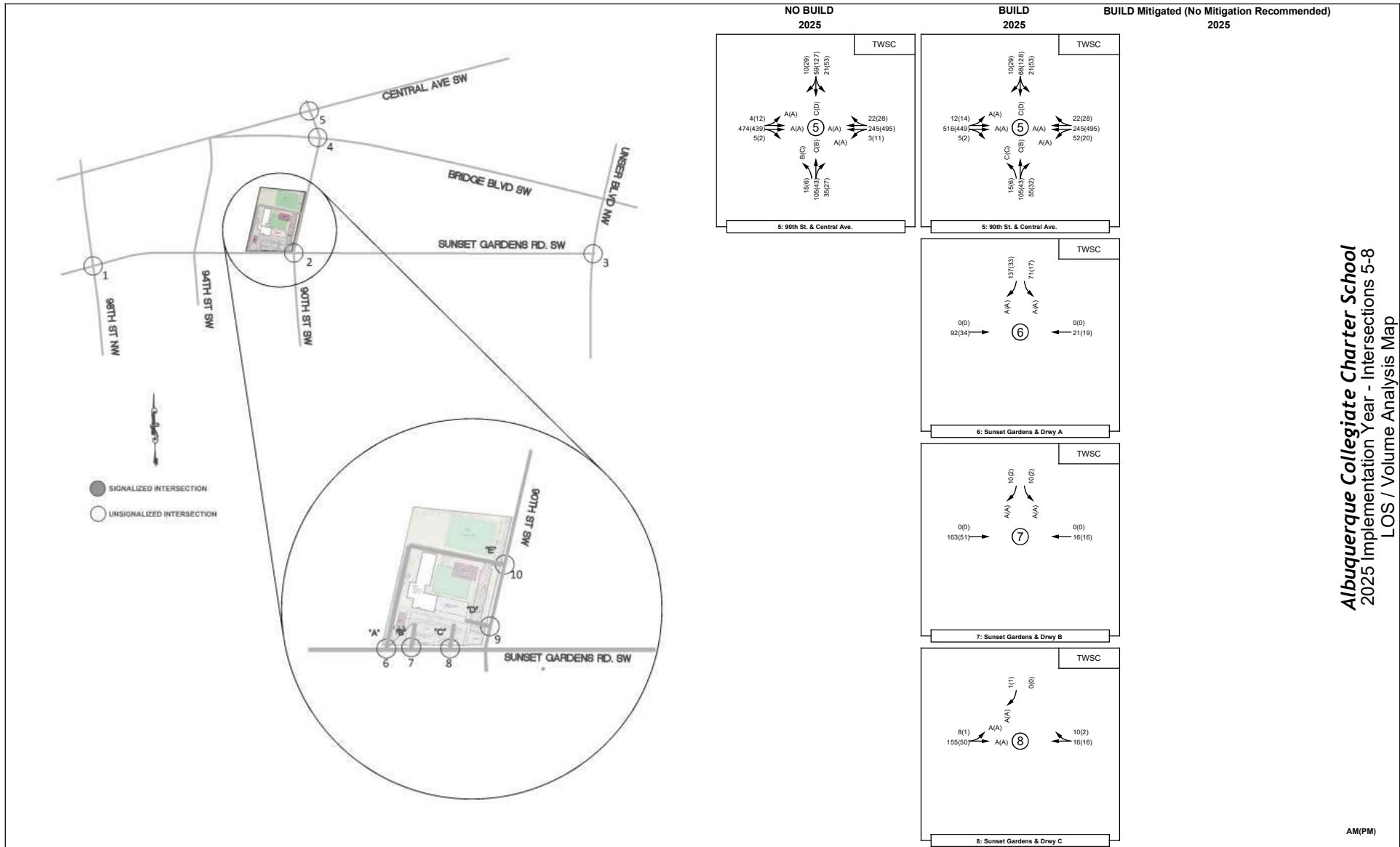


Albuquerque Collegiate Charter School
 2035 Horizon Year - Intersections 9 & 10
 LOS / Volume Analysis Map



Albuquerque Collegiate Charter School
 2025 Implementation Year - Intersections 1-4
 LOS / Volume Analysis Map

AM(PM)



Albuquerque Collegiate Charter School
2025 Implementation Year - Intersections 5-8
LOS / Volume Analysis Map

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	12	2	20	1	2	36	19	1535	22	4	546	10
Future Vol, veh/h	12	2	20	1	2	36	19	1535	22	4	546	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	130	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	2	20	1	2	36	19	1535	22	4	546	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1366	2154	278	1866	2148	779	556	0	0	1557	0	0
Stage 1	559	559	-	1584	1584	-	-	-	-	-	-	-
Stage 2	807	1595	-	282	564	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	106	47	719	45	48	339	1011	-	-	421	-	-
Stage 1	481	509	-	113	167	-	-	-	-	-	-	-
Stage 2	342	165	-	701	507	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	91	46	719	42	46	339	1011	-	-	421	-	-
Mov Cap-2 Maneuver	248	145	-	105	149	-	-	-	-	-	-	-
Stage 1	476	504	-	111	164	-	-	-	-	-	-	-
Stage 2	296	162	-	672	502	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	15.47		18.69		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1011	-	-	378	302	421	-
HCM Lane V/C Ratio	0.019	-	-	0.09	0.129	0.01	-
HCM Ctrl Dly (s/v)	8.6	-	-	15.5	18.7	13.6	-
HCM Lane LOS	A	-	-	C	C	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.4	0	-

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	11	20	55	10	59	19	1535	78	4	546	10
Future Vol, veh/h	12	11	20	55	10	59	19	1535	78	4	546	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	130	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	20	55	10	59	19	1535	78	4	546	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1370	2210	278	1899	2176	807	556	0	0	1613	0	0
Stage 1	559	559	-	1612	1612	-	-	-	-	-	-	-
Stage 2	811	1651	-	287	564	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	105	44	719	~ 42	46	325	1011	-	-	400	-	-
Stage 1	481	509	-	109	162	-	-	-	-	-	-	-
Stage 2	340	155	-	697	507	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	78	42	719	~ 37	44	325	1011	-	-	400	-	-
Mov Cap-2 Maneuver	220	136	-	100	145	-	-	-	-	-	-	-
Stage 1	476	504	-	107	159	-	-	-	-	-	-	-
Stage 2	256	152	-	656	502	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.32	84.73	0.1	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1011	-	-	263 155	400	-	-
HCM Lane V/C Ratio	0.019	-	-	0.163 0.798	0.01	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	21.3 84.7	14.1	-	-
HCM Lane LOS	A	-	-	C F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6 5.1	0	-	-

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

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	14	4	24	5	2	32	24	1042	13	44	1492	35
Future Vol, veh/h	14	4	24	5	2	32	24	1042	13	44	1492	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	130	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	4	24	5	2	32	24	1042	13	44	1492	35
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2168	2701	764	1933	2712	528	1527	0	0	1055	0	0
Stage 1	1598	1598	-	1097	1097	-	-	-	-	-	-	-
Stage 2	570	1103	-	836	1615	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	26	21	347	40	21	495	432	-	-	656	-	-
Stage 1	111	164	-	227	287	-	-	-	-	-	-	-
Stage 2	474	285	-	328	161	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	19	347	32	18	495	432	-	-	656	-	-
Mov Cap-2 Maneuver	95	119	-	157	108	-	-	-	-	-	-	-
Stage 1	104	153	-	215	271	-	-	-	-	-	-	-
Stage 2	415	269	-	277	150	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	33.46		16.99		0.31		0.3					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	432	-	-	168	339	656	-	-				
HCM Lane V/C Ratio	0.056	-	-	0.25	0.115	0.067	-	-				
HCM Ctrl Dly (s/v)	13.8	-	-	33.5	17	10.9	-	-				
HCM Lane LOS	B	-	-	D	C	B	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.4	0.2	-	-				

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	14	6	24	18	4	37	24	1042	23	44	1492	35
Future Vol, veh/h	14	6	24	18	4	37	24	1042	23	44	1492	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	130	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	6	24	18	4	37	24	1042	23	44	1492	35

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2169	2711	764	1939	2717	533	1527	0	0	1065	0	0
Stage 1	1598	1598	-	1102	1102	-	-	-	-	-	-	-
Stage 2	571	1113	-	837	1615	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	26	21	347	39	21	492	432	-	-	650	-	-
Stage 1	111	164	-	226	286	-	-	-	-	-	-	-
Stage 2	473	282	-	327	161	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	18	347	31	18	492	432	-	-	650	-	-
Mov Cap-2 Maneuver	95	119	-	155	108	-	-	-	-	-	-	-
Stage 1	103	153	-	213	270	-	-	-	-	-	-	-
Stage 2	407	267	-	273	150	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	34.72		23.04		0.3		0.31	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	432	-	-	164	258	650	-
HCM Lane V/C Ratio	0.056	-	-	0.268	0.229	0.068	-
HCM Ctrl Dly (s/v)	13.8	-	-	34.7	23	10.9	-
HCM Lane LOS	B	-	-	D	C	B	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.9	0.2	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	13	2	21	1	2	38	20	1611	23	4	573	11
Future Vol, veh/h	13	2	21	1	2	38	20	1611	23	4	573	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	130	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	2	21	1	2	38	20	1611	23	4	573	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1433	2261	292	1958	2255	817	584	0	0	1634	0	0
Stage 1	587	587	-	1663	1663	-	-	-	-	-	-	-
Stage 2	847	1674	-	296	592	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	95	40	704	38	41	320	987	-	-	393	-	-
Stage 1	463	495	-	101	153	-	-	-	-	-	-	-
Stage 2	323	151	-	688	492	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	80	39	704	35	40	320	987	-	-	393	-	-
Mov Cap-2 Maneuver	231	132	-	93	137	-	-	-	-	-	-	-
Stage 1	458	490	-	99	149	-	-	-	-	-	-	-
Stage 2	275	148	-	658	487	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	16.26		19.79		0.11		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	987	-	-	356	284	393	-
HCM Lane V/C Ratio	0.02	-	-	0.101	0.144	0.01	-
HCM Ctrl Dly (s/v)	8.7	-	-	16.3	19.8	14.3	-
HCM Lane LOS	A	-	-	C	C	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.5	0	-

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	13	11	21	55	10	61	20	1611	79	4	573	11
Future Vol, veh/h	13	11	21	55	10	61	20	1611	79	4	573	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	130	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	11	21	55	10	61	20	1611	79	4	573	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1437	2317	292	1991	2283	845	584	0	0	1690	0	0
Stage 1	587	587	-	1691	1691	-	-	-	-	-	-	-
Stage 2	851	1730	-	300	592	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	94	37	704	~36	39	306	987	-	-	374	-	-
Stage 1	463	495	-	97	148	-	-	-	-	-	-	-
Stage 2	321	141	-	684	492	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	68	36	704	~31	38	306	987	-	-	374	-	-
Mov Cap-2 Maneuver	202	124	-	90	133	-	-	-	-	-	-	-
Stage 1	458	490	-	95	145	-	-	-	-	-	-	-
Stage 2	235	138	-	642	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.88	109.29	0.1	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	987	-	-	246	142	374	-
HCM Lane V/C Ratio	0.02	-	-	0.183	0.889	0.011	-
HCM Ctrl Dly (s/v)	8.7	-	-	22.9	109.3	14.7	-
HCM Lane LOS	A	-	-	C	F	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	6	0	-

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

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	15	4	25	5	2	34	25	1094	14	46	1567	37
Future Vol, veh/h	15	4	25	5	2	34	25	1094	14	46	1567	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	130	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	4	25	5	2	34	25	1094	14	46	1567	37

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2276	2836	802	2029	2847	554	1604	0	0	1108	0	0
Stage 1	1678	1678	-	1151	1151	-	-	-	-	-	-	-
Stage 2	598	1158	-	878	1696	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	22	17	327	34	17	476	404	-	-	626	-	-
Stage 1	99	150	-	211	271	-	-	-	-	-	-	-
Stage 2	456	269	-	309	147	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	17	15	327	26	15	476	404	-	-	626	-	-
Mov Cap-2 Maneuver	84	108	-	143	96	-	-	-	-	-	-	-
Stage 1	92	139	-	198	254	-	-	-	-	-	-	-
Stage 2	394	252	-	257	136	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	38.44		17.8		0.32		0.31	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	404	-	-	151	322	626	-
HCM Lane V/C Ratio	0.062	-	-	0.292	0.127	0.073	-
HCM Ctrl Dly (s/v)	14.5	-	-	38.4	17.8	11.2	-
HCM Lane LOS	B	-	-	E	C	B	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.4	0.2	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	15	6	25	18	4	39	25	1094	24	46	1567	37
Future Vol, veh/h	15	6	25	18	4	39	25	1094	24	46	1567	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	130	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	6	25	18	4	39	25	1094	24	46	1567	37

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2277	2846	802	2035	2852	559	1604	0	0	1118	0	0
Stage 1	1678	1678	-	1156	1156	-	-	-	-	-	-	-
Stage 2	599	1168	-	879	1696	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	22	17	327	33	17	472	404	-	-	620	-	-
Stage 1	99	150	-	209	269	-	-	-	-	-	-	-
Stage 2	455	266	-	309	147	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	17	15	327	25	15	472	404	-	-	620	-	-
Mov Cap-2 Maneuver	84	107	-	141	96	-	-	-	-	-	-	-
Stage 1	91	139	-	196	253	-	-	-	-	-	-	-
Stage 2	386	249	-	253	136	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	40	24.81	0.32	0.31
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	404	-	-	148	242	620	-
HCM Lane V/C Ratio	0.062	-	-	0.311	0.252	0.074	-
HCM Ctrl Dly (s/v)	14.5	-	-	40	24.8	11.3	-
HCM Lane LOS	B	-	-	E	C	B	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	1	0.2	-

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	15	0	0	11	4	0	60	1	2	24	12
Future Vol, veh/h	6	15	0	0	11	4	0	60	1	2	24	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	15	0	0	11	4	0	60	1	2	24	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	100	95	30	96	101	61	36	0	0	61	0	0
Stage 1	34	34	-	61	61	-	-	-	-	-	-	-
Stage 2	66	61	-	36	40	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	882	795	1044	887	790	1005	1575	-	-	1542	-	-
Stage 1	982	867	-	951	844	-	-	-	-	-	-	-
Stage 2	945	844	-	980	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	865	794	1044	869	788	1005	1575	-	-	1542	-	-
Mov Cap-2 Maneuver	865	794	-	869	788	-	-	-	-	-	-	-
Stage 1	981	866	-	951	844	-	-	-	-	-	-	-
Stage 2	929	844	-	962	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.54	9.38	0	0.39
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	813	837	89	-
HCM Lane V/C Ratio	-	-	-	0.026	0.018	0.001	-
HCM Ctrl Dly (s/v)	0	-	-	9.5	9.4	7.3	0
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	93	61	10	0	15	10	0	70	1	7	24	23
Future Vol, veh/h	93	61	10	0	15	10	0	70	1	7	24	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	61	10	0	15	10	0	70	1	7	24	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	127	121	36	139	132	71	47	0	0	71	0	0
Stage 1	50	50	-	71	71	-	-	-	-	-	-	-
Stage 2	78	71	-	69	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	846	770	1037	831	759	992	1560	-	-	1529	-	-
Stage 1	964	854	-	939	836	-	-	-	-	-	-	-
Stage 2	931	836	-	942	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	817	766	1037	754	756	992	1560	-	-	1529	-	-
Mov Cap-2 Maneuver	817	766	-	754	756	-	-	-	-	-	-	-
Stage 1	959	850	-	939	836	-	-	-	-	-	-	-
Stage 2	905	836	-	862	840	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.59		9.44		0		0.95	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1560	-	-	808	835	213	-
HCM Lane V/C Ratio	-	-	-	0.203	0.03	0.005	-
HCM Ctrl Dly (s/v)	0	-	-	10.6	9.4	7.4	0
HCM Lane LOS	A	-	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.8	0.1	0	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	17	4	5	15	0	1	36	10	9	54	7
Future Vol, veh/h	1	17	4	5	15	0	1	36	10	9	54	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	17	4	5	15	0	1	36	10	9	54	7
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	121	124	58	124	122	41	61	0	0	46	0	0
Stage 1	76	76	-	43	43	-	-	-	-	-	-	-
Stage 2	46	48	-	81	79	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	854	767	1009	851	768	1030	1542	-	-	1562	-	-
Stage 1	934	832	-	971	859	-	-	-	-	-	-	-
Stage 2	968	855	-	928	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	832	762	1009	823	763	1030	1542	-	-	1562	-	-
Mov Cap-2 Maneuver	832	762	-	823	763	-	-	-	-	-	-	-
Stage 1	928	827	-	971	859	-	-	-	-	-	-	-
Stage 2	951	854	-	900	824	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.62		9.75		0.16		0.94					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	37	-	-	800	777	226	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.027	0.026	0.006	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.6	9.8	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	28	6	5	16	1	1	38	10	10	54	9
Future Vol, veh/h	18	28	6	5	16	1	1	38	10	10	54	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	28	6	5	16	1	1	38	10	10	54	9
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	127	129	59	133	128	43	63	0	0	48	0	0
Stage 1	79	79	-	45	45	-	-	-	-	-	-	-
Stage 2	48	50	-	88	83	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	847	762	1007	839	763	1027	1540	-	-	1559	-	-
Stage 1	930	830	-	969	857	-	-	-	-	-	-	-
Stage 2	965	853	-	920	826	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	822	756	1007	797	757	1027	1540	-	-	1559	-	-
Mov Cap-2 Maneuver	822	756	-	797	757	-	-	-	-	-	-	-
Stage 1	924	824	-	968	857	-	-	-	-	-	-	-
Stage 2	946	853	-	877	821	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Ctrl Dly, s/v	9.8		9.78		0.15			1				
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	35	-	-	802	775	240	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.065	0.028	0.006	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.8	9.8	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	8	20	0	0	15	5	0	79	1	3	31	16
Future Vol, veh/h	8	20	0	0	15	5	0	79	1	3	31	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	0	0	15	5	0	79	1	3	31	16
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	132	125	39	127	133	80	47	0	0	80	0	0
Stage 1	45	45	-	80	80	-	-	-	-	-	-	-
Stage 2	87	80	-	47	53	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	841	765	1033	847	758	981	1560	-	-	1518	-	-
Stage 1	969	857	-	929	829	-	-	-	-	-	-	-
Stage 2	921	828	-	967	851	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	818	764	1033	823	757	981	1560	-	-	1518	-	-
Mov Cap-2 Maneuver	818	764	-	823	757	-	-	-	-	-	-	-
Stage 1	967	856	-	929	829	-	-	-	-	-	-	-
Stage 2	900	828	-	942	849	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.8		9.6		0		0.44					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1560	-	-	779	803	101	-	-				
HCM Lane V/C Ratio	-	-	-	0.036	0.025	0.002	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.8	9.6	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	95	66	10	0	19	11	0	89	1	8	31	27
Future Vol, veh/h	95	66	10	0	19	11	0	89	1	8	31	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	95	66	10	0	19	11	0	89	1	8	31	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	159	151	45	170	164	90	58	0	0	90	0	0
Stage 1	61	61	-	90	90	-	-	-	-	-	-	-
Stage 2	99	90	-	80	74	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	807	741	1025	794	729	968	1546	-	-	1505	-	-
Stage 1	951	844	-	918	821	-	-	-	-	-	-	-
Stage 2	908	820	-	929	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	773	737	1025	712	725	968	1546	-	-	1505	-	-
Mov Cap-2 Maneuver	773	737	-	712	725	-	-	-	-	-	-	-
Stage 1	946	840	-	918	821	-	-	-	-	-	-	-
Stage 2	877	820	-	843	829	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.01		9.68		0		0.9	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1546	-	-	769	799	200	-
HCM Lane V/C Ratio	-	-	-	0.222	0.038	0.005	-
HCM Ctrl Dly (s/v)	0	-	-	11	9.7	7.4	0
HCM Lane LOS	A	-	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.8	0.1	0	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	22	5	7	20	0	1	48	14	12	71	10
Future Vol, veh/h	1	22	5	7	20	0	1	48	14	12	71	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	22	5	7	20	0	1	48	14	12	71	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	160	164	76	163	162	55	81	0	0	62	0	0
Stage 1	100	100	-	57	57	-	-	-	-	-	-	-
Stage 2	60	64	-	106	105	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	806	729	985	802	730	1012	1517	-	-	1541	-	-
Stage 1	906	812	-	955	847	-	-	-	-	-	-	-
Stage 2	951	842	-	900	808	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	777	722	985	767	724	1012	1517	-	-	1541	-	-
Mov Cap-2 Maneuver	777	722	-	767	724	-	-	-	-	-	-	-
Stage 1	899	806	-	954	847	-	-	-	-	-	-	-
Stage 2	928	841	-	863	802	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.92		10.09		0.12		0.95	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	27	-	-	760	735	227	-
HCM Lane V/C Ratio	0.001	-	-	0.037	0.037	0.008	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.9	10.1	7.4	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	33	7	7	21	1	1	50	14	13	71	12
Future Vol, veh/h	18	33	7	7	21	1	1	50	14	13	71	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	33	7	7	21	1	1	50	14	13	71	12

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	166	169	77	173	168	57	83	0
Stage 1	103	103	-	59	59	-	-	-
Stage 2	63	66	-	114	109	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	799	724	984	791	725	1009	1514	-
Stage 1	903	810	-	953	846	-	-	-
Stage 2	949	840	-	891	805	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	768	717	984	742	718	1009	1514	-
Mov Cap-2 Maneuver	768	717	-	742	718	-	-	-
Stage 1	895	803	-	952	845	-	-	-
Stage 2	923	839	-	841	798	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.15	10.13	0.11	1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	27	-	-	757	731	237	-
HCM Lane V/C Ratio	0.001	-	-	0.077	0.04	0.008	-
HCM Ctrl Dly (s/v)	7.4	0	-	10.1	10.1	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	24	0	1244	628	22
Future Vol, veh/h	0	24	0	1244	628	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	0	1244	628	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 314	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 682	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 682	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.47	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 682	- -	- -
HCM Lane V/C Ratio	- 0.035	- -	- -
HCM Ctrl Dly (s/v)	- 10.5	- -	- -
HCM Lane LOS	- B	- -	- -
HCM 95th %tile Q(veh)	- 0.1	- -	- -

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	68	0	1244	628	30
Future Vol, veh/h	0	68	0	1244	628	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	68	0	1244	628	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	314	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	682	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	682	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.86	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 682		-	-		
HCM Lane V/C Ratio	- 0.1		-	-		
HCM Ctrl Dly (s/v)	- 10.9		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0.3		-	-		

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	↗
Traffic Vol, veh/h	0	12	0	784	1348	59
Future Vol, veh/h	0	12	0	784	1348	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	0	784	1348	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	674	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	397	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	397	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.35	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 397	-	-
HCM Lane V/C Ratio	- 0.03	-	-
HCM Ctrl Dly (s/v)	- 14.3	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	22	0	784	1348	60
Future Vol, veh/h	0	22	0	784	1348	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	0	784	1348	60

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 674	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 397	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 397	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 397	- -	- -
HCM Lane V/C Ratio	- 0.055	- -	- -
HCM Ctrl Dly (s/v)	- 14.6	- -	- -
HCM Lane LOS	- B	- -	- -
HCM 95th %tile Q(veh)	- 0.2	- -	- -

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	27	0	1368	690	24
Future Vol, veh/h	0	27	0	1368	690	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	0	1368	690	24

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 345	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 651	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 651	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.77	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 651	- -	- -
HCM Lane V/C Ratio	- 0.041	- -	- -
HCM Ctrl Dly (s/v)	- 10.8	- -	- -
HCM Lane LOS	- B	- -	- -
HCM 95th %tile Q(veh)	- 0.1	- -	- -

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	71	0	1368	690	32
Future Vol, veh/h	0	71	0	1368	690	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	0	1368	690	32

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	345	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	651	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	651	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.21	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	651	-
HCM Lane V/C Ratio	-	0.109	-
HCM Ctrl Dly (s/v)	-	11.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.4	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	0	861	1482	64
Future Vol, veh/h	0	13	0	861	1482	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	861	1482	64

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 741	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 359	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 359	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.41	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 359	- -	- -
HCM Lane V/C Ratio	- 0.036	- -	- -
HCM Ctrl Dly (s/v)	- 15.4	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.1	- -	- -

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	0	861	1482	65
Future Vol, veh/h	0	23	0	861	1482	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	0	861	1482	65

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 741	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 359	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 359	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.72	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 359	- -	- -
HCM Lane V/C Ratio	- 0.064	- -	- -
HCM Ctrl Dly (s/v)	- 15.7	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.2	- -	- -

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	105	5	11	116	78	2	82	6	49	18	1
Future Vol, veh/h	2	105	5	11	116	78	2	82	6	49	18	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	105	5	11	116	78	2	82	6	49	18	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	110	0	0	259	328	108	327	291	155
Stage 1	-	-	-	-	-	-	112	112	-	177	177	-
Stage 2	-	-	-	-	-	-	147	216	-	150	114	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1379	-	-	1480	-	-	694	591	946	626	619	891
Stage 1	-	-	-	-	-	-	894	803	-	825	753	-
Stage 2	-	-	-	-	-	-	856	724	-	853	801	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1379	-	-	1480	-	-	667	585	946	530	613	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	667	585	-	530	613	-
Stage 1	-	-	-	-	-	-	892	802	-	818	746	-
Stage 2	-	-	-	-	-	-	827	718	-	759	800	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.14			0.4			12.03			12.05		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	602	32	-	-	89	-	-	530	624
HCM Lane V/C Ratio	0.149	0.001	-	-	0.007	-	-	0.092	0.03
HCM Ctrl Dly (s/v)	12	7.6	0	-	7.5	0	-	12.5	11
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	117	29	93	116	78	2	102	21	49	75	1
Future Vol, veh/h	2	117	29	93	116	78	2	102	21	49	75	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	117	29	93	116	78	2	102	21	49	75	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	146	0	0	475	516	132	513	491	155
Stage 1	-	-	-	-	-	-	136	136	-	341	341	-
Stage 2	-	-	-	-	-	-	340	380	-	172	150	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1379	-	-	1436	-	-	500	463	918	472	478	891
Stage 1	-	-	-	-	-	-	868	784	-	674	639	-
Stage 2	-	-	-	-	-	-	675	614	-	830	773	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1379	-	-	1436	-	-	389	429	918	331	443	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	389	429	-	331	443	-
Stage 1	-	-	-	-	-	-	866	783	-	625	592	-
Stage 2	-	-	-	-	-	-	546	569	-	704	772	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	2.49	15.41	15.92
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	470	23	-	-	540	-	-	331	445
HCM Lane V/C Ratio	0.266	0.001	-	-	0.065	-	-	0.148	0.171
HCM Ctrl Dly (s/v)	15.4	7.6	0	-	7.7	0	-	17.8	14.7
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	1.1	0	-	-	0.2	-	-	0.5	0.6

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	169	11	10	117	37	5	29	9	92	52	0
Future Vol, veh/h	4	169	11	10	117	37	5	29	9	92	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	169	11	10	117	37	5	29	9	92	52	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	180	0	0	346	357	175	347	344	136
Stage 1	-	-	-	-	-	-	183	183	-	156	156	-
Stage 2	-	-	-	-	-	-	163	174	-	192	188	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1426	-	-	1396	-	-	609	569	869	607	579	913
Stage 1	-	-	-	-	-	-	819	749	-	847	769	-
Stage 2	-	-	-	-	-	-	839	755	-	810	745	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1426	-	-	1396	-	-	548	563	869	564	573	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	548	563	-	564	573	-
Stage 1	-	-	-	-	-	-	817	746	-	840	763	-
Stage 2	-	-	-	-	-	-	776	749	-	768	742	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.16			0.46			11.4			12.36		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	606	39	-	-	105	-	-	564	573
HCM Lane V/C Ratio	0.071	0.003	-	-	0.007	-	-	0.163	0.091
HCM Ctrl Dly (s/v)	11.4	7.5	0	-	7.6	0	-	12.6	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.6	0.3

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	172	15	24	117	37	5	34	13	92	62	0
Future Vol, veh/h	4	172	15	24	117	37	5	34	13	92	62	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	172	15	24	117	37	5	34	13	92	62	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	187	0	0	384	390	180	381	379	136
Stage 1	-	-	-	-	-	-	188	188	-	184	184	-
Stage 2	-	-	-	-	-	-	196	202	-	197	195	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1426	-	-	1387	-	-	575	546	863	577	553	913
Stage 1	-	-	-	-	-	-	814	745	-	818	748	-
Stage 2	-	-	-	-	-	-	806	734	-	805	739	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1426	-	-	1387	-	-	499	534	863	521	541	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	534	-	521	541	-
Stage 1	-	-	-	-	-	-	812	743	-	803	734	-
Stage 2	-	-	-	-	-	-	724	720	-	754	737	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	1.03	11.75	13.03
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	586	37	-	-	232	-	-	521	541
HCM Lane V/C Ratio	0.089	0.003	-	-	0.017	-	-	0.176	0.115
HCM Ctrl Dly (s/v)	11.7	7.5	0	-	7.6	0	-	13.4	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.6	0.4

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	127	6	14	140	94	2	98	7	59	22	1
Future Vol, veh/h	2	127	6	14	140	94	2	98	7	59	22	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	127	6	14	140	94	2	98	7	59	22	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	133	0	0	313	396	130	395	352	187
Stage 1	-	-	-	-	-	-	134	134	-	215	215	-
Stage 2	-	-	-	-	-	-	179	262	-	180	137	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	1452	-	-	640	541	920	565	573	855
Stage 1	-	-	-	-	-	-	869	785	-	787	725	-
Stage 2	-	-	-	-	-	-	823	691	-	822	783	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1333	-	-	1452	-	-	606	534	920	453	565	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	606	534	-	453	565	-
Stage 1	-	-	-	-	-	-	868	784	-	778	717	-
Stage 2	-	-	-	-	-	-	788	684	-	712	782	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.11			0.42			13.11			13.41		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	550	26	-	-	94	-	-	453	574			
HCM Lane V/C Ratio	0.194	0.001	-	-	0.01	-	-	0.13	0.04			
HCM Ctrl Dly (s/v)	13.1	7.7	0	-	7.5	0	-	14.1	11.5			
HCM Lane LOS	B	A	A	-	A	A	-	B	B			
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.4	0.1			

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	139	30	96	140	94	2	118	22	59	79	1
Future Vol, veh/h	2	139	30	96	140	94	2	118	22	59	79	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	139	30	96	140	94	2	118	22	59	79	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	169	0	0	530	584	154	581	552	187
Stage 1	-	-	-	-	-	-	158	158	-	379	379	-
Stage 2	-	-	-	-	-	-	372	426	-	202	173	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	1409	-	-	460	423	892	425	442	855
Stage 1	-	-	-	-	-	-	844	767	-	643	615	-
Stage 2	-	-	-	-	-	-	649	586	-	800	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1409	-	-	346	389	892	272	406	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	346	389	-	272	406	-
Stage 1	-	-	-	-	-	-	843	766	-	592	566	-
Stage 2	-	-	-	-	-	-	513	539	-	659	754	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.09			2.25			17.63			18.45		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	426	20	-	-	485	-	-	272	409
HCM Lane V/C Ratio	0.334	0.001	-	-	0.068	-	-	0.217	0.196
HCM Ctrl Dly (s/v)	17.6	7.7	0	-	7.7	0	-	21.8	15.9
HCM Lane LOS	C	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.2	-	-	0.8	0.7

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	204	14	12	142	44	6	34	11	111	63	0
Future Vol, veh/h	5	204	14	12	142	44	6	34	11	111	63	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	204	14	12	142	44	6	34	11	111	63	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	218	0	0	419	431	211	419	416	164
Stage 1	-	-	-	-	-	-	221	221	-	188	188	-
Stage 2	-	-	-	-	-	-	198	210	-	231	228	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1388	-	-	1352	-	-	545	517	829	544	527	881
Stage 1	-	-	-	-	-	-	781	720	-	814	745	-
Stage 2	-	-	-	-	-	-	804	728	-	772	715	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1388	-	-	1352	-	-	473	510	829	495	520	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	473	510	-	495	520	-
Stage 1	-	-	-	-	-	-	778	717	-	806	737	-
Stage 2	-	-	-	-	-	-	728	721	-	723	712	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.47	12.21	13.83
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	551	40	-	-	104	-	-	495	520
HCM Lane V/C Ratio	0.093	0.004	-	-	0.009	-	-	0.224	0.121
HCM Ctrl Dly (s/v)	12.2	7.6	0	-	7.7	0	-	14.4	12.9
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.9	0.4

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	207	18	26	142	44	6	39	15	111	73	0
Future Vol, veh/h	5	207	18	26	142	44	6	39	15	111	73	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	207	18	26	142	44	6	39	15	111	73	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	225	0	0	457	464	216	453	451	164
Stage 1	-	-	-	-	-	-	226	226	-	216	216	-
Stage 2	-	-	-	-	-	-	231	238	-	237	235	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1388	-	-	1344	-	-	514	495	824	517	504	881
Stage 1	-	-	-	-	-	-	777	717	-	786	724	-
Stage 2	-	-	-	-	-	-	772	708	-	767	710	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1388	-	-	1344	-	-	428	483	824	456	491	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	428	483	-	456	491	-
Stage 1	-	-	-	-	-	-	773	714	-	769	708	-
Stage 2	-	-	-	-	-	-	678	693	-	709	707	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.17			0.95			12.64			14.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	531	39	-	-	211	-	-	456	491
HCM Lane V/C Ratio	0.113	0.004	-	-	0.019	-	-	0.243	0.149
HCM Ctrl Dly (s/v)	12.6	7.6	0	-	7.7	0	-	15.4	13.6
HCM Lane LOS	B	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.9	0.5

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB		N	B			EB	
Traffic Vol, veh/h	4	474	5	3	245	22	15	105	35	21	59	10
Future Vol, veh/h	4	474	5	3	245	22	15	105	35	21	59	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	74	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	474	5	3	245	22	15	105	35	21	59	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	479	0	0	643	758	240	560	749	134
Stage 1	-	-	-	-	-	-	485	485	-	262	262	-
Stage 2	-	-	-	-	-	-	158	273	-	298	487	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1294	-	-	1080	-	-	359	335	762	411	339	891
Stage 1	-	-	-	-	-	-	533	550	-	720	690	-
Stage 2	-	-	-	-	-	-	828	683	-	687	549	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1294	-	-	1080	-	-	304	333	762	294	337	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	425	-	405	426	-
Stage 1	-	-	-	-	-	-	531	548	-	718	688	-
Stage 2	-	-	-	-	-	-	747	681	-	528	547	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.09			0.11			15.48			15.08		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	414	478	29	-	-	36	-	-	447
HCM Lane V/C Ratio	0.036	0.293	0.003	-	-	0.003	-	-	0.202
HCM Ctrl Dly (s/v)	14	15.6	7.8	0	-	8.3	0	-	15.1
HCM Lane LOS	B	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	1.2	0	-	-	0	-	-	0.7

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB		N	T			EB	
Traffic Vol, veh/h	12	516	5	52	245	22	15	105	55	21	68	10
Future Vol, veh/h	12	516	5	52	245	22	15	105	55	21	68	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	74	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	516	5	52	245	22	15	105	55	21	68	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	521	0	0	803	914	261	695	905	134
Stage 1	-	-	-	-	-	-	543	543	-	360	360	-
Stage 2	-	-	-	-	-	-	261	371	-	335	545	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1294	-	-	1041	-	-	275	272	738	329	275	891
Stage 1	-	-	-	-	-	-	492	518	-	631	625	-
Stage 2	-	-	-	-	-	-	722	618	-	653	517	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1294	-	-	1041	-	-	207	254	738	206	257	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	336	362	-	316	350	-
Stage 1	-	-	-	-	-	-	487	513	-	597	591	-
Stage 2	-	-	-	-	-	-	597	585	-	475	511	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.25			1.66			17.69			18.56		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	336	439	80	-	-	526	-	-	364
HCM Lane V/C Ratio	0.045	0.364	0.009	-	-	0.05	-	-	0.272
HCM Ctrl Dly (s/v)	16.2	17.8	7.8	0.1	-	8.6	0.3	-	18.6
HCM Lane LOS	C	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	1.6	0	-	-	0.2	-	-	1.1

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB		N	T			EB	
Traffic Vol, veh/h	12	439	2	11	495	28	6	43	27	53	127	29
Future Vol, veh/h	12	439	2	11	495	28	6	43	27	53	127	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	74	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	439	2	11	495	28	6	43	27	53	127	29
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	523	0	0	441	0	0	797	1009	221	796	996	262
Stage 1	-	-	-	-	-	-	464	464	-	531	531	-
Stage 2	-	-	-	-	-	-	333	545	-	265	465	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1040	-	-	1115	-	-	277	239	783	278	243	737
Stage 1	-	-	-	-	-	-	548	562	-	500	524	-
Stage 2	-	-	-	-	-	-	654	517	-	717	561	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1040	-	-	1115	-	-	167	233	783	230	237	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	302	345	-	353	350	-
Stage 1	-	-	-	-	-	-	540	554	-	494	518	-
Stage 2	-	-	-	-	-	-	469	511	-	631	554	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.33			0.25			14.91			25.61		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	302 440		95	-	-	69	-	-	379			
HCM Lane V/C Ratio	0.02 0.159		0.012	-	-	0.01	-	-	0.552			
HCM Ctrl Dly (s/v)	17.2 14.7		8.5	0.1	-	8.3	0.1	-	25.6			
HCM Lane LOS	C B		A	A	-	A	A	-	D			
HCM 95th %tile Q(veh)	0.1 0.6		0	-	-	0	-	-	3.2			

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB		N	T			EB	
Traffic Vol, veh/h	14	449	2	20	495	28	6	43	32	53	128	29
Future Vol, veh/h	14	449	2	20	495	28	6	43	32	53	128	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	74	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	449	2	20	495	28	6	43	32	53	128	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	523	0	0	451	0	0	830	1041	226	823	1028	262
Stage 1	-	-	-	-	-	-	478	478	-	549	549	-
Stage 2	-	-	-	-	-	-	352	563	-	274	479	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1040	-	-	1106	-	-	263	229	778	266	233	737
Stage 1	-	-	-	-	-	-	537	554	-	488	515	-
Stage 2	-	-	-	-	-	-	638	507	-	709	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1040	-	-	1106	-	-	153	220	778	215	224	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	334	-	338	337	-
Stage 1	-	-	-	-	-	-	529	545	-	477	504	-
Stage 2	-	-	-	-	-	-	448	496	-	616	545	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	0.45	15.05	27.47
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	441	108	-	-	123	-	-	364
HCM Lane V/C Ratio	0.021	0.17	0.013	-	-	0.018	-	-	0.576
HCM Ctrl Dly (s/v)	17.8	14.8	8.5	0.1	-	8.3	0.2	-	27.5
HCM Lane LOS	C	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0.6	0	-	-	0.1	-	-	3.5

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB		N	T			EB	
Traffic Vol, veh/h	4	521	6	3	270	24	17	115	39	23	64	11
Future Vol, veh/h	4	521	6	3	270	24	17	115	39	23	64	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	74	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	521	6	3	270	24	17	115	39	23	64	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	294	0	0	527	0	0	705	832	264	614	823	147
Stage 1	-	-	-	-	-	-	532	532	-	288	288	-
Stage 2	-	-	-	-	-	-	173	300	-	326	535	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1264	-	-	1036	-	-	323	303	735	376	307	873
Stage 1	-	-	-	-	-	-	499	524	-	695	672	-
Stage 2	-	-	-	-	-	-	812	664	-	661	522	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1264	-	-	1036	-	-	267	301	735	252	305	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	383	399	-	368	401	-
Stage 1	-	-	-	-	-	-	497	522	-	693	670	-
Stage 2	-	-	-	-	-	-	723	662	-	486	520	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.11	16.82	16.24
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	452	27	-	-	33	-	-	418
HCM Lane V/C Ratio	0.044	0.341	0.003	-	-	0.003	-	-	0.235
HCM Ctrl Dly (s/v)	14.8	17	7.9	0	-	8.5	0	-	16.2
HCM Lane LOS	B	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	1.5	0	-	-	0	-	-	0.9

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB		N	T			EB	
Traffic Vol, veh/h	12	563	6	52	270	24	17	115	59	23	73	11
Future Vol, veh/h	12	563	6	52	270	24	17	115	59	23	73	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	74	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	563	6	52	270	24	17	115	59	23	73	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	294	0	0	569	0	0	866	988	285	749	979	147
Stage 1	-	-	-	-	-	-	590	590	-	386	386	-
Stage 2	-	-	-	-	-	-	276	398	-	363	593	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1264	-	-	999	-	-	247	246	712	300	249	873
Stage 1	-	-	-	-	-	-	461	493	-	609	609	-
Stage 2	-	-	-	-	-	-	707	601	-	628	492	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1264	-	-	999	-	-	180	229	712	174	232	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	341	-	284	328	-
Stage 1	-	-	-	-	-	-	456	488	-	574	574	-
Stage 2	-	-	-	-	-	-	575	567	-	435	486	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.25			1.6			19.63			20.48		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	414	73	-	-	486	-	-	338
HCM Lane V/C Ratio	0.055	0.42	0.009	-	-	0.052	-	-	0.316
HCM Ctrl Dly (s/v)	17.3	19.9	7.9	0.1	-	8.8	0.4	-	20.5
HCM Lane LOS	C	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	2	0	-	-	0.2	-	-	1.3

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB		N	T			EB	
Traffic Vol, veh/h	13	483	2	12	544	31	7	48	30	58	140	32
Future Vol, veh/h	13	483	2	12	544	31	7	48	30	58	140	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	74	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	483	2	12	544	31	7	48	30	58	140	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	575	0	0	485	0	0	876	1109	243	875	1095	288
Stage 1	-	-	-	-	-	-	510	510	-	584	584	-
Stage 2	-	-	-	-	-	-	366	599	-	292	511	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	994	-	-	1074	-	-	243	208	758	243	212	709
Stage 1	-	-	-	-	-	-	514	536	-	465	497	-
Stage 2	-	-	-	-	-	-	626	489	-	692	535	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	994	-	-	1074	-	-	129	202	758	194	206	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	264	319	-	321	323	-
Stage 1	-	-	-	-	-	-	506	528	-	459	490	-
Stage 2	-	-	-	-	-	-	421	482	-	595	527	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0.27	16.09	33.16
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	264	410	93	-	-	68	-	-	349
HCM Lane V/C Ratio	0.026	0.19	0.013	-	-	0.011	-	-	0.659
HCM Ctrl Dly (s/v)	19	15.8	8.7	0.1	-	8.4	0.1	-	33.2
HCM Lane LOS	C	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0.7	0	-	-	0	-	-	4.5

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		EB			EB		N	T			EB	
Traffic Vol, veh/h	15	493	2	21	544	31	7	48	31	58	141	32
Future Vol, veh/h	15	493	2	21	544	31	7	48	31	58	141	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	74	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	493	2	21	544	31	7	48	31	58	141	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	575	0	0	495	0	0	909	1141	248	902	1127	288
Stage 1	-	-	-	-	-	-	524	524	-	602	602	-
Stage 2	-	-	-	-	-	-	385	617	-	301	525	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	994	-	-	1065	-	-	230	199	753	233	203	709
Stage 1	-	-	-	-	-	-	504	528	-	454	487	-
Stage 2	-	-	-	-	-	-	610	479	-	684	528	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	994	-	-	1065	-	-	117	191	753	182	195	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	250	307	-	307	311	-
Stage 1	-	-	-	-	-	-	496	519	-	443	476	-
Stage 2	-	-	-	-	-	-	400	468	-	585	518	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.39	0.47	16.48	36.25
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	250	400	105	-	-	118	-	-	336
HCM Lane V/C Ratio	0.028	0.197	0.015	-	-	0.02	-	-	0.687
HCM Ctrl Dly (s/v)	19.8	16.2	8.7	0.1	-	8.4	0.2	-	36.2
HCM Lane LOS	C	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.1	0.7	0	-	-	0.1	-	-	4.8

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↗
Traffic Vol, veh/h	0	92	21	0	71	137
Future Vol, veh/h	0	92	21	0	71	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	21	0	71	137
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	113	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	884	1056
Stage 1	0	-	-	0	1002	-
Stage 2	0	-	-	0	932	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	884	1056
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	932	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		9.09		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	884	1056		
HCM Lane V/C Ratio	-	-	0.08	0.13		
HCM Ctrl Dly (s/v)	-	-	9.4	8.9		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	0.3	0.4		

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	34	19	0	17	33
Future Vol, veh/h	0	34	19	0	17	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	19	0	17	33
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	53	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	955	1059
Stage 1	0	-	-	0	1004	-
Stage 2	0	-	-	0	988	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	955	1059
Mov Cap-2 Maneuver	-	-	-	-	955	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	988	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.62		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	955	1059		
HCM Lane V/C Ratio	-	-	0.018	0.031		
HCM Ctrl Dly (s/v)	-	-	8.8	8.5		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	0.1	0.1		

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↗
Traffic Vol, veh/h	0	99	25	0	71	137
Future Vol, veh/h	0	99	25	0	71	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	99	25	0	71	137
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	124	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	871	1051
Stage 1	0	-	-	0	998	-
Stage 2	0	-	-	0	925	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	871	1051
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	925	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		9.13		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	871	1051		
HCM Lane V/C Ratio	-	-	0.082	0.13		
HCM Ctrl Dly (s/v)	-	-	9.5	8.9		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	0.3	0.4		

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	41	24	0	17	33
Future Vol, veh/h	0	41	24	0	17	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	24	0	17	33
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	65	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	941	1052
Stage 1	0	-	-	0	999	-
Stage 2	0	-	-	0	981	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	941	1052
Mov Cap-2 Maneuver	-	-	-	-	941	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	981	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.66		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	941	1052		
HCM Lane V/C Ratio	-	-	0.018	0.031		
HCM Ctrl Dly (s/v)	-	-	8.9	8.5		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	0.1	0.1		

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	163	16	0	10	10
Future Vol, veh/h	0	163	16	0	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	163	16	0	10	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	179	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	811	1063
Stage 1	0	-	-	0	1007	-
Stage 2	0	-	-	0	866	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	811	1063
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	866	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.96		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	811	1063		
HCM Lane V/C Ratio	-	-	0.012	0.009		
HCM Ctrl Dly (s/v)	-	-	9.5	8.4		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	0	0		

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	51	16	0	2	2
Future Vol, veh/h	0	51	16	0	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	51	16	0	2	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	67	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	938	1063
Stage 1	0	-	-	0	1007	-
Stage 2	0	-	-	0	971	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	938	1063
Mov Cap-2 Maneuver	-	-	-	-	938	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	971	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.62		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	938	1063		
HCM Lane V/C Ratio	-	-	0.002	0.002		
HCM Ctrl Dly (s/v)	-	-	8.8	8.4		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	0	0		

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	170	20	0	10	10
Future Vol, veh/h	0	170	20	0	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	170	20	0	10	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	190	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	799	1058
Stage 1	0	-	-	0	1003	-
Stage 2	0	-	-	0	860	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	799	1058
Mov Cap-2 Maneuver	-	-	-	-	799	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	860	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	799	1058		
HCM Lane V/C Ratio	-	-	0.013	0.009		
HCM Ctrl Dly (s/v)	-	-	9.6	8.4		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	0	0		

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↗
Traffic Vol, veh/h	0	58	21	0	2	2
Future Vol, veh/h	0	58	21	0	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	58	21	0	2	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	79	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	924	1056
Stage 1	0	-	-	0	1002	-
Stage 2	0	-	-	0	965	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	924	1056
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	965	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.66		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	924	1056		
HCM Lane V/C Ratio	-	-	0.002	0.002		
HCM Ctrl Dly (s/v)	-	-	8.9	8.4		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	0	0		

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	155	16	10	0	1
Future Vol, veh/h	8	155	16	10	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	155	16	10	0	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	26	0	-	0	-	21
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	1588	-	-	-	0	1056
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1588	-	-	-	-	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.36	0		8.41		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	88	-	-	-	1056	
HCM Lane V/C Ratio	0.005	-	-	-	0.001	
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	50	16	2	0	1
Future Vol, veh/h	1	50	16	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	50	16	2	0	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	18	0	-	0	-	17
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	1599	-	-	-	0	1062
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1599	-	-	-	-	1062
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.14	0		8.39		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	35	-	-	-	-	1062
HCM Lane V/C Ratio	0.001	-	-	-	-	0.001
HCM Ctrl Dly (s/v)	7.3	0	-	-	-	8.4
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	162	20	10	0	1
Future Vol, veh/h	8	162	20	10	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	162	20	10	0	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	30	0	-	0	-	25
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	1583	-	-	-	0	1051
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1583	-	-	-	-	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.34	0		8.43		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	85	-	-	-	1051	
HCM Lane V/C Ratio	0.005	-	-	-	0.001	
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	57	21	2	0	1
Future Vol, veh/h	1	57	21	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	57	21	2	0	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	23	0	-	0	-	22
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	1592	-	-	-	0	1055
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1592	-	-	-	-	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.13	0		8.42		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	31	-	-	-	-	1055
HCM Lane V/C Ratio	0.001	-	-	-	-	0.001
HCM Ctrl Dly (s/v)	7.3	0	-	-	-	8.4
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	115	24	0
Future Vol, veh/h	10	10	0	115	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	0	115	24	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	139	24	-	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	854	1052	0	-	-	0
Stage 1	999	-	0	-	-	0
Stage 2	910	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	854	1052	-	-	-	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 943		-			
HCM Lane V/C Ratio	- 0.021		-			
HCM Ctrl Dly (s/v)	- 8.9		-			
HCM Lane LOS	- A		-			
HCM 95th %tile Q(veh)	- 0.1		-			

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	0	49	53	0
Future Vol, veh/h	2	2	0	49	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	0	49	53	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	102	53	-	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	896	1014	0	-	-	0
Stage 1	970	-	0	-	-	0
Stage 2	973	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	896	1014	-	-	-	-
Mov Cap-2 Maneuver	896	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 952		-			
HCM Lane V/C Ratio	- 0.004		-			
HCM Ctrl Dly (s/v)	- 8.8		-			
HCM Lane LOS	- A		-			
HCM 95th %tile Q(veh)	- 0		-			

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	133	28	0
Future Vol, veh/h	10	10	0	133	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	0	133	28	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	161	28	0
Stage 1	28	-	-
Stage 2	133	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	830	1047	0
Stage 1	995	-	0
Stage 2	893	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	830	1047	-
Mov Cap-2 Maneuver	830	-	-
Stage 1	995	-	-
Stage 2	893	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.97	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 926	-
HCM Lane V/C Ratio	- 0.022	-
HCM Ctrl Dly (s/v)	- 9	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0.1	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	0	58	64	0
Future Vol, veh/h	2	2	0	58	64	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	0	58	64	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	122	64	-	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	873	1000	0	-	-	0
Stage 1	959	-	0	-	-	0
Stage 2	965	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	873	1000	-	-	-	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.88	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 932		-			
HCM Lane V/C Ratio	- 0.004		-			
HCM Ctrl Dly (s/v)	- 8.9		-			
HCM Lane LOS	- A		-			
HCM 95th %tile Q(veh)	- 0		-			

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	84	125	24	156
Future Vol, veh/h	0	1	84	125	24	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	230	-	-	230
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	84	125	24	156

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	24	180
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	2.218
Pot Cap-1 Maneuver	0	1052	1396
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1052	1396
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.42	3.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1396	-	1052	-	-
HCM Lane V/C Ratio	0.06	-	0.001	-	-
HCM Ctrl Dly (s/v)	7.7	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	15	51	53	27
Future Vol, veh/h	0	1	15	51	53	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	230	-	-	230
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	15	51	53	27

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	53	80
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	2.218
Pot Cap-1 Maneuver	0	1014	1518
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1014	1518
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.55	1.68	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1518	-	1014	-	-
HCM Lane V/C Ratio	0.01	-	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	84	143	28	156
Future Vol, veh/h	0	1	84	143	28	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	230	-	-	230
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	84	143	28	156
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	28	184	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	1047	1391	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	1047	1391	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.44	2.87		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1391	-	1047	-	-	
HCM Lane V/C Ratio	0.06	-	0.001	-	-	
HCM Ctrl Dly (s/v)	7.8	-	8.4	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0	-	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	15	60	64	27
Future Vol, veh/h	0	1	15	60	64	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	230	-	-	230
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	15	60	64	27

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	64	91
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	2.218
Pot Cap-1 Maneuver	0	1000	1504
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1000	1504
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.6	1.48	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	1000	-	-
HCM Lane V/C Ratio	0.01	-	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Traffic Count Data Sheet

Year Counts Taken: **2024** Intersection: **3**
 E-W Street **Sunset Gardens** Speed Limit (Sunset Gardens)= **30**
 N-S Street: **Unser Blvd.** Speed Limit (Unser Blvd.)= **50**
 Signalized **10/23/24**

Begin Time	End Time	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	0	0	6	0	0	0	0	312	0	0	110	7
7:15 AM	7:30 AM	0	0	7	0	0	0	0	363	0	0	168	3
7:30 AM	7:45 AM	0	0	8	0	0	0	0	321	0	0	163	4
7:45 AM	8:00 AM	0	0	3	0	0	0	0	236	0	0	181	8
8:00 AM	8:15 AM	0	0	4	0	0	0	0	255	0	0	128	6
8:15 AM	8:30 AM	0	0	3	0	0	0	0	231	0	0	174	4
8:30 AM	8:45 AM	0	0	1	0	0	0	0	208	0	0	153	2
8:45 AM	9:00 AM	0	0	3	0	0	0	0	184	0	0	139	11

Peak Hour Vol. (AM)	0	0	24	0	0	0	0	1232	0	0	622	22
% of Total Traffic	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	64.8%	0.0%	0.0%	32.7%	1.2%
% Directional		1.3%			0.0%	PHF = 0.88		64.8%			33.9%	

Begin Time	End Time	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3:15 PM	0	0	6	0	0	0	0	175	0	0	254	9
3:15 PM	3:30 PM	0	0	1	0	0	0	0	163	0	0	295	15
3:30 PM	3:45 PM	0	0	1	0	0	0	0	201	0	0	305	9
3:45 PM	4:00 PM	0	0	4	0	0	0	0	208	0	0	312	14
4:00 PM	4:15 PM	0	0	4	0	0	0	0	211	0	0	238	12
4:15 PM	4:30 PM	0	0	0	0	0	0	0	221	0	0	268	14
4:30 PM	4:45 PM	0	0	2	0	0	0	0	211	0	0	266	8
4:45 PM	5:00 PM	0	0	3	0	0	0	0	168	0	0	332	20
5:00 PM	5:15 PM	0	0	5	0	0	0	0	201	0	0	323	17
5:15 PM	5:30 PM	0	0	2	0	0	0	0	203	0	0	355	16
5:30 PM	5:45 PM	0	0	1	0	0	0	0	174	0	0	331	5
5:45 PM	6:00 PM	0	0	4	0	0	0	0	198	0	0	326	20

Peak Hour Vol. (PM)	0	0	12	0	0	0	0	776	0	0	1335	58
% of Total Traffic	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	40.8%	0.0%	0.0%	70.3%	3.1%
% Directional		0.6%			0.0%	PHF = 0.95		40.8%			73.3%	

Traffic Count Data Sheet

Year Counts Taken: **2024** Intersection: **4**
 E-W Street **Bridge Blvd.** Speed Limit (Bridge Blvd.)= **45**
 N-S Street: **90th Street** Speed Limit (90th Street)= **50**
 Signalized **10/23/24**

Begin Time	End Time	Eastbound (Bridge Blvd.)			Westbound (Bridge Blvd.)			Northbound (90th Street)			Southbound (90th Street)		
		L	T	R	L	T	R	L	T	R	L	T	R
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	0	23	0	2	24	9	0	10	2	13	2	0
7:15 AM	7:30 AM	0	26	2	3	31	12	0	23	2	12	2	1
7:30 AM	7:45 AM	0	23	0	2	37	27	1	26	1	12	3	0
7:45 AM	8:00 AM	0	25	2	5	30	21	0	15	2	13	8	0
8:00 AM	8:15 AM	2	29	1	1	16	16	1	16	1	11	5	0
8:15 AM	8:30 AM	1	27	1	0	20	11	0	11	1	12	1	0
8:30 AM	8:45 AM	0	33	1	1	20	5	1	9	1	9	3	0
8:45 AM	9:00 AM	0	26	1	2	15	4	1	6	1	13	7	1

Peak Hour Vol. (AM)	2	103	5	11	114	76	2	80	6	48	18	1
% of Total Traffic	0.4%	22.1%	1.1%	2.4%	24.5%	16.3%	0.4%	17.2%	1.3%	10.3%	3.9%	0.2%
% Directional		23.6%			43.1%	PHF = 0.88		18.9%			14.4%	

Begin Time	End Time	Eastbound (Bridge Blvd.)			Westbound (Bridge Blvd.)			Northbound (90th Street)			Southbound (90th Street)		
		L	T	R	L	T	R	L	T	R	L	T	R
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3:15 PM	0	35	3	3	29	6	0	4	1	12	11	0
3:15 PM	3:30 PM	0	32	1	1	18	11	0	7	0	11	5	0
3:30 PM	3:45 PM	0	30	0	1	16	4	1	4	1	7	6	0
3:45 PM	4:00 PM	0	36	1	5	22	13	0	8	1	15	8	0
4:00 PM	4:15 PM	0	45	0	3	22	14	5	12	5	23	11	0
4:15 PM	4:30 PM	0	37	4	4	35	10	0	3	1	26	14	0
4:30 PM	4:45 PM	3	47	3	2	27	6	0	7	2	26	14	0
4:45 PM	5:00 PM	1	37	4	1	31	6	0	6	1	15	12	0
5:00 PM	5:15 PM	0	46	0	0	22	9	0	5	1	17	5	1
5:15 PM	5:30 PM	0	40	4	3	23	8	1	4	0	8	17	0
5:30 PM	5:45 PM	0	38	5	1	25	13	0	6	2	12	4	0
5:45 PM	6:00 PM	0	42	1	2	28	11	0	5	0	10	10	0

Peak Hour Vol. (PM)	4	166	11	10	115	36	5	28	9	90	51	0
% of Total Traffic	0.9%	35.6%	2.4%	2.1%	24.7%	7.7%	1.1%	6.0%	1.9%	19.3%	10.9%	0.0%
% Directional		38.8%			34.5%	PHF = 0.94		9.0%			30.3%	

Traffic Count Data Sheet

Year Counts Taken: **2024** Intersection: **5**
 E-W Street **Central Ave.** Speed Limit (Central Ave.)= **45**
 N-S Street: **90th Street** Speed Limit (90th Street)= **50**
 Signalized **10/23/24**

Begin Time	End Time	Eastbound (Central Ave.)			Westbound (Central Ave.)			Northbound (90th Street)			Southbound (90th Street)		
		L	T	R	L	T	R	L	T	R	L	T	R
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	1	86	1	0	53	0	2	10	6	2	13	2
7:15 AM	7:30 AM	0	110	1	0	59	4	5	19	11	11	13	0
7:30 AM	7:45 AM	3	122	1	1	55	5	4	38	10	2	12	2
7:45 AM	8:00 AM	0	114	2	2	67	7	3	27	6	5	17	5
8:00 AM	8:15 AM	1	123	1	0	62	6	3	20	8	3	16	3
8:15 AM	8:30 AM	2	106	0	1	59	6	0	14	11	4	11	2
8:30 AM	8:45 AM	4	99	0	1	70	2	0	7	6	1	10	2
8:45 AM	9:00 AM	2	86	1	2	70	2	1	6	4	6	20	2

Peak Hour Vol. (AM)	4	469	5	3	243	22	15	104	35	21	58	10
% of Total Traffic	0.4%	47.4%	0.5%	0.3%	24.6%	2.2%	1.5%	10.5%	3.5%	2.1%	5.9%	1.0%
% Directional		48.3%			27.1%	PHF =	0.97	15.6%			9.0%	

Begin Time	End Time	Eastbound (Central Ave.)			Westbound (Central Ave.)			Northbound (90th Street)			Southbound (90th Street)		
		L	T	R	L	T	R	L	T	R	L	T	R
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3:15 PM	2	89	0	5	126	1	2	7	1	6	19	4
3:15 PM	3:30 PM	3	91	0	4	115	2	2	10	4	9	11	2
3:30 PM	3:45 PM	1	96	0	4	133	4	1	4	3	0	11	3
3:45 PM	4:00 PM	2	97	0	3	144	9	1	12	6	10	22	8
4:00 PM	4:15 PM	5	125	0	3	116	7	3	15	9	10	30	5
4:15 PM	4:30 PM	2	105	1	4	122	6	0	10	3	18	38	14
4:30 PM	4:45 PM	3	108	1	1	108	6	2	6	9	14	36	2
4:45 PM	5:00 PM	0	91	1	1	112	7	4	7	2	9	23	1
5:00 PM	5:15 PM	2	99	1	2	152	3	5	7	4	9	17	4
5:15 PM	5:30 PM	1	81	1	4	122	5	1	8	4	7	19	8
5:30 PM	5:45 PM	6	106	2	2	155	2	1	16	3	4	12	2
5:45 PM	6:00 PM	1	105	0	6	123	5	1	12	3	4	13	3

Peak Hour Vol. (PM)	12	435	2	11	490	28	6	43	27	52	126	29
% of Total Traffic	1.2%	44.0%	0.2%	1.1%	49.5%	2.8%	0.6%	4.3%	2.7%	5.3%	12.7%	2.9%
% Directional		45.4%			53.5%	PHF =	0.96	7.7%			20.9%	

Traffic Count Data Sheet

Year Counts Taken: **2024**
 Intersection: **1**
 E-W Street **Sunset Gardens**
 N-S Street: **98th St.**
 Signalized
 Speed Limit (Sunset Gardens)= **30**
 Speed Limit (98th St.)= **45**
4/14/24

Begin Time	End Time	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (98th St.)			Southbound (98th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	2	0	3	1	1	11	6	420	4	1	86	3
7:15 AM	7:30 AM	7	1	6	0	0	7	5	400	3	0	118	3
7:30 AM	7:45 AM	1	0	8	0	1	8	3	393	11	1	159	1
7:45 AM	8:00 AM	2	1	3	0	0	10	5	314	4	2	180	3
8:00 AM	8:15 AM	3	2	4	2	2	7	12	316	2	7	166	4
8:15 AM	8:30 AM	2	1	6	1	0	8	3	282	1	5	173	6
8:30 AM	8:45 AM	2	0	4	0	0	2	5	318	0	1	126	3
8:45 AM	9:00 AM	9	0	3	0	0	9	1	278	1	4	127	5
4X Peak 15-Min. Vol. (AM)		4	0	32	0	4	32	12	1572	44	4	636	4
% of Total Traffic		0.2%	0.0%	1.4%	0.0%	0.2%	1.4%	0.5%	67.1%	1.9%	0.2%	27.1%	0.2%
% Directional			1.5%			1.5%	Intersection			69.5%		27.5%	

Begin Time	End Time	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (98th St.)			Southbound (98th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	1	1	6	1	2	8	14	281	4	11	367	6
4:15 PM	4:30 PM	8	2	5	0	0	7	4	230	2	10	383	14
4:30 PM	4:45 PM	6	1	4	0	1	7	7	243	1	9	332	6
4:45 PM	5:00 PM	4	0	6	0	3	7	9	264	0	6	372	12
5:00 PM	5:15 PM	3	0	4	1	0	4	9	237	1	10	374	6
5:15 PM	5:30 PM	2	1	5	2	0	2	10	232	2	11	392	6
5:30 PM	5:45 PM	7	0	2	2	0	8	1	238	5	9	372	8
5:45 PM	6:00 PM	5	0	3	0	0	5	2	262	1	8	364	7
4X Peak 15-Min. Vol. (PM)		4	4	24	4	8	32	56	1124	16	44	1468	24
% of Total Traffic		0.1%	0.1%	0.9%	0.1%	0.3%	1.1%	2.0%	40.0%	0.6%	1.6%	52.3%	0.9%
% Directional			1.1%			1.6%	Intersection			42.6%		54.7%	

Traffic Count Data Sheet

Year Counts Taken: **2024** Intersection: **2**
 E-W Street **Sunset Gardens** Speed Limit (Sunset Gardens)= **30**
 N-S Street: **90th St.** Speed Limit (90th St.)= **30**
 Signalized **10/23/24**

Begin Time	End Time	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (90th St.)			Southbound (90th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	0	0	0	0	4	0	0	5	0	1	2	2
7:15 AM	7:30 AM	2	3	0	0	1	1	0	16	1	1	2	5
7:30 AM	7:45 AM	2	2	0	0	3	0	0	19	0	0	4	1
7:45 AM	8:00 AM	2	7	0	0	3	1	0	11	0	1	10	3
8:00 AM	8:15 AM	0	3	0	0	4	2	0	12	0	0	7	3
8:15 AM	8:30 AM	0	0	0	0	3	0	1	8	0	0	2	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	7	0	1	3	0
8:45 AM	9:00 AM	0	2	1	4	3	0	0	5	1	0	13	0

Peak Hour Vol. (AM)	6	15	0	0	11	4	0	58	1	2	23	12
% of Total Traffic	4.5%	11.4%	0.0%	0.0%	8.3%	3.0%	0.0%	43.9%	0.8%	1.5%	17.4%	9.1%
% Directional		15.9%			11.4%	PHF = 0.87		44.7%			28.0%	

Begin Time	End Time	Eastbound (Sunset Gardens)			Westbound (Sunset Gardens)			Northbound (90th St.)			Southbound (90th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
2:00 PM	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3:15 PM	1	5	0	0	1	0	0	5	1	2	10	2
3:15 PM	3:30 PM	0	2	0	0	1	1	2	4	0	1	6	1
3:30 PM	3:45 PM	0	3	0	0	4	0	0	3	1	0	12	1
3:45 PM	4:00 PM	0	5	1	5	2	0	0	7	1	2	10	2
4:00 PM	4:15 PM	0	5	0	0	5	0	1	21	5	2	11	3
4:15 PM	4:30 PM	0	3	2	0	3	0	0	2	2	3	18	2
4:30 PM	4:45 PM	1	3	1	0	5	0	0	5	2	2	13	0
4:45 PM	5:00 PM	0	3	0	1	3	0	0	3	0	2	17	3
5:00 PM	5:15 PM	0	5	0	0	1	0	0	3	0	0	6	1
5:15 PM	5:30 PM	1	3	1	1	1	0	0	1	0	1	17	1
5:30 PM	5:45 PM	0	2	1	1	1	0	0	6	0	2	7	0
5:45 PM	6:00 PM	0	6	0	0	0	0	0	4	0	1	9	1

Peak Hour Vol. (PM)	1	16	4	5	15	0	1	35	10	9	52	7
% of Total Traffic	0.8%	12.1%	3.0%	3.8%	11.4%	0.0%	0.8%	26.5%	7.6%	6.8%	39.4%	5.3%
% Directional		15.9%			15.2%	PHF = 0.73		34.8%			51.5%	



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 05/2024)

Project Title: _____

Zone Atlas Page: _____ DFT/DHO #: _____ BP #: _____

Development Street Address: _____

(If no City Address include a Vicinity Map with site highlighted and legible street names)

Applicant: _____ **Contact:** _____

Address: _____

Phone#: _____ E-mail: _____

Development Information

Build out/Implementation Year: _____

Existing Use: _____

Describe Proposed Development and Uses:

Days and Hours of Operation (if known): _____

Facility

Building Size (sq. ft.): _____

Number of Residential Units: _____

Number of Commercial Units: _____

Traffic Considerations

Expected Number of Daily Visitors/Patrons (if known):* _____

Expected Number of Employees (if known):* _____

Expected Number of Delivery Trucks/Buses per Day (if known):* _____

Trip Generations during PM/AM Peak Hour and ITE # (if known):* _____

Driveway(s) Located on: Street Name _____

Adjacent Roadway(s) Posted Speed: Street Name _____ Speed _____

Street Name _____ Speed _____

** If these values are not known, assumptions will be made by City staff. Depending on the assumptions, a full TIS may be required.*

Roadway Information (adjacent to site)

Comprehensive Plan Corridor Designation (e.g. Main Street, Major Transit, N/A): _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Comprehensive Plan Center Designation (e.g. urban center, Downtown, N/A): _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Street Functional Classification (e.g. Principal Arterial, Collector) : _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Jurisdiction of roadway (NMDOT, City, County): _____

Adjacent Roadway(s):

Name: _____ Traffic Volume: _____ Volume-to-Capacity Ratio (v/c): _____

Name: _____ Traffic Volume: _____ Volume-to-Capacity Ratio (v/c): _____

Traffic Volume and V/C Ratio: <https://www.mrcog-nm.gov/623/Traffic-Flow-Maps-and-Busiest-Intersecti> and <https://mrcog-nm.gov/574/Transportation-Analysis-and-Querying-App>

Adjacent Transit Service(s) : _____ Nearest Transit Stop(s): _____
<https://www.cabq.gov/gis/advanced-map-viewer>

Is site within 660 feet of Premium Transit?: _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Current/Proposed Bicycle Infrastructure : _____

Bikeways: <https://mrcog-nm.gov/544/Long-Range-System-maps>

Current/Proposed Sidewalk and buffer Infrastructure: _____

Sidewalk and buffer width : DPM Table 7.2.29

Submit by email to Traffic Engineer Curtis Cherne: ccherne@cabq.gov. Email or call 505-924-3986 for information.

For City Personnel Use:

TIS Determination

Note: Changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

Traffic Impact Study (TIS) Required: Yes [☐] No [☐]

Thresholds Met? Yes [☐] No [☐]

Mitigating Reasons for Not Requiring TIS and/or Notes:

Attachments:

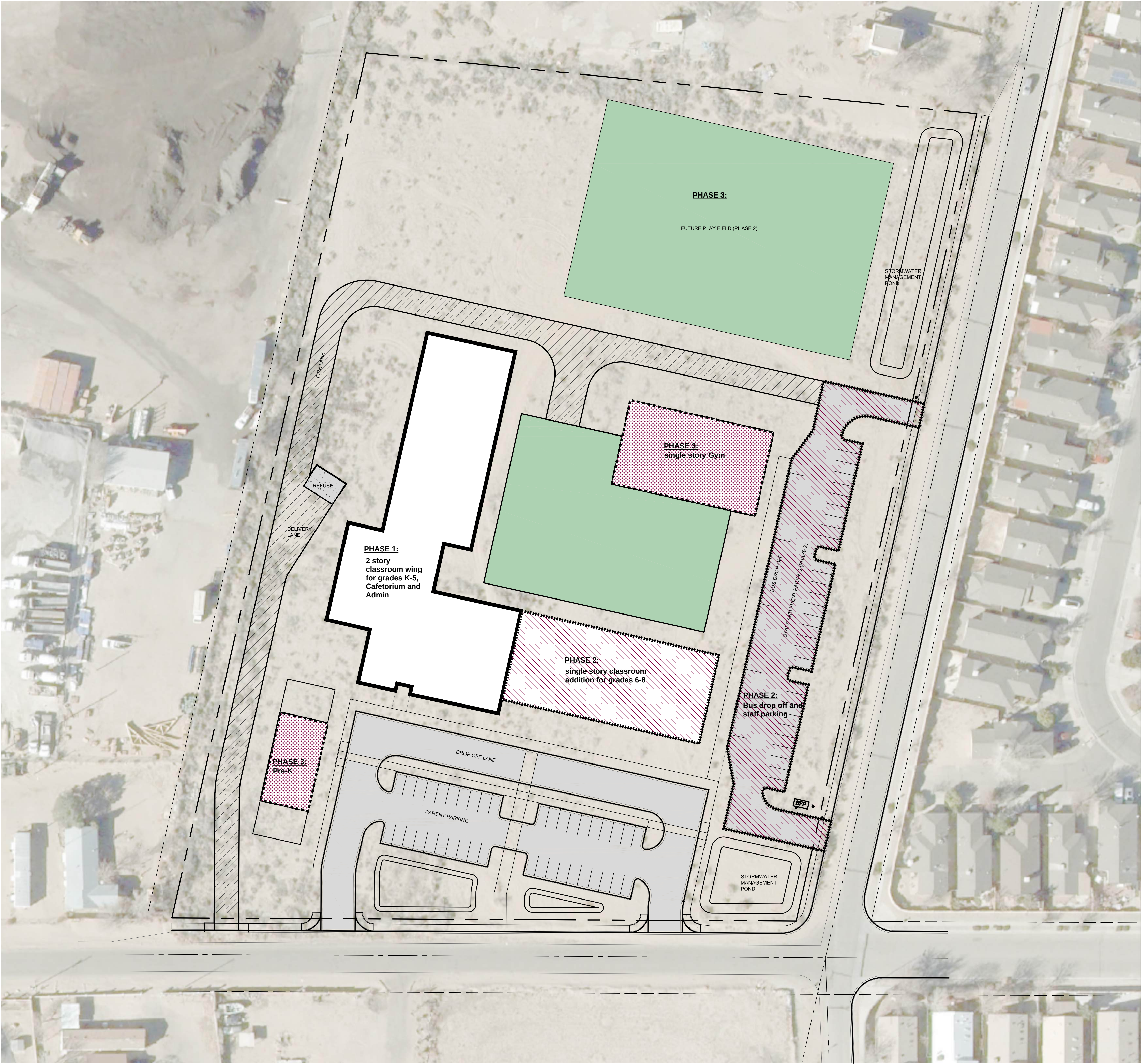
Site Plan

Zone Atlas Map

ITE Trip Generation Data Table (11th Ed.)

TRAFFIC ENGINEER

DATE



A1

MASTERPLAN OPTION 5C

1" = 40'-0"



GENERAL SHEET NOTES

SHEET KEYED NOTES

LEGEND

	PROPERTY LINE
	EASEMENT
	ASPHALT PAVEMENT PER DETAIL D1/C501
	CONCRETE SIDEWALK PER DETAIL B4/C501
	CONCRETE PAVEMENT PER DETAIL D4/C501
	GRAVEL PAVE2 FIRE LANE PER DETAIL A2/C501

ZONE ATLAS PAGE

MASTERPLAN

REVISION DATE

DATE 8-15-24

PROJECT NO

MASTERPLAN
OPTION 5C

SHEET NO.

MP-5C

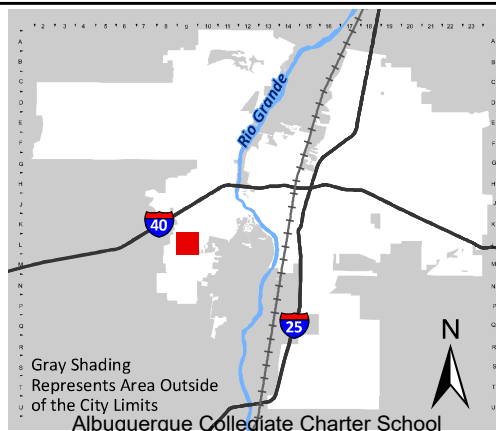


For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas May 2018



IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones
are established by the
Integrated Development Ordinance (IDO).



Zone Atlas Page:
L-09-Z

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

0 250 500 Feet
A.003

Albuquerque Collegiate Charter School

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT

Summary Sheet

	Units					
Charter K-12 (538)	610.00	506	258	248	-	-
Private K-12 (532)	610.00	104	-	-	45	59
Subtotal		610	258	248	45	59
<i>Pass-By Trips</i>	0%		0	0	0	0
Total Primary Trips			258	248	45	59

CRASH SUMMARY REPORT

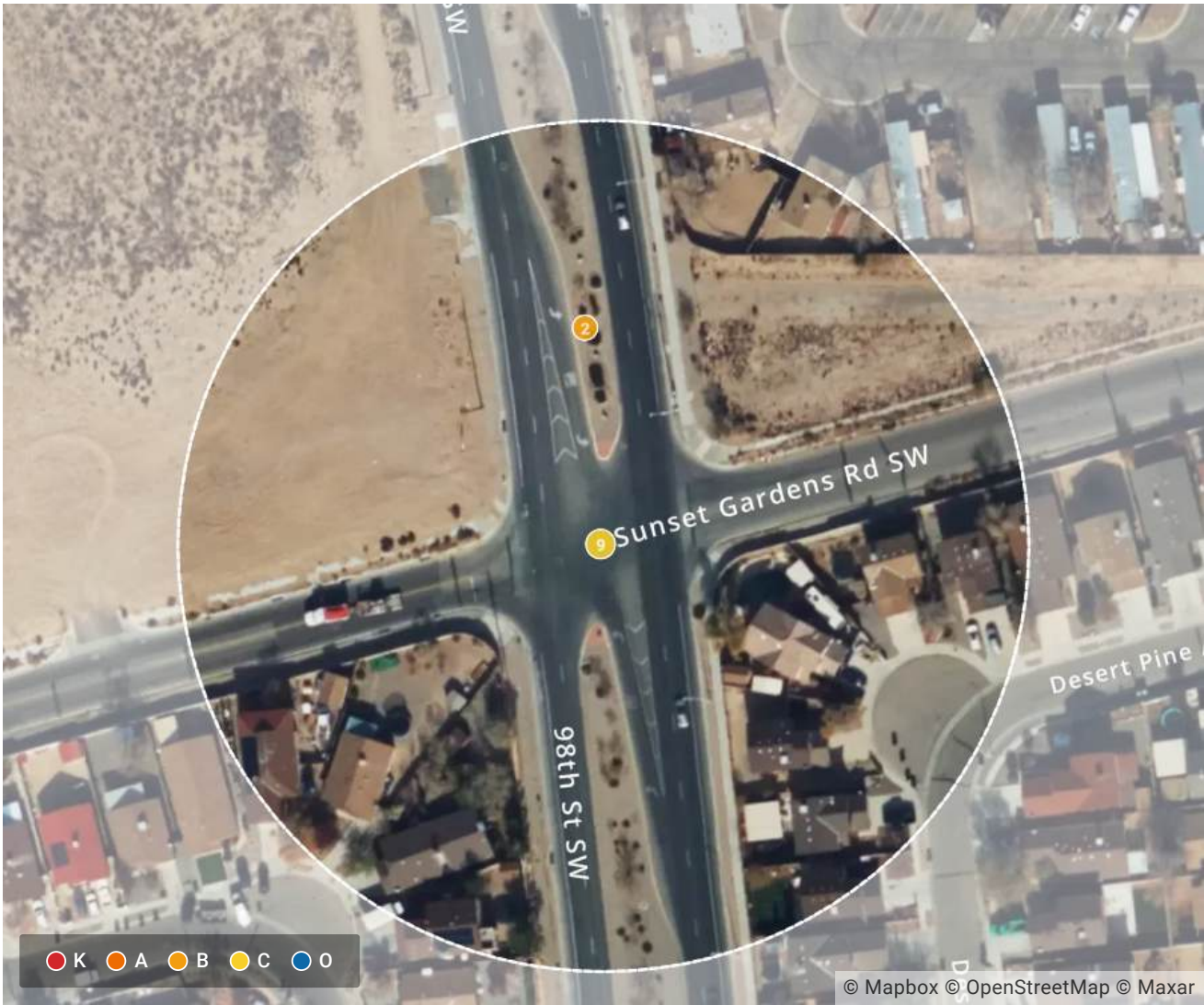
Sunset Gardens Rd./98th St.

Created on October 1, 2024
Created by Judith Becker
Requested by J. Becker
Data extents: December 31, 2019 to December 31, 2022



Applied Filters

Shape: Circle 250 ft



Total Crashes	11	Fatal Crashes	0
---------------	----	---------------	---

New Mexico Summary		Crash	
Total Crashes	11	100.00%	
Intersection Involved	4	36.36%	
+ 5 more	0	0%	

KABCO Crash Severity	Crash	
(C) Possible Injury	5	45.45%
(O) Property-Damage Only	5	45.45%
(B) Suspected Minor Injury	1	9.09%
+ 2 more	0	0%

Crash Date (Year)	Crash	
2022	3	27.27%
2021	1	9.09%
2020	7	63.64%
+ 7 more	0	0%

Crash Classification	Crash	
Other Vehicle	6	54.55%
+ 12 more	0	0%

First Harmful Event - Analysis	Crash	
MV in Transport	10	90.91%
+ 61 more	0	0%

First Harmful Event - Location	Crash	
On Roadway	1	9.09%
+ 11 more	0	0%

First Harmful Event - Manner of Impact	Crash	
Front-to-Rear	3	27.27%
Front-to-Front	1	9.09%
Front-to-Side	1	9.09%
+ 6 more	0	0%

Injury Severity	Person	
No Apparent Injury (O)	23	69.70%
Possible Injury (C)	9	27.27%
Suspected Minor Injury (B)	1	3.03%
+ 2 more	0	0%

Contributing Factors	Vehicle	
Other, No Driver Error	12	50.00%
Driver Inattention	9	37.50%

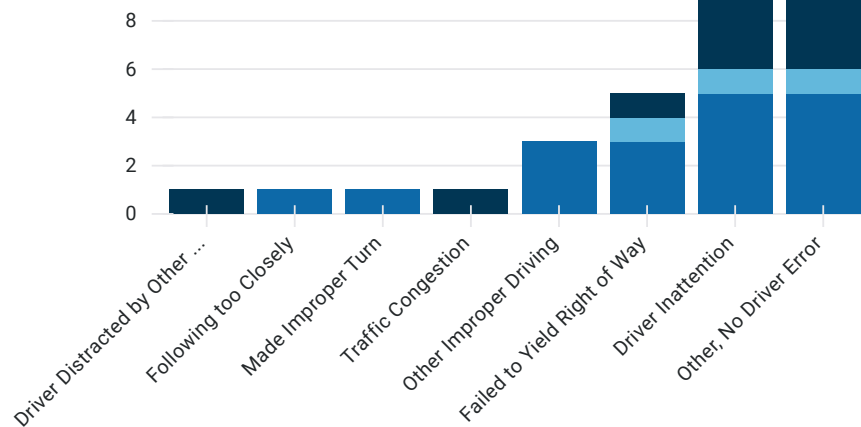
Failed to Yield Right of Way	5	20.83%
Other Improper Driving	3	12.50%
Traffic Congestion	2	8.33%
Driver Distracted by Other Activity	1	4.17%
Following too Closely	1	4.17%
Made Improper Turn	1	4.17%
+ 47 more	0	0%

Driver Actions	Vehicle	
Going Straight	17	70.83%
Left Turn	4	16.67%
Stopped for Sign or Signal	3	12.50%
Stopped for Traffic	3	12.50%
Slowing	2	8.33%
Unknown	1	4.17%
+ 17 more	0	0%

Intersection: Sunset Gardens Rd./98th St.

Crash Year

- 2020
- 2021
- 2022



Contributing Factors