Bowman

Traffic Impact Analysis



Lobo Crossing

Albuquerque, New Mexico

Prepared for:
SimonCRE Gibson II, LLC

Prepared: May 12th, 2025

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Prepared by:

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Executive Summary

This report summarizes the findings of the Traffic Impact Analysis (TIA) completed by Bowman for the proposed Lobo Crossing development located in the City of Albuquerque, New Mexico. The purpose of this analysis is to determine the potential impact, if any, to the adjacent transportation system and to recommend mitigation measures, where necessary. As such, an evaluation of the existing and future traffic conditions, both without and with the proposed Lobo Crossing development is provided. The study has been prepared in accordance with the requirements of the City of Albuquerque and the New Mexico Department of Transportation (NMDOT). A copy of the scoping summary for this study is provided in **Appendix A**.

Site Location and Study Area

The proposed Lobo Crossing development is located to the north of Gibson Boulevard between I-25 and University Boulevard in the City of Albuquerque, New Mexico. The study area includes the intersections as shown in the map below as well as two internal intersections: Proposed West Road with Internal Driveway #1 and Proposed West Road with Alumni Drive/Internal Driveway #2.



Development Description

The proposed development will consist of a mix of retail stores and restaurants to create a new shopping center. The shopping center will provide a total of 347,672 square feet of commercial space. Access to the center is proposed via three roadway and/or driveway connections.

Alumni Drive, which intersects Gibson Boulevard, will be extended north from its current terminus. The intersection of Gibson Boulevard and Alumni Drive is then anticipated to be signalized with the development of the site. A connection to West Road at its southwestern point will be provided and this roadway will then follow the western and southern border of the parcel. This new roadway will intersect with the extension of Alumni Drive and will extend to the east to provide a new full-movement access driveway along University Boulevard located opposite an existing access that is approximately 325 feet north of Eastern Avenue. This intersection, which is currently unsignalized, is proposed to be signalized with the development of the site.

As part of the development of the site, 5-foot sidewalks will be provided along the northern, southern, and western boundaries of the site, as well as along the central parking area from the intersection of Alumni Drive/Internal Driveway and West Road to the northern boundary of the site. Additionally, a 10-foot-wide shared-use path (SUP) will be installed along the western and southern sides of West Road from the northwest corner of the site to the connection with University Boulevard, facilitating access to the intermediate intersections along the route.

A schematic of the site plan is shown below, while a full-size copy is included in **Appendix A**.



Scope of Work

The scope of work for the study was coordinated at a Pre-Scoping meeting with officials from the New Mexico Department of Transportation (NMDOT) and the City of Albuquerque on December 12, 2024. The purpose of this meeting was to discuss and agree upon major components of this study, including analyzing the study intersections as shown on page iv for the weekday morning and weekday evening peak periods.

The proposed development is anticipated to be fully constructed and operational by the year 2028. Therefore, the following scenarios were evaluated as part of this study:

- 2025 Existing Conditions
- 2028 Future No Build Conditions
- 2028 Future Build Conditions
- 2038 Future No Build Conditions
- 2038 Future Build Conditions

Site Trip Generation

The projected site trip generation characteristics were calculated based upon data compiled by the Institute of Transportation Engineers in their publication entitled *Trip Generation Manual, 11th Edition* for Land Use Code 820: Shopping Centers >150k.

The proposed development is expected to generate a total of 14,941 trips (7,471 in and 7,470 out) during an average weekday, of which 339 total trips (210 in 129 out) will be generated during the weekday morning peak hour and 1,384 total trips (664 in and 720 out) will be generated during the weekday evening peak hour.

Of these trips 13,597 are projected to be primary trips (6,799 in and 6,798 out) during an average weekday with 308 total primary trips (191 in 117 out) generated during the weekday morning peak hour and 1,121 total trips (538 in and 583 out) will be generated during the weekday evening peak hour. This reflects a pass-by reduction of 9% during a typical weekday and the weekday morning peak hour along with a pass-by reduction of 19% during the weekday evening peak hour.

Programmed Improvements

NMDOT and the City of Albuquerque have identified several planned roadway improvements in the surrounding study area to be considered during the 2038 future conditions analysis. A summary of the anticipated improvements to the study intersections is as follows from the I-25 Gibson Interchange Reconfiguration Project, which were evaluated for the 2038 No Build and Build Conditions:

- I-25 NB On/Off Ramp and Avenida César Chávez
  - The existing channelized right-turn lane at the off-ramp will be removed as part of the proposed improvements. The off-ramp will be widened and extended to accommodate two lanes: a shared left-through lane and a reconfigured exclusive right-turn lane. These lanes will originate at Gibson Boulevard and extend to connect with Avenida César Chávez.
- I-25 SB On/Off Ramp and Avenida César Chávez
  - The existing channelized right-turn movement will be removed from the on-ramp. Two receiving lanes will be provided for traffic entering the on-ramp starting at the intersection with Avenida César Chávez, which will then merge to a single lane.
- I-25 NB On/Off Ramp and Gibson Boulevard
  - The existing on and off ramps will all be removed and with the reconfiguration, it is anticipated that a traffic control signal will be installed at the new interchange.
  - The eastbound approach of Gibson Boulevard is projected to be revised from two through lanes and one exclusive right turn lane to one exclusive left turn lane and two through lanes.
  - The westbound approach of Gibson Boulevard is projected to be revised from two through lanes and one exclusive right turn lane to three through lanes and one exclusive right turn lane.

  - The northbound approach for the off-ramp is projected to be revised from one exclusive left turn lane and one channelized right turn lane to one shared left turn/through lane and one exclusive right turn lane.
- I-25 SB On/Off Ramp and Gibson Boulevard
  - The eastbound approach of Gibson Boulevard is projected to be revised from two through lanes and one exclusive right turn lane to three through lanes and one exclusive right turn lane.
  - The westbound approach of Gibson Boulevard is projected to be revised from one exclusive left turn lane and two through lanes to two exclusive left turn lanes and two through lanes.
  - The southbound approach of the off-ramp is projected to be revised from one exclusive right turn lane to three lanes consisting of one exclusive left turn lane, one shared left turn/through lane, and one exclusive right turn lane.

Traffic Volumes

Turning movement counts at the study intersections were collected during the morning (6:00 AM to 9:00 AM) and evening (3:00 PM to 6:00 PM) peak periods on Tuesday, February 25, 2025. Additionally, weekday midday (10:00 AM to 3:00 PM) counts were conducted on the same day at the intersections of Gibson Boulevard with Alumni Drive and University Boulevard. For the evaluation of the peak hour conditions, a system peak hour was selected based upon a review of the intersection peak hours for all intersections. The weekday morning peak hour selected is from 7:15 AM to 8:15 AM, the weekday evening peak hour is from 3:15 PM to 4:15 PM, and the weekday midday is from 11:45 AM to 12:45 PM.

The peak hour traffic volumes were then projected to the 2028 future build year and 2038 design year using a background growth rate of 0.5% per year. This growth rate was agreed on by the NMDOT and City of Albuquerque. In addition to the background growth rate, traffic associated with two other area developments were also added onto the study intersections: an In-N-Out Restaurant and the Gibson & Yale Commercial development. The site generated trips were then assigned to the study area intersections.

Signal Warrant Analysis

A traffic signal warrant evaluation was performed at three intersections. A full signal warrant evaluation was conducted at the intersections of Gibson Boulevard with Alumni Drive/Commercial Driveway, and University Boulevard with Full-Access Driveway/Albuquerque Housing Authority Driveway, while a peak hour only warrant evaluation was completed at the intersection of Avenida César Chávez with West Road/Langham Road.

The Eight-Hour, Four-Hour, and Peak Hour traffic volume warrants (Warrants 1, 2, and 3) are projected to be met for the future 2028 Build Conditions at the intersections of Gibson Boulevard with Alumni Drive/Commercial Driveway and University Boulevard with Full-Access Driveway/Albuquerque Housing Authority Driveway. The Peak Hour warrant (Warrant 3) is projected to be met for the future

2028 Build Conditions at the intersection of Avenida César Chávez with West Road/Langham Road, but its installation is not recommended in conjunction with the development of the site.

Auxiliary Turn Lane Warrant Analysis
The forecasted left and right turn volumes entering the proposed shopping center at the existing intersection of University Boulevard and Albuquerque Housing Authority Dwy./Proposed Dwy. were evaluated to determine the need for the installation of exclusive turn lanes to access the site. Based on the results of the evaluation, the following turn lanes are warranted along University Boulevard for traffic entering the proposed driveway:

- Install a 12-foot-wide southbound right-turn lane with at least 240 feet of storage.
- Install an 11-foot-wide northbound left-turn lane with 160 feet of storage.

Traffic Analysis
A capacity analysis of the study area intersections was then conducted in accordance with the *Highway Capacity Manual (HCM6)* utilizing version 8.2 of the Highway Capacity Software. The evaluation of the study intersections was conducted for the 2025 Existing Conditions, 2028 Future No Build and Build Conditions, and 2038 Future No Build and Build Conditions. Detailed results of the analysis are provided in the appendix.

Based upon a comparison of the No Build to Build Conditions for 2028 and 2038, **no off-site mitigation measures are recommended.** It is noted that the I-25 Gibson Interchange Reconstruction Project by NMDOT (CN A301890) will result in improvements to the following intersections during 2038 future conditions:

- I-25 NB On/Off Ramp and Avenida César Chávez
- I-25 SB On/Off Ramp and Avenida César Chávez
- I-25 NB On/Off Ramp and Gibson Boulevard
- I-25 SB On/Off Ramp and Gibson Boulevard

As such, no additional improvements are recommended for these intersections, since their design may be modified and/or altered during the Final Design phase of the project.

With the proposed signalization of the intersection of Gibson Boulevard with Alumni Drive/Commercial Driveway, this intersection along with the existing signalized intersection of Gibson Boulevard and University Drive are proposed to be coordinated with one another. Once the Gibson Boulevard Interchange intersections are also signalized, then those would need to be coordinated with these two signals as well.

Summary of Impacts and Conclusions
The results of the analysis contained in this report indicate that the site traffic associated with the proposed development is not expected to adversely impact the study intersections. Based upon the results of the capacity/level-of-service results, no mitigation measures are recommended for these

off-site intersections. These intersections would operate similarly under No Build-to-Build Conditions and with the completion of the I-25 Gibson Interchange Reconfiguration Project, no geometric improvements are recommended beyond those for the intersection of University Boulevard with Commercial Driveway/Proposed Site Access. As the intersection of Gibson Boulevard with Alumni Drive is proposed to be signalized under 2028 Build Conditions, it is recommended to coordinate its operation with the existing signal along Gibson Boulevard at University Boulevard. When the new signals are installed at the I-25 Gibson Boulevard ramps, then those should also be coordinated with these two signals.

An evaluation of the intersection of Proposed West Road with Internal Driveway #1 and Proposed West Road with Alumni Drive/Internal Driveway #2 was conducted. These two internal intersections, which will be unsignalized, are projected to operate under acceptable level of service conditions during both peak hours. The queues at these internal intersections are not expected to adversely impact the adjacent intersections of University Boulevard and Commercial Driveway/Proposed Site Driveway, Gibson Boulevard with Alumni Drive, or one another.

Recommendations

The results of the analysis contained in this report indicate that the site traffic associated with the proposed development is not expected to adversely impact the study intersections. It is recommended that the Applicant implement the following improvements in the surrounding study area:

- Gibson Boulevard and University Boulevard
  - Coordinate this signalized intersection with the new signal at Gibson Boulevard with Alumni Drive.
- University Boulevard and Commercial Driveway/Proposed Driveway
  - Install a traffic control signal.
  - Install a separate 12-foot-wide southbound right-turn lane with at least 240 feet of storage along University Boulevard.
  - Install a separate 11-foot-wide northbound left-turn lane with 160 feet of storage along University Boulevard.
  - Install a shared through/left-turn lane and a separate right-turn lane along the Proposed Driveway approach.
  - Provide one ingress lane for traffic entering the Proposed Driveway.
- Gibson Boulevard and Alumni Drive/Commercial Driveway
  - Restripe the existing southbound left-turn lane along Alumni Drive to a shared through/left-turn lane.
  - Install a traffic control signal.
  - Coordinate the intersection with the existing signalized intersection at Gibson Boulevard and University Boulevard for the build-out year (2028).
  - Coordinate the intersection with the two new signalized intersections at Gibson Boulevard and the I-25 ramps for the design year (2038).

- Proposed West Road with Internal Driveway #1
  - Install stop signs along the northbound and southbound Internal Driveway approaches.
- Proposed West Road with Alumni Drive/Internal Driveway #2
  - Install stop signs on all approaches to the intersection.
  - Provide a separate left-turn lane and a shared through/right-turn lane along the southbound Internal Driveway #2 approach.
  - Provide a separate left-turn lane and a shared through/right-turn lane along the northbound Alumni Drive approach.
- Proposed West Road
  - Ensure the new roadway provides a single lane of travel in each direction and provide a median, which can be converted to provide separate left-turn lanes in the future, if needed based on actual operational conditions.

Introduction

This report summarizes the findings of the Traffic Impact Analysis (TIA) completed by Bowman for the proposed Lobo Crossing development located in the City of Albuquerque, New Mexico. The purpose of this analysis is to determine the potential impact, if any, to the existing and future planned traffic operations of the surrounding roadway network caused by the proposed site.

Study Area and Development Project

The proposed development is to be located to the northwest of the intersection of Gibson Boulevard and University Boulevard in the City of Albuquerque, New Mexico. **Figure 1** depicts the site location.



Figure 1. Site Location

The Applicant is proposing to develop the site with a 347,672 square-foot Shopping Center with a mixture of retail and restaurant uses. The site is anticipated to be built in one phase. It is anticipated to be fully constructed and operational in 2028. The conceptual plan for the proposed development is depicted in **Figure 2**, and included in **Appendix A**.



Figure 2. Conceptual Plan

As shown in **Figure 2**, access to the center is proposed via three roadway and/or driveway connections. Alumni Drive, which intersects Gibson Boulevard, will be extended north from its current terminus. A connection to West Road at its southwestern point will be provided and this roadway will then follow the western and southern border of the parcel. This new roadway will intersect with the extension of Alumni Drive and will extend to the east to provide a new full-movement access driveway along University Boulevard located opposite an existing access that is approximately 325 feet north of Eastern Avenue. This intersection, which is currently unsignalized, is proposed to be signalized with the development of the site.

Proposed Pedestrian and Bicycle Infrastructure

As illustrated in **Figure 2**, the proposed development includes infrastructure enhancements designed to improve pedestrian and cyclist accessibility. These improvements consist of a 10-foot-wide shared-use path (SUP) for pedestrians and cyclists (depicted in red), and 5-foot-wide sidewalks (depicted in green). The SUP and sidewalks are strategically aligned to connect key site destinations and seamlessly integrate with the existing surrounding infrastructure. These proposed improvements are as follows:

- 10-Foot-Wide Shared-Use Path (Highlighted in Red)
    - The 10-foot-wide shared-use path (SUP) is designed to accommodate both pedestrians and cyclists.
    - From the south, the SUP commences from the midpoint along the northbound Alumni Drive (at its intersection with Gibson Boulevard) and continues along the eastern side of Alumni Drive and then the southern side of West Road to the connection with University Boulevard, facilitating access to the intermediate intersections along the route.
    - The SUP also runs along the southern/western side of West Road northward to the boundary of the site at the northwest corner.
- 5-Foot-Wide Pedestrian Sidewalks (Highlighted in Green)
    - The 5-foot-wide sidewalks are dedicated exclusively to pedestrian use.
    - The sidewalk system commences at the northeastern corner of the site adjacent to University Boulevard, extending westward along the northern property boundary to the existing West Road.
    - From there, it continues along West Road (eastern/northern side) until University Boulevard, linking to intermediate intersections.
    - Additionally, the sidewalk extends northward from the intersection of Alumni Drive/Internal Driveway and West Road, running along the northbound roadway of the central parking area and terminating at the site's northern boundary.
    - This configuration provides direct access to parking areas before connecting to the shared-use path (red).

Together, these pathways are projected to improve pedestrian and bicycle accessibility by providing clear, continuous routes across the development. The SUP is expected to reduce conflicts between cyclists and vehicles through dedicated crossings, while the sidewalks would prioritize safe pedestrian circulation to parking and site entrances. This integrated system is proposed to support and enhance safety across the Lobo Crossing development.

Land Use and Intensity

The site parcel is currently undeveloped as seen in **Figure 3**. The parcel will be 100% developed as a retail site when the proposed shopping center is complete. The parcel is located within the UNM Gibson Commercial District and is within the R-MH (Residential - Multi-Family High Density) and MX-L (Mixed-Use – Low Intensity) zoning districts. This area is also within the Sunport Airport Protection Overlay Zone and the Sunport Airspace Protection Sub-Area.

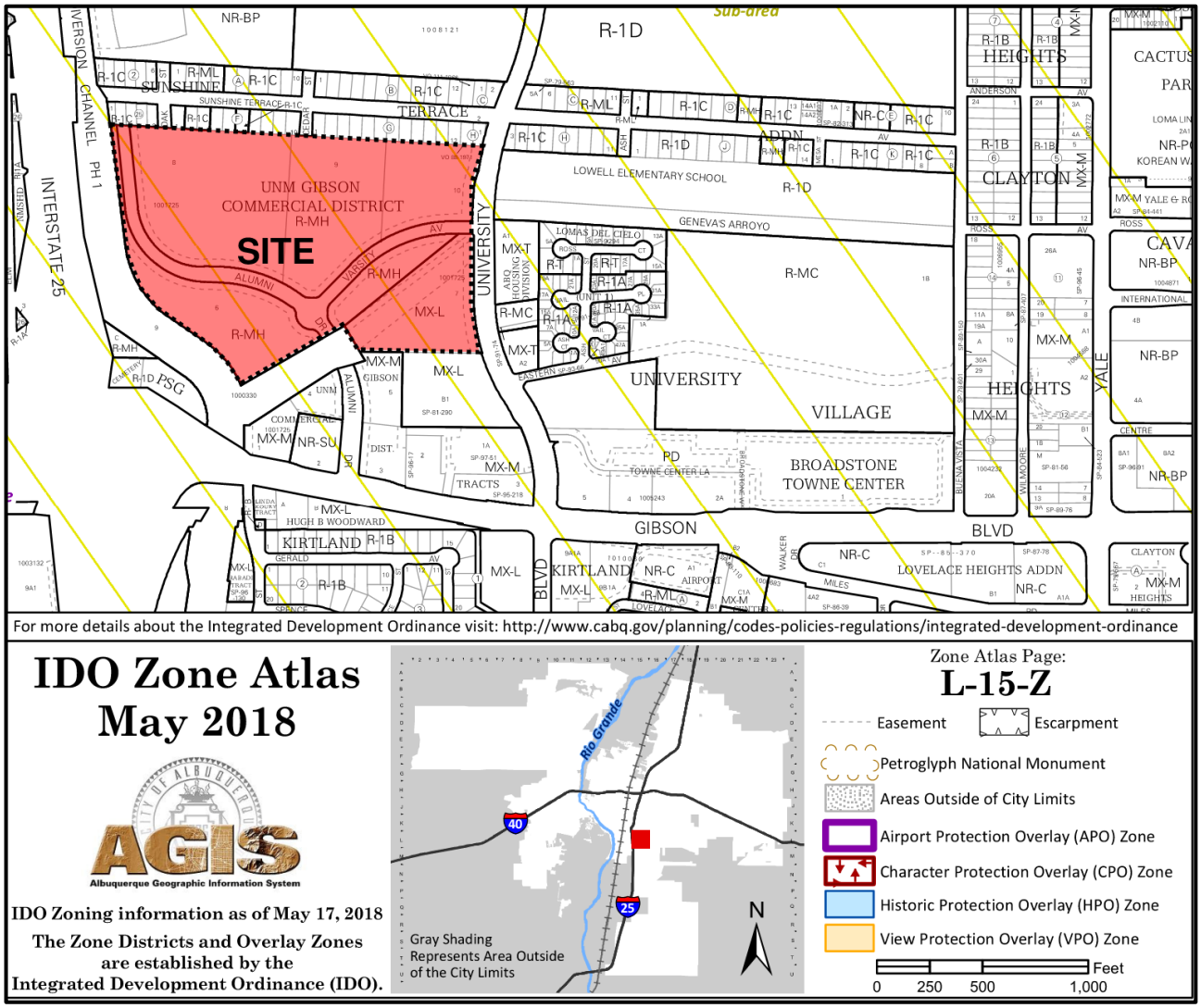


Figure 3. Conceptual Plan IDO Zone Atlas

Scope of Work

The traffic impact analysis (TIA) scope of work for the proposed development was coordinated at a Pre-Scoping meeting with officials from the New Mexico Department of Transportation (NMDOT) and the City of Albuquerque on December 12, 2024. During the Pre-Scoping meeting, the following items were discussed and agreed upon by all parties:

Study Periods

- 2025 Existing Conditions
- 2028 Future No Build Conditions
- 2028 Future Build Conditions
- 2038 Future No Build Conditions
- 2038 Future Build Conditions

Intersections to be analyzed

- Gibson Boulevard and University Boulevard (Signalized)
- Avenida César Chávez and University Boulevard (Signalized)
- I-25 NB Ramp and Avenida César Chávez (Signalized)
- I-25 SB Ramp and Avenida César Chávez (Signalized)
- Gibson Boulevard /Miles Avenue and Broadway Boulevard (Signalized)
- University Boulevard and Commercial Driveway/Proposed Driveway (Proposed Signal)
- Gibson Boulevard and Alumni Drive/Commercial Driveway (Unsignalized)
- Gibson Boulevard and Mulberry Street (Unsignalized)
- I-25 NB Ramp and Gibson Boulevard (Unsignalized)
- I-25 SB Ramp and Gibson Boulevard (Unsignalized)
- Avenida César Chávez and West Rd./Langham Road (Unsignalized)

Arrival/Departure Distribution

The primary site generated traffic volumes are to be assigned to the study area intersections based upon a gravity model utilizing a 2-mile radius around the site, while the pass-by trip distributions are based upon the existing traffic patterns in the area. The overall primary trip distribution based upon the gravity model is as follows:

- 6% North via I-25
- 12% East via Gibson Boulevard
- 23% East via Avenida César Chávez
- 30% West via Avenida César Chávez
- 15% North via University Boulevard
- 1% South via University Boulevard
- 2% North via Broadway Boulevard
- 9% South via Broadway Boulevard
- 2% South via Mulberry Street

Programmed Improvements

NMDOT and the City of Albuquerque identified several planned roadway improvements in the surrounding study area as part of the I-25 Gibson Interchange Reconfiguration Project. Additional information regarding these programmed improvements is provided later in this report for the study area intersections where improvements are planned. Based on guidance during the scoping meeting, the improvements will be incorporated into the 2038 No Build and Build Conditions.

Approved Background Developments in the Study Area

During the Pre-Scoping meeting, the two planned (but not yet constructed) and/or potential by right developments were identified to be included in the background study area traffic volumes. These include an In-N-Out Restaurant and the Gibson & Yale Commercial development.

Growth Rate

It was agreed by NMDOT and the City of Albuquerque that a background growth rate factor of 0.5% per year will be used in the study area to grow existing traffic volumes to Future Conditions.

The approved City of Albuquerque Scope of Traffic Impact Study Form is included in **Appendix A**.

Existing Roadway Network

Gibson Boulevard within the identified study area is a six-lane divided roadway with auxiliary turning lanes, listed as a Principal Arterial on NMDOT's Functional Classification Map. It has an east-west alignment with a posted speed limit of 35 mph west of I-25, and of 45 mph east of I-25. Curb and sidewalk are provided along both sides of the road to the east of the intersection with Mulberry Street, and to the west of the intersection with the I-25 Southbound On/Off Ramps. Unprotected bike lanes are present along both directions to the east of the intersection with Mulberry Street. According to published MRCOG traffic data (2023), Gibson Boulevard currently carries an ADT of 17,595 vehicles west of I-25, and of 38,093 vehicles east of I-25.

University Boulevard within the identified study area is a four-lane divided roadway with auxiliary turning lanes, listed as a Minor Arterial on NMDOT's Functional Classification Map. It has a north-south alignment with a posted speed limit of 40 mph. Continuous curb and sidewalk are provided along the east side of the road, while an intermittent sidewalk is provided along the west side of the road. Unprotected bike lanes are present along both directions between Avenida César Chávez and Gibson Boulevard. According to published MRCOG data (2023), this segment of University Boulevard currently carries an ADT of 8,175.

I-25 Northbound On/Off Ramp within the identified study area is a one-lane one-way roadway, listed as an Interstate on NMDOT's Functional Classification Map. It has a north-south alignment and an advisory speed limit of 35 mph.

I-25 Southbound On/Off Ramp within the identified study area is a one-lane one-way roadway, listed as an Interstate on NMDOT's Functional Classification Map. It has a north-south alignment and an advisory speed limit of 35 mph.

Avenida César Chávez within the identified study area is a six-lane divided roadway with auxiliary turning lanes, listed as a Minor Arterial on NMDOT's Functional Classification Map. It has an east-west alignment with a posted speed limit of 35 mph. Continuous curb and sidewalk are provided along both sides of the road between University Boulevard and Langham Road. There are no bike lanes present along this segment of road. According to published MRCOG data (2023), Avenida César Chávez currently carries an ADT of 12,504 vehicles between I-25 and University Boulevard.

Broadway Boulevard within the identified study area is a four-lane divided roadway with auxiliary lanes, listed as a Principal Arterial on NMDOT's Functional Classification Map. It has a north-south alignment with a posted speed limit of 35 mph. Continuous curb and sidewalk are provided along

both sides of the road. Unprotected bike lanes are present in both directions along this roadway segment. According to published MRCOG data (2023) Broadway Boulevard currently carries an ADT of 17,326 vehicles.

Alumni Drive within the identified study area is a four-lane divided roadway with auxiliary turning lanes, listed as a Local Road on NMDOT's Functional Classification Map. It has a north-south alignment with a posted speed limit of 30 mph. Continuous curb and sidewalk are provided along both sides of the road. Unprotected bike lanes are present in both directions along this roadway segment.

Mulberry Street within the identified study area is a two-lane undivided and unmarked roadway with auxiliary turning lanes, listed as a Local Road on NMDOT's Functional Classification Map. It has a north-south alignment with a posted speed limit of 25 mph. Continuous curb and sidewalk are provided along both sides of the road. There are no bike lanes present along this segment of road.

West Road within the identified study area is a two-lane undivided and unmarked roadway, listed as a Local Road on NMDOT's Functional Classification Map. It has a north-south alignment with a statutory speed limit of 25 mph. There are no existing sidewalks or bike lanes along this segment of road.

Langham Road within the identified study area is a two-lane divided roadway with auxiliary turning lanes, listed as a Local Road on NMDOT's Functional Classification Map. It has a north-south alignment with a statutory speed limit of 25 mph. There are no existing sidewalks or bike lanes along this segment of road.

Miles Avenue within the identified study area is a two-lane undivided and unmarked roadway, listed as a Local Road on NMDOT's Functional Classification Map. It has an east-west alignment with a statutory speed limit of 25 mph. Continuous curb and sidewalk is provided along both sides of the road, and no bike lanes are present in either direction.

Figure 4 illustrates a section of the 2023 Traffic Flows for the Greater Albuquerque Area, which provides an overview of the Average Annual Weekday Traffic (AAWDT) for the year 2023. This is the most recent map available for this area. Copies of the daily volumes referenced above are provided in **Appendix B.**

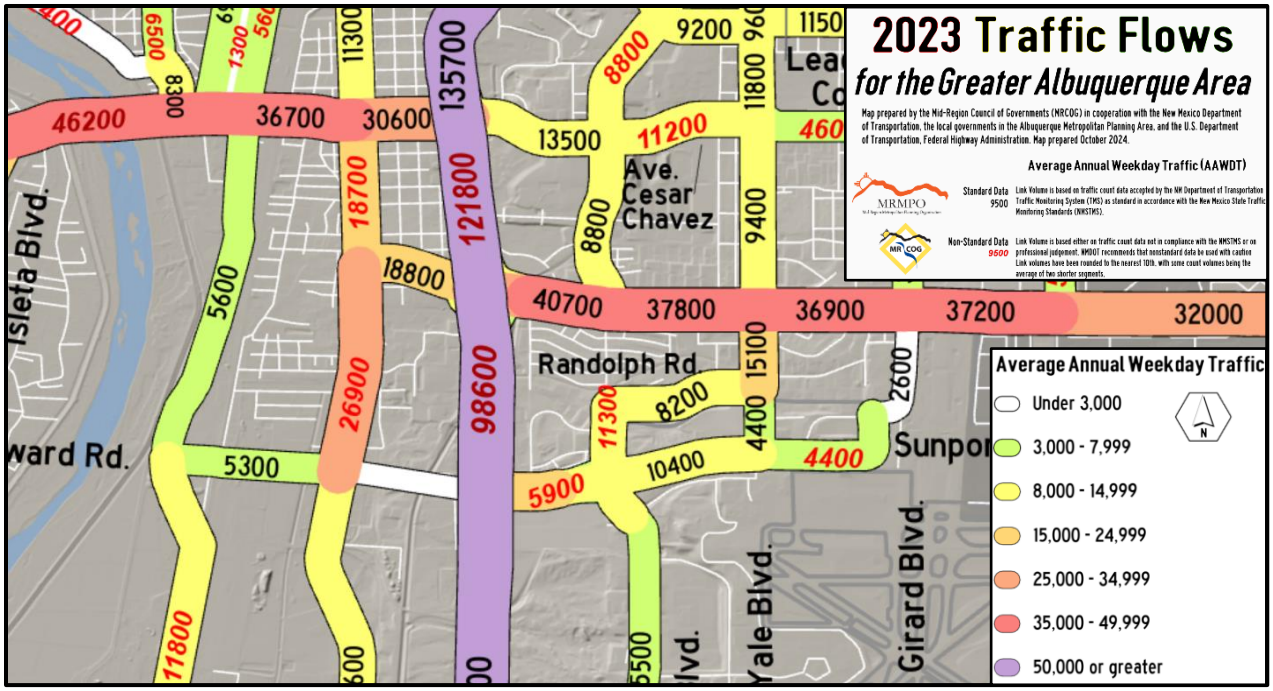


Figure 4. 2023 Traffic Flows for the Greater Albuquerque Area

Data Collection

Turning Movement Counts

Turning movement counts at the study intersections were collected during the morning (6:00 AM – 9:00 AM) and evening (3:00 PM – 6:00 PM) peak periods on Tuesday, February 25, 2025. Additionally, weekday midday (10:00 AM – 3:00 PM) counts were conducted on the same day at the intersections of Gibson Boulevard with Alumni Drive and University Boulevard. Copies of the turning movement counts outlined above are included in **Appendix C**.

Programmed Improvements

During the Pre-Scoping meeting, NMDOT and the City of Albuquerque have identified several planned roadway improvements in the surrounding study area to be considered during the 2038 future conditions analysis. These improvements are associated with the I-25 Gibson Interchange Reconstruction Project by NMDOT (CN A301890). Phases 1A (Initial Evaluation of Alternatives) and 1B (Detailed Evaluation of Alternatives) were completed in 2014 and 2016. The project is currently in the Environmental Documentation (Phase 1C) and Preliminary Design (Phase 1D) phases. The project is anticipated to be a Design-Build project with a team selected in 2026-2027.

A summary of the anticipated improvements at the study intersections, which will be evaluated as part of the 2038 No Build and Build Conditions is as follows, and graphics from the latest public meeting illustrating these improvements are provided in **Appendix D**:

- I-25 NB On/Off Ramp and Avenida César Chávez
  - The existing channelized right-turn lane at the off-ramp will be removed as part of the proposed improvements. The off-ramp will be widened and extended to accommodate two lanes: a shared left-through lane and a reconfigured exclusive right-turn lane. These lanes will originate at Gibson Boulevard and extend to connect with Avenida César Chávez.
- I-25 SB On/Off Ramp and Avenida César Chávez
  - The existing channelized right-turn movement will be removed from the on-ramp. Two receiving lanes will be provided for traffic entering the on-ramp starting at the intersection with Avenida César Chávez, which will then merge to a single lane.
- I-25 NB On/Off Ramp and Gibson Boulevard
  - The existing on and off ramps will all be removed and with the reconfiguration, it is anticipated that a traffic control signal will be installed at the new interchange.
  - The eastbound approach of Gibson Boulevard is projected to be revised from two through lanes and one exclusive right turn lane to one exclusive left turn lane and two through lanes.
  - The westbound approach of Gibson Boulevard is expected to be revised from two through lanes and one exclusive right turn lane to three through lanes and one exclusive right turn lane.
  - The northbound approach for the off-ramp is projected to be revised from one exclusive left turn lane and one channelized right turn lane to one shared left turn/through lane and one exclusive right turn lane.
- I-25 SB On/Off Ramp and Gibson Boulevard
  - The eastbound approach of Gibson Boulevard is projected to be revised from two through lanes and one exclusive right turn lane to three through lanes and one exclusive right turn lane.
  - The westbound approach of Gibson Boulevard is expected to be revised from one exclusive left turn lane and two through lanes to two exclusive left turn lanes and two through lanes.
  - The southbound approach of the off-ramp is expected to be revised from one exclusive right turn lane to three lanes consisting of one exclusive left turn lane, one shared left turn/through lane, and one exclusive right turn lane.

Crash Data Evaluation

Crash data was obtained from the New Mexico Statewide Traffic Records System (STRS) for the eleven (11) study intersections for the most recent three years period with available (2021-2023). A separate *Safety Analysis Report* is provided documenting the results of the crash data evaluation.

Traffic Forecast and Background Traffic

For the purposes of this analysis, it is anticipated that the proposed development will be constructed and fully operational by the year 2028. Therefore, the following scenarios were evaluated as part of this study:

- 2025 Existing Conditions
- 2028 Future No Build Conditions
- 2028 Future Build Conditions
- 2038 Future No Build Conditions
- 2038 Future Build Conditions

The 2024 Existing Peak Hour Traffic Volumes at the study intersections are depicted on **Exhibit 1** in **Appendix E**.

As previously mentioned, it was agreed with NMDOT and the City of Albuquerque that a background growth rate factor of 0.5% per year will be used to grow existing traffic volumes to Future Conditions. The growth rate factor was applied to the 2025 Existing Traffic Volumes to develop the 2028 and 2038 Background Peak Hour Traffic Volumes, which are depicted on **Exhibits 2 and 3**, respectively, in **Appendix E**.

The peak hour background trips associated with two other area development projects as outlined earlier in this report are depicted on **Exhibits 4 and 5** in **Appendix E** for the proposed In-N-Out Restaurant and the Gibson & Yale Commercial development, respectively. **Exhibit 6** in **Appendix E** summarizes the Total Background Development Site Trips for the peak hours. Additional information regarding the individual background developments is included in **Appendix F.**

The Total Background Development Site Trips were added to the 2028 and 2038 Background Traffic Volumes to create the 2028 No Build Peak Hour Traffic Volumes and the 2038 No Build Peak Hour Traffic Volumes, which are depicted on **Exhibits 7 and 8**, respectively, in **Appendix E.**

Proposed Development

The proposed development will consist of a mix of retail stores and restaurants to create a new shopping center. The shopping center will provide a total of 347,672 square feet of commercial space. Access to the center is proposed via three roadway and/or driveway connections.

Alumni Drive, which intersects Gibson Boulevard, will be extended north from its current terminus. The intersection of Gibson Boulevard and Alumni Drive is then anticipated to be signalized with development of the site.

A connection to West Road at its southwestern point will be provided and this roadway will then follow the western and southern border of the parcel. This new roadway will intersect with the extension of Alumni Drive and will extend to the east to provide a new full-movement access driveway along University Boulevard located opposite an existing access that is approximately 325 feet north of Eastern Drive. This intersection, which is currently unsignalized, is proposed to be signalized with the development of the site. The proposed site driveways are depicted on the Conceptual Plan in **Appendix A**.

Trip Generation and Trip Distribution

The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* was used to determine the number of trips generated by the proposed land use. **Table 1** outlines the projected trip generation for the proposed development.

Table 1. Site Trip Generation

Development	Land Use Code	Size	Units	Trip Type	AM Peak Hour			PM Peak Hour			Average Weekday		
					In	Out	Total	In	Out	Total	In	Out	Total
Shopping Center (Includes Retail and Restaurants) [1]	820	347,672	SF	Primary	191	117	308	538	583	1,121	6,799	6,798	13,597
				Pass-By [2]	19	12	31	126	137	263	672	672	1,344
				Total	**210**	**129**	**339**	**664**	**720**	**1,384**	**7,471**	**7,470**	**14,941**

(1) Projected trips developed based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

(2) PM peak hour pass-by rate of 19% extracted from the ITE Trip Generation Manual, 11th Edition. No data was available for AM peak hour or average weekday, so these values were assumed to be 9% or 10% less than the PM peak hour.

As shown in **Table 1**, the proposed development is expected to generate a total of 14,941 trips (7,471 in and 7,470 out) during an average weekday, of which 339 total trips (210 in 129 out) will be generated during the weekday morning peak hour and 1,384 total trips (664 in and 720 out) will be generated during the weekday evening peak hour.

Of these trips 13,597 are projected to be primary trips (6,799 in and 6,798 out) during an average weekday with 308 total primary trips (191 in 117 out) generated during the weekday morning peak hour and 1,121 total trips (538 in and 583 out) will be generated during the weekday evening peak hour. The remainder of trips for the site are expected to be pass-by trips.

These primary traffic volumes were then distributed to the roadway network in accordance with a site traffic distribution pattern based upon the location and permitted movements at the key intersections that will provide access to the site. The overall primary trip distribution was then based on a gravity model of a two-mile radius surrounding the site. Specific details on the gravity model are provided in **Appendix G.** The overall primary trip distribution based upon the gravity model is as follows:

- 6% North via I-25
- 12% East via Gibson Boulevard
- 23% East via Avenida César Chávez
- 30% West via Avenida César Chávez
- 15% North via University Boulevard
- 1% South via University Boulevard
- 2% North via Broadway Boulevard
- 9% South via Broadway Boulevard
- 2% South via Mulberry Street

The pass-by trip distribution was then developed based upon the access locations and the existing peak hour traffic patterns in the area. The primary and pass-by trip distributions for the proposed shopping center are depicted on **Exhibits 9 and 10** in **Appendix E.**

The projected primary and pass-by traffic volumes for the proposed site were then distributed to the roadway system in accordance with the trip distributions. The projected primary and pass-by shopping center trips are depicted on **Exhibits 11 and 12**, in **Appendix E**. These trips were then combined to develop the Total Development Site Trips, which are depicted on **Exhibit 13** in **Appendix E**.

The site trips were added to the 2028 No Build Traffic Volumes and the 2038 No Build Traffic Volumes to develop the 2028 Build Peak Hour Traffic Volumes and the 2038 Build Peak Hour Traffic Volumes, which are depicted on **Exhibits 14 and 15**, respectively, in **Appendix E**.

Auxiliary Turn Lane Warrant Evaluation

The forecasted left and right turn volumes entering the proposed shopping center at the existing intersection of University Boulevard and Commercial Driveway/Proposed Driveway were evaluated under Future Year 2038 Build Conditions to determine the need for the installation of exclusive turn lanes to access the site. The evaluation was based upon the guidelines in the *NMDOT's Design Manual*. Based on the results of the evaluation provided in **Appendix H**, the following turn lanes are warranted along University Boulevard for traffic entering the proposed driveway:

- Install a 12-foot-wide southbound right-turn lane with at least 240 feet of storage.
- Install an 11-foot-wide northbound left-turn lane with 160 feet of storage.

Traffic Signal Warrant Evaluation

A traffic signal warrant evaluation was performed at three study intersections as requested during the scoping process to determine if the installation of a traffic signal is warranted. A full signal warrant evaluation was conducted for the following intersections:

- Gibson Boulevard and Alumni Drive/Commercial Driveway
- University Boulevard and Full-Access Driveway/Albuquerque Housing Authority Driveway

Additionally, a peak hour only warrant evaluation was completed at the intersection of Avenida César Chávez and West Road/Langham Road for informational purposes only, as agreed upon in the scoping meeting.

The signal warrant evaluation is based upon the criteria found in the *Manual on Uniform Traffic Control Devices (MUTCD)* and *NMDOT's Design Manual*. The MUTCD is published by the Federal Highway Administration and is nationally recognized and adopted by all fifty states as the standard for determining traffic control signal needs.

The need for a traffic signal at the first two intersections was evaluated using projections of the 2025 existing 13-hour count data to the 2028 Build traffic volumes. For the intersection of Avenida César Chávez and West Road/Langham Road the evaluation was based upon the 2025 existing volumes weekday morning (6:00 – 9:00 AM) and evening (3:00 – 6:00 PM) volumes projected to the 2028 Build conditions. The detailed calculations for the development of the 2028 Build Traffic Volumes for use in this analysis can be found in **Appendix I** for the three study intersections along with the signal warrant evaluation. **Tables 2, 3, and 4** provides a summary of the results of the warrants that were evaluated for each intersection.

In summary, the Eight-Hour, Four-Hour, and Peak Hour traffic volume warrants (Warrants 1, 2, and 3) are projected to be met for the future 2028 Build Conditions at the intersections of Gibson Boulevard and Alumni Drive/Commercial Driveway, and University Boulevard and Full-Access Driveway/Albuquerque Housing Authority Driveway. The Peak Hour warrant (Warrant 3) is projected to be met for the future 2028 Build Conditions at the intersection of Avenida César Chávez and West Road/Langham Road.

Table 2. Signal Warrant Summary for Gibson Boulevard and Alumni Drive/Commercial Driveway

Warrant	Warrant Met?
1. Eight-Hour Vehicular Volume	
Condition A	No
Condition B	Yes (8 of 13 Hours Met)
2. Four-Hour Vehicular Volume	Yes (8 of 13 Hours Met)
3. Peak Hour Vehicular Volume	Yes (5 of 13 Hours Met)
4. Pedestrian Volume	Not Applicable
5. School Crossing	Not Applicable
6. Coordinated Signal System	Not Applicable
7. Crash Experience	No
8. Roadway Network	Not Applicable
9. Intersection Near Grade Crossing	Not Applicable

Table 3. Signal Warrant Summary for University Boulevard and Site Driveway/Albuquerque Housing Authority Driveway

Warrant	Warrant Met?
1. Eight-Hour Vehicular Volume	
Condition A	Yes (9 of 13 Hours Met)
Condition B	Yes (4 of 13 Hours Met)
2. Four-Hour Vehicular Volume	Yes (8 of 13 Hours Met)
3. Peak Hour Vehicular Volume	Yes (5 of 13 Hours Met)

4. Pedestrian Volume	Not Applicable
5. School Crossing	Not Applicable
6. Coordinated Signal System	Not Applicable
7. Crash Experience	No
8. Roadway Network	Not Applicable
9. Intersection Near Grade Crossing	Not Applicable

Table 4. Signal Warrant Summary for Avenida César Chávez and West Road/Langham Road

Warrant	Warrant Met?
3. Peak Hour Vehicular Volume	Yes (3 of 6 Hours Met)

While traffic control signals are recommended for the intersections of Gibson Boulevard and Alumni Drive/Commercial Driveway and University Boulevard and Full-Access Driveway/Albuquerque Housing Authority Driveway, since these two intersections will serve as the primary access for the proposed shopping center, a traffic control signal is not recommended to be installed at the intersection of Avenida César Chávez and West Road/Langham Road as part of the development project.

Capacity Analysis Results

The study intersections were analyzed for each scenario using the 6th Edition of the Highway Capacity Manual (HCM) methodologies using the Highway Capacity Software (HCS). The analysis uses capacity, Level of Service (LOS), control delay, and queuing as the criteria for the performance of the intersections.

Capacity, as defined by the HCM, is a measure of the maximum number of vehicles in an hour that can travel through an intersection or section of roadway under typical conditions. Level of Service (LOS) is a marker of the driving conditions and perception of drivers while traveling during the given time period. LOS ranges from LOS "A", which represents free-flow conditions, to LOS "F", which represents breakdown conditions. **Table 5** shows the LOS for intersections as defined by the HCM.

Table 5. HCM Level of Service Criteria

Unsignalized Intersections		Signalized Intersections	
Level of Service	Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)
A	≤10	A	≤10
B	>10-15	B	>10-20
C	>15-25	C	>20-35
D	>25-35	D	>35-55
E	>35-50	E	>55-80
F	≥50	F	≥80

Control delay is a measure of the total amount of delay experienced by an individual vehicle and includes delay related to deceleration, queue delay, stopped delay, and acceleration. **Table 5** shows the amount of control delay (in seconds per vehicle) that corresponds to the LOS for signalized and unsignalized intersections. Copies of the existing signal permit timing sheets are provided in **Appendix J** for reference.

The reported queues, or linear distance of delayed vehicles, for the conventional intersections in this study are the 95th percentile queues reported by the Highway Capacity Software. These queues are reported to ensure that the storage lengths of lanes at intersections are of adequate length and that queued vehicles will not interfere with free flow vehicles or adjacent intersections.

For the purposes of this study, it is anticipated that the proposed development will be constructed and fully operational by the year 2028. Therefore, capacity analyses were completed for the following scenarios during the morning and evening peak hours:

- 2025 Existing Conditions
- 2028 Future No Build Conditions
- 2028 Future Build Conditions
- 2038 Future No Build Conditions
- 2038 Future Build Conditions

2025 Existing Conditions

A capacity analysis for the 2025 Existing Year Conditions was conducted for the study intersections previously described in this report. The Existing Conditions capacity analysis results are included in **Appendix K**. **Tables 6 to 18** show the existing intersection configurations, the 2025 existing peak hour volumes that were analyzed for each intersection, and the 2025 existing capacity/level-of-service and 95th percentile queue results for each intersection.

Under existing conditions, all signalized intersections operate at acceptable levels of service overall (LOS C or better) during the peak hours with the lane groups also operating acceptably (LOS D or

better). Based upon a review of the queues for the signals, the following items are noted where the projected 95th percentile queues exceed the available storage areas:

- Gibson Boulevard and University Boulevard
  - Northbound left-turn storage area is 175 feet and the projected queues during the weekday morning, evening, and midday peak hours are 188, 229, and 178 feet, respectively.

- I-25 SB On/Off Ramp and Avenida César Chávez
  - Eastbound through lane storage is shown as 150 feet and the projected queues during the weekday morning and evening peak hours of 284 and 208 feet, respectively. As the 150 feet is to the unsignalized intersection with High Street, there is additional space for these vehicles to queue beyond this intersection.
  - Southbound left turn storage area is 380 feet and the projected queues during the weekday morning is 415 feet. Since there is also a shared left/through lane along this approach, the queue overflow could be accommodated in that lane.

- I-25 NB On/Off Ramp and Avenida César Chávez
  - Eastbound left turn lane storage is shown as 180 feet and the projected queues during the weekday morning peak hour is 190 feet.
  - Eastbound through lane storage is shown as 180 feet, which is the average of the two existing lane storage areas of (170 feet inner lane and 190 feet outer lane) and the projected queues during the weekday morning peak hour is 215 feet.

- Gibson Boulevard/Miles Avenue and Broadway Boulevard
  - Southbound left turn storage is shown as 110 feet, which is a back-to-back left with the northbound left into Thaxton Avenue. The projected queues during the weekday morning and evening peak hours are 302 and 227 feet.

Based upon a review of the capacity/level-of-service results for the unsignalized intersections, the following items are noted:

- Gibson Boulevard and Alumni Drive/Commercial Driveway
  - Eastbound left-turn operates at LOS F conditions during the weekday evening. The projected 95th percentile queue is 40 feet.
  - Westbound left-turn operates at LOS E conditions during the weekday morning. The projected 95th percentile queue is less than 25 feet.
  - Northbound approach operates at LOS F conditions during the weekday midday. The projected 95th percentile queue is less than 59 feet during the three peak hours.
  - Southbound shared left/through lane operates at LOS F conditions during the weekday evening and midday peaks. The projected 95th percentile queue is less than 65 feet during the three peak hours.

- Intersection of Gibson Boulevard and Mulberry Street
  - Westbound left-turn operates at LOS F conditions during the weekday morning. The projected 95th percentile queue is 25 feet.
  - Northbound left-turn operates at LOS F conditions during the weekday morning and evening. The projected 95th percentile queues are less than 55 feet.
  - Northbound right-turn operates at LOS E conditions during the weekday morning. The projected 95th percentile queue is less than 25 feet.

- Intersection of I-25 NB Ramp and Gibson Boulevard
  - Northbound left-turn operates at LOS F conditions during the weekday morning and LOS E conditions during the weekday evening. The projected 95th percentile queues are less than 33 feet.
  - Northbound right-turn operates at LOS F conditions during the weekday morning and LOS E conditions during the weekday evening. The projected 95th percentile queues are 1,423 feet in the morning and 255 feet in the evening.

- Intersection of I-25 SB Ramp and Gibson Boulevard
  - Northbound right-turn operates at LOS F conditions during the weekday morning and LOS E conditions during the weekday evening. The projected 95th percentile queues are 1,870 feet in the morning and 285 feet in the evening.

- Intersection of Avenida César Chávez and West Road/Langham Road
  - Southbound left-turn operates at LOS F conditions during the weekday morning and LOS E conditions during the weekday evening. The projected 95th percentile queues are less than 25 feet in both peaks.

Table 6. 2025 Existing Conditions – AM & PM Gibson Boulevard and University Boulevard

INTERSECTION			AM Peak Hour Conditions			PM Peak Hour Conditions		
Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
EB	L	235	8.8	A	58	29.2	C	142
	T	835	15.7	B	444	14.8	B	232
	R	210	9.2	A	28	12.5	B	59
	Approach	--	15.1	B	--	16.4	B	--
WB	L	180	14.7	B	22	12.7	B	39
	T	+1,000	12.4	B	199	22.5	C	544
	R	150	10.6	B	38	14.6	B	89
	Approach	--	12.4	B	--	21.8	C	--
NB	L	175	40.6	D	188	40.0	D	229
	TR	280	36.9	D	108	36.4	D	158
	Approach	--	39.2	D	--	38.5	D	--
SB	L	+1,000	51.7	D	206	54.5	D	242
	T	+1,000	45.0	D	26	47.6	D	95
	R	110	40.4	D	32	43.6	D	180
	Approach	--	49.4	D	--	49.2	D	--
OVERALL			**17.6**	**B**	**--**	**23.9**	**C**	**--**



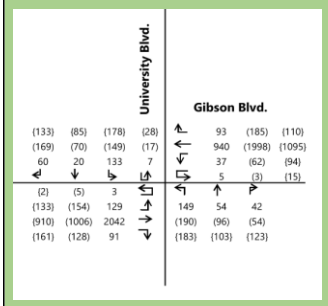


Table 7. 2025 Existing Conditions – Midday Gibson Boulevard and University Boulevard

INTERSECTION			MD Peak Hour Conditions		
Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)
EB	L	235	16.1	B	82
	T	835	18.8	B	228
	R	210	16.7	B	82
	Approach	--	18.3	B	--
WB	L	180	15.0	B	65
	T	+1,000	21.4	C	288
	R	150	16.6	B	49
	Approach	--	20.6	C	--
NB	L	175	28.7	C	178
	TR	280	27.3	C	190
	Approach	--	28.0	C	--
SB	L	+1,000	43.7	D	257
	T	+1,000	35.0	C	90
	R	110	30.3	C	99
	Approach	--	38.4	D	--
OVERALL			**22.8**	**C**	**--**



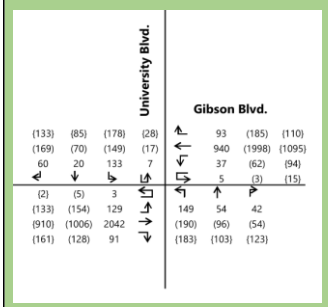


Table 8. 2025 Existing Conditions - Avenida César Chávez and University Boulevard

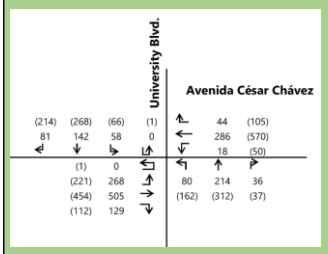
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak Hour Conditions DELAY (S)	AM LOS	AM 95th % Queue (ft)	PM Peak Hour Conditions DELAY (S)	PM LOS	PM 95th % Queue (ft)
	EB	L	160	12.7	B	113	14.5	B	89
		T	480	14.3	B	82	15.7	B	79
		TR	480	14.4	B	131	15.8	B	97
		Approach	--	13.8	B	--	15.4	B	--
	WB	L	140	16.9	B	9	16.7	B	23
		T	+1,000	18.8	B	52	20.9	C	109
		TR	260	18.9	B	73	21.1	C	155
		Approach	--	18.7	B	--	20.7	C	--
	NB	L	140	15.7	B	38	14.2	B	65
		T	920	17.9	B	55	16.8	B	71
		R	260	16.5	B	14	14.3	B	12
		Approach	--	17.2	B	--	15.8	B	--
	SB	L	170	16.2	B	32	16.4	B	30
		T	520	18.1	B	37	19.0	B	66
		R	520	11.6	B	17	13.9	B	61
		Approach	--	16.5	B	--	17.1	B	--
	OVERALL			**15.7**	**B**	**--**	**17.4**	**B**	**--**

Table 9. 2025 Existing Conditions - I-25 SB On/Off Ramp and Avenida César Chávez

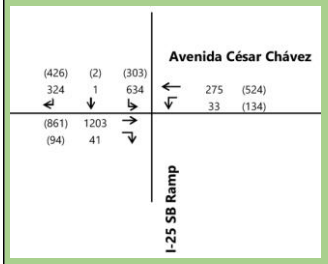
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak Hour Conditions DELAY (S)	AM LOS	AM 95th % Queue (ft)	PM Peak Hour Conditions DELAY (S)	PM LOS	PM 95th % Queue (ft)
	EB	T	150	14.2	B	284	15.6	B	208
		R	500	0.0	A	0	0.0	A	0
		Approach	--	13.8	B	--	14.0	B	--
	WB	L	180	10.8	B	15	10.9	B	61
		T	180	7.8	A	72	4.2	A	54
		Approach	--	8.1	A	--	5.5	A	--
	SB	L	380	45.7	D	415	33.4	C	151
		LT	+1,000	43.2	D	362	34.1	C	191
		R	380	0.0	A	0	0.0	A	0
		Approach	--	29.5	C	--	14.1	B	--
	OVERALL			**19.0**	**B**	**--**	**11.9**	**B**	**--**

Table 10. 2025 Existing Conditions - I-25 NB On/Off Ramp and Avenida César Chávez

INTERSECTION			AM Peak Hour Conditions			PM Peak Hour Conditions		
Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
EB	L	180	7.0	A	190	4.5	A	106
	T	180	7.0	A	215	3.7	A	94
	Approach	--	7.0	A	--	4.0	A	--
WB	T	600	10.4	B	79	8.5	A	144
	R	600	0.0	A	0	0.0	A	0
	Approach	--	4.9	A	--	4.4	A	--
NB	LT	900	48.4	D	91	50.8	D	149
	R	310	0.0	A	0	0.0	A	0
	Approach	--	13.7	B	--	20.7	C	--
OVERALL			**7.1**	**A**	**--**	**5.8**	**A**	**--**



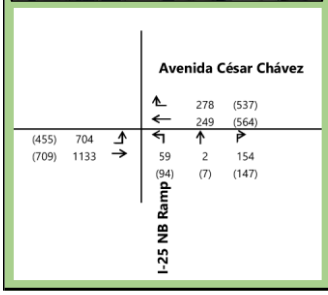


Table 11. 2025 Existing Conditions - Gibson Boulevard/Miles Avenue and Broadway Boulevard

INTERSECTION			AM Peak Hour Conditions			PM Peak Hour Conditions		
Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
EB	Approach	340	54.0	D	40	53.9	D	56
WB	L	630	32.5	C	137	35.1	D	285
	LT	630	31.5	C	104	33.4	C	229
	R	630	19.0	B	86	21.1	C	3
	Approach	--	25.4	C	--	29.5	C	--
NB	L	90	31.8	C	6	31.0	C	9
	T	530	38.8	D	278	36.8	D	260
	R	180	--	--	--	--	--	--
	Approach	--	24.5	C	--	22.6	C	--
SB	L	110	26.1	C	302	25.4	C	227
	T	280	19.0	B	98	22.9	C	202
	TR	280	19.0	B	97	22.9	C	200
	Approach	--	23.2	C	--	23.8	C	--
OVERALL			**24.7**	**C**	**--**	**25.8**	**C**	**--**



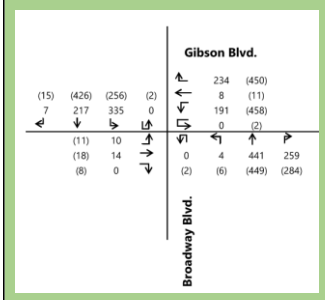


Table 12. 2025 Existing Conditions - University Boulevard and Commercial Driveway

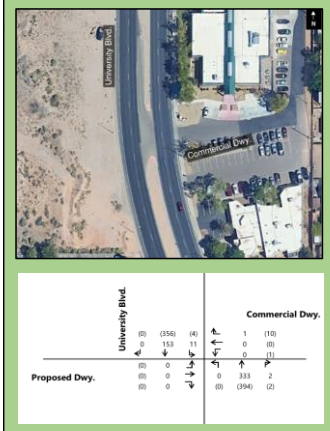
INTERSECTION			AM Peak Hour Conditions			PM Peak Hour Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	WB	Approach	--	9.5	A	0	9.9	A	0
	NB	T	--	0.0	A	0	0.0	A	0
		TR	675	0.0	A	0	0.0	A	0
		Approach	+1,000	0.0	A	--	0.0	A	--
	SB	L	95	8.2	A	0	8.2	A	0
		T	140	0.0	A	0	0.0	A	0
		Approach	--	0.5	A	--	0.1	A	--

Table 13. 2025 Existing Conditions – AM & PM Gibson Boulevard and Alumni Drive/Commercial Driveway

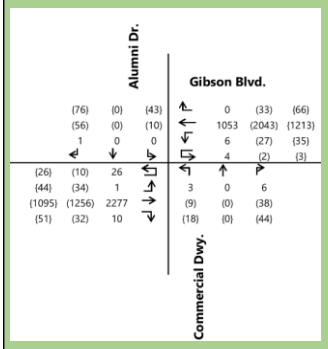
INTERSECTION			AM Peak Hour Conditions			PM Peak Hour Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	EB	L	230	12.0	B	5	54.0	F	40
	WB	L	180	48.1	E	10	19.3	C	10
	NB	Approach	--	236.1	F	33	39.6	E	33
	SB	LT	230	0.0	A	0	253.3	F	33
		R	230	13.9	B	0	31.2	D	30

Table 14. 2025 Existing Conditions – Midday Gibson Boulevard and Alumni Drive/Commercial Driveway

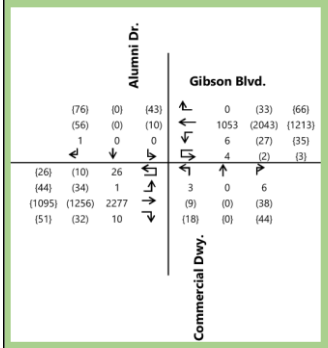
INTERSECTION	Approach	Movement	Storage (ft)	MD Peak Hour Conditions DELAY (S)	LOS	95th % Queue (ft)
	EB	L	230	20.7	C	23
	WB	L	180	17.7	C	10
	NB	Approach	--	54.1	F	59
	SB	LT	230	103.4	F	65
		R	230	17.7	C	20

Table 15. 2025 Existing Conditions - Gibson Boulevard and Mulberry Street

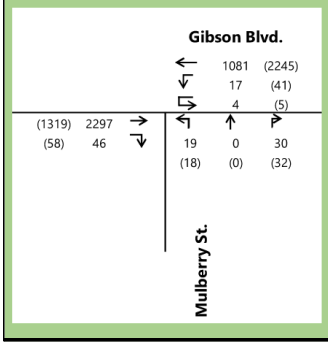
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak Hour Conditions DELAY (S)	LOS	95th % Queue (ft)	PM Peak Hour Conditions DELAY (S)	LOS	95th % Queue (ft)
	EB	TR	--	0.0	A	0	0.0	A	0
	WB	L	90	63.4	F	25	22.4	C	18
	NB	L	330	275.7	F	55	50.5	F	18
		R	120	37.4	E	21	17.4	C	8

Table 16. 2025 Existing Conditions - I-25 NB Ramp and Gibson Boulevard

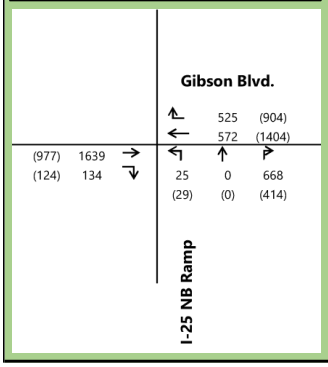
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak Hour Conditions DELAY (S)	AM Peak Hour Conditions LOS	AM Peak Hour Conditions 95th % Queue (ft)	PM Peak Hour Conditions DELAY (S)	PM Peak Hour Conditions LOS	PM Peak Hour Conditions 95th % Queue (ft)
	EB	Approach	--	0.0	A	0	0.0	A	0
	WB	Approach	--	0.0	A	0	0.0	A	0
	NB	L	220	74.7	F	33	49.3	E	26
		R	+1,000	656.3	F	1,423	40.6	E	225

Table 17. 2025 Existing Conditions - I-25 SB Ramp and Gibson Boulevard

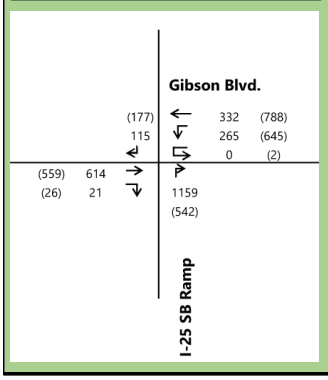
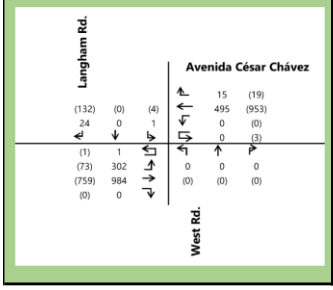
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak Hour Conditions DELAY (S)	AM Peak Hour Conditions LOS	AM Peak Hour Conditions 95th % Queue (ft)	PM Peak Hour Conditions DELAY (S)	PM Peak Hour Conditions LOS	PM Peak Hour Conditions 95th % Queue (ft)
	WB	L	--	10.5	B	33	24.5	C	236
	NB	R	--	384.6	F	1,870	38.2	E	285
	SB	R	950	10.1	B	13	15.1	C	42

Table 18. 2025 Existing Conditions - Avenida César Chávez and West Road/Langham Road

INTERSECTION				AM Peak Hour Conditions			PM Peak Hour Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
 	WB	L	160	16.3	C	0	10.2	B	0
	NB	Approach	+1,000	0.0	A	0	0.0	A	0
	SB	L	140	63.9	F	3	38.4	E	3
		TR	480	11.9	B	6	19.3	C	45

2028 Future No Build vs. Build Conditions

It is anticipated that the proposed development will be constructed and fully operational by the year 2028. Therefore, capacity analyses were conducted for the No Build and Build Conditions for the year 2028. The primary purpose for this approach was to compare the results in order to identify areas impacted by the proposed development. The capacity analysis results are included in **Appendices L and M**. **Tables 19 to 31** show the No Build and Build capacity/level-of-service and 95th percentile queue results for each intersection.

Under 2028 No Build and Build conditions, all signalized intersections operate at acceptable levels of service overall (LOS C or better) during the peak hours with the lane groups also operating acceptably (LOS D or better). Based upon a review of the queues for the signals, the following items are noted where the projected 95th percentile queues exceed the available storage areas:

- Gibson Boulevard and University Boulevard
  - Northbound left-turn storage area is 175 feet and the projected queues during the weekday morning, evening, and midday peak hours are 197, 232, and 180 feet, respectively, for the No Build Conditions. These queues decrease from No Build-to-Build conditions to 189, 225, and 173 feet during the weekday morning, evening, and midday peak hours, respectively.
  - Southbound right-turn storage area is 110 feet and the projected queues during the weekday evening peak hour are 184 and 177 feet during the No Build and Build Conditions, respectively.

- I-25 SB On/Off Ramp and Avenida César Chávez
  - Eastbound through lane storage is shown as 150 feet and the projected queues during the weekday morning and evening peak hours of 290 and 215 feet, respectively, for the No Build Conditions. The queues increase during the weekday morning and evening peak hours to 301 and 246 feet, respectively, under the Build Conditions. The maximum increase in the queue from No Build to Build is 31 feet. As the 150 feet is to the unsignalized intersection with High Street, there is additional space for these vehicles to queue beyond this intersection.
  - Southbound left turn storage area is 380 feet and the projected queues during the weekday morning are 420 feet and 428 feet under No Build and Build Conditions, respectively. Since there is also a shared left/through lane along this approach, the queue overflow could be accommodated in that lane.

- I-25 NB On/Off Ramp and Avenida César Chávez
  - Eastbound left turn lane storage is shown as 180 feet and the projected queues during the weekday morning peak hour are 194 feet in both the No Build and Build Conditions.
  - Eastbound through lane storage is shown as 180 feet, which is the average of the two existing lane storage areas of (170 feet inner lane and 190 feet outer lane). The projected

queues during the weekday morning peak hour are 212 feet and 216 feet under No Build and Build Conditions, respectively.

- Gibson Boulevard/Miles Avenue and Broadway Boulevard
  - Southbound left turn storage is shown as 110 feet, which is a back-to-back left with the northbound left into Thaxton Avenue. The projected queues during the weekday morning and evening peak hours are 308 and 230 feet, respectively, under No Build Conditions. The weekday morning and evening queues increase to 312 and 239 feet, respectively, under Build Conditions.

Based upon a review of the capacity/level-of-service results for the unsignalized intersections, the following items are noted:

- Gibson Boulevard and Alumni Drive/Commercial Driveway
  - No Build Conditions (Unsignalized)
    - Westbound left-turn operates at a LOS F conditions during the weekday morning. The projected 95th percentile queue is 10 feet.
    - Northbound approach operates at LOS F conditions during the weekday morning and midday, and at a LOS E during the weekday evening. The projected 95th percentile queue is 62 feet or less during the three peak hours.
    - Southbound shared left-turn/through movement operates at a LOS F conditions during the weekday evening and midday. The projected 95th percentile queue is 68 feet or less during the three peak hours. No queue or delay is reported during the weekday morning, since the analysis reports zero (0) capacity.
  - Build Conditions (Signalized)
    - Southbound shared left-turn/through movement operates at a LOS E condition during the weekday evening; however, this delay (56.2 seconds per vehicle) is substantially reduced compared to the delay (274.0 seconds per vehicle) under No Build Conditions. The projected 95th percentile queue is less than 198 feet during the three peak hours.
    - Southbound right-turn lane has a projected 95th percentile queue of 250 and 235 feet during the weekday evening and midday peak hours, while the storage measured from the stop bar to the existing fire station access is 230 feet.

- Intersection of Gibson Boulevard and Mulberry Street
  - Westbound left-turn operates at LOS F conditions during the weekday morning with a projected 95th percentile queue of 25 feet during No Build Conditions. While the delay is projected to increase during the Build Condition, the projected 95th percentile queue only increases by 5 feet to 30 feet.
  - Northbound left-turn operates at LOS F conditions during the weekday morning and evening peak hours under No Build Conditions with projected 95th percentile queues of 58 feet or less. While the delay is projected to increase during the Build Condition, the projected 95th percentile queue only increases by 2 feet to 60 feet.

- Northbound right-turn operates at LOS E conditions during the weekday morning under No Build Conditions with a projected 95th percentile queue of 21 feet. The level of service would remain at LOS E during the Build Conditions with the projected 95th percentile queue increasing by 5 feet to 26 feet.

- Intersection of I-25 NB Ramp and Gibson Boulevard
  - Northbound left-turn operates at LOS F conditions during the weekday morning and evening peak hours under No Build Conditions. The projected 95th percentile queues are 35 feet and 28 feet in the morning and evening peak hours, respectively. While the delay is projected to increase under Build Conditions, the projected 95th percentile queues remain unchanged.
  - Northbound right-turn operates at LOS F conditions during the weekday morning and LOS E conditions during the weekday evening under No Build Conditions. The right-turn projected 95th percentile queues are 1,475 feet in the morning and 241 feet in the evening. The delays are projected to increase under the Build Conditions operating under LOS F conditions during both peak hours. The projected 95th percentile queues would increase to 1,490 feet in the morning and 269 feet in the evening, which is less than 28 feet.

- Intersection of I-25 SB Ramp and Gibson Boulevard
  - Northbound right-turn operates at LOS F conditions during the weekday morning and LOS E conditions during the weekday evening under No Build Conditions with projected 95th percentile queues of 1,938 feet in the morning and 305 feet in the evening. The delays are projected to increase under the Build Conditions operating under LOS F during both peak hours. The projected 95th percentile queues is expected to increase to 1,971 feet in the morning and 348 feet in the evening, which is a 43-foot increase or less.
  - Westbound left-turn movement decreases from LOS D to LOS E conditions during the weekday evening from No Build to Build Conditions. The projected 95th percentile queue also increases from 259 feet to 371 feet, for an increase of 112 feet.

- Intersection of Avenida César Chávez and West Road/Langham Road
  - Southbound left-turn operates at LOS F conditions during the weekday morning and LOS E conditions during the weekday evening under No Build Conditions with projected 95th percentile queues less than 25 feet in both peaks. The levels of service are projected to remain at LOS F and LOS E conditions during the weekday morning and evening peak hours, respectively, under Build Conditions. The projected 95th percentile queues remain less than 25 feet in both peaks.
  - Northbound approach operates at LOS F conditions during the weekday morning and evening peak hours under the Build Conditions with projected 95th percentile queues of 123 feet in the morning and 345 feet in the evening. There were no vehicles exiting from West Road during the No Build Conditions.

Table 19. 2028 Future Conditions – AM & PM Gibson Boulevard and University Boulevard

INTERSECTION			AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
EB	L	235	9.0	A	60	9.2	A	60	29.9	C	144	31.3	C	139
	T	835	15.8	B	453	16.2	B	460	15.0	B	237	16.5	B	258
	R	210	9.3	A	29	9.5	A	29	12.8	B	61	14.0	B	65
	Approach	--	15.3	B	--	15.7	B	--	16.7	B	--	18.1	B	--
WB	L	180	15.0	B	22	15.4	B	23	12.8	B	42	14.2	B	44
	T	+1,000	12.6	B	203	12.9	B	208	22.8	C	553	25.2	C	595
	R	150	10.7	B	39	11.1	B	45	14.8	B	92	16.6	B	116
	Approach	--	12.5	B	--	12.8	B	--	22.0	C	--	24.3	C	--
NB	L	175	40.4	D	197	40.0	D	189	40.0	D	232	37.5	D	225
	TR	280	36.7	D	110	36.3	D	112	36.2	D	160	34.4	C	162
	Approach	--	39.1	D	--	38.6	D	--	38.5	D	--	36.2	D	--
SB	L	+1,000	51.5	D	208	51.3	D	214	54.4	D	244	54.5	D	274
	T	+1,000	44.8	D	25	44.3	D	26	47.4	D	96	45.2	D	102
	R	110	40.1	D	33	39.6	D	33	43.4	D	184	40.9	D	177
	Approach	--	49.2	D	--	48.9	D	--	49.0	D	--	48.1	D	--
OVERALL			17.7	B	--	18.0	B	--	24.1	C	--	25.5	C	--

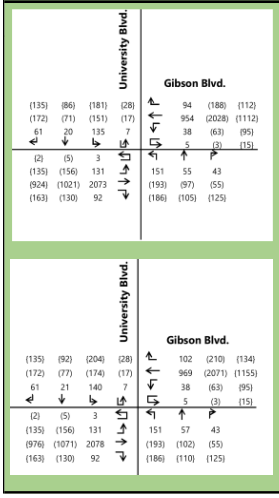
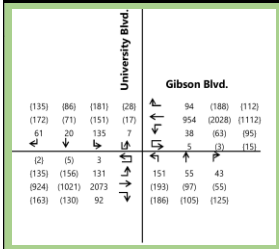


Table 20. 2028 Future Conditions – Midday Gibson Boulevard and University Boulevard

INTERSECTION			MD Peak (No Build) Conditions			MD Peak (Build) Conditions		
Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
EB	L	235	16.4	B	84	18.1	B	89
	T	835	19.1	B	232	21.0	C	254
	R	210	17.0	B	84	18.6	B	89
	Approach	--	18.6	B	--	20.4	C	--
WB	L	180	15.3	B	66	16.8	B	71
	T	+1,000	21.7	C	295	23.8	C	318
	R	150	17.0	B	51	18.9	B	72
	Approach	--	20.9	C	--	22.9	C	--
NB	L	175	28.4	C	180	26.6	C	173
	TR	280	27.1	C	192	25.3	C	190
	Approach	--	27.7	C	--	25.9	C	--
SB	L	+1,000	43.7	D	261	44.3	D	287
	T	+1,000	34.7	C	91	32.9	C	94
	R	110	30.0	C	101	28.0	C	96
	Approach	--	38.3	D	--	37.9	D	--
OVERALL			23.0	C	--	24.2	C	--



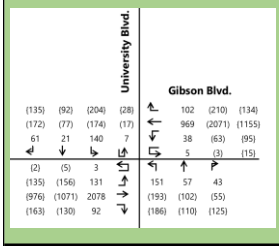


Table 21. 2028 Future Conditions - Avenida César Chávez and University Boulevard

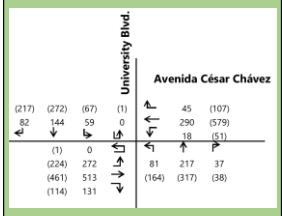
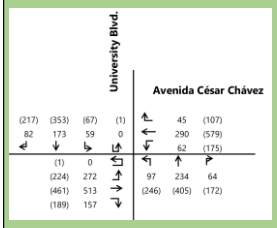
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	AM Peak (No Build) Conditions LOS	AM Peak (No Build) Conditions 95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	PM Peak (No Build) Conditions LOS	PM Peak (No Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	L	160	12.7	B	115	13.0	B	118	14.6	B	91	16.3	B	103
		T	480	14.3	B	85	16.2	B	98	15.8	B	81	20.6	C	115
		TR	480	14.4	B	132	16.3	B	151	15.9	B	98	20.9	C	134
		Approach	--	13.9	B	--	15.3	B	--	15.5	B	--	19.5	B	--
	WB	L	140	16.9	B	9	16.7	B	31	16.7	B	23	16.7	B	80
		T	+1,000	18.9	B	53	19.3	B	55	21.0	C	112	22.3	C	120
		TR	260	19.0	B	74	19.4	B	76	21.3	C	156	22.6	C	167
		Approach	--	18.8	B	--	18.9	B	--	20.8	C	--	21.3	C	--
	NB	L	140	15.8	B	39	15.9	B	47	14.2	B	66	14.8	B	104
		T	920	18.0	B	57	18.0	B	62	16.9	B	73	17.1	B	97
		R	260	16.6	B	15	15.6	B	27	14.4	B	12	12.7	B	63
		Approach	--	17.3	B	--	17.1	B	--	15.9	B	--	15.6	B	--
	SB	L	170	16.3	B	32	16.6	B	33	16.4	B	30	18.0	B	33
		T	520	18.2	B	38	18.7	B	46	19.1	B	68	21.3	C	97
		R	520	11.6	B	18	11.8	B	18	13.9	B	63	15.2	B	68
		Approach	--	16.5	B	--	17.1	B	--	17.2	B	--	19.3	B	--
	OVERALL			**15.8**	**B**	**--**	**16.6**	**B**	**--**	**17.4**	**B**	**--**	**18.9**	**B**	**--**

Table 22. 2028 Future Conditions - I-25 SB On/Off Ramp and Avenida César Chávez

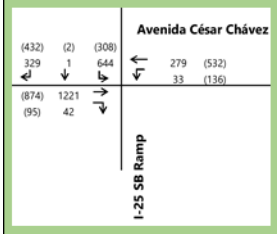
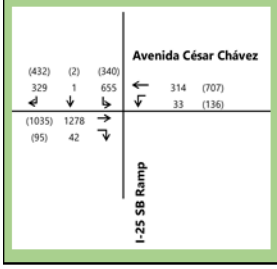
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	AM Peak (No Build) Conditions LOS	AM Peak (No Build) Conditions 95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	PM Peak (No Build) Conditions LOS	PM Peak (No Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	T	150	14.5	B	290	14.5	B	301	16.3	B	215	16.4	B	246
		R	500	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	14.0	B	--	14.0	B	--	14.7	B	--	15.0	B	--
	WB	L	180	11.0	B	15	11.0	B	16	11.2	B	73	11.4	B	76
		T	180	7.9	A	73	8.5	A	92	5.3	A	79	5.7	A	115
		Approach	--	8.2	A	--	8.7	A	--	6.5	A	--	6.6	A	--
	SB	L	380	45.5	D	420	45.9	D	428	33.1	C	153	33.3	C	170
		LT	+1,000	42.9	D	366	43.1	D	372	33.8	C	193	34.1	C	210
		R	380	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	29.4	C	--	29.7	C	--	14.0	B	--	14.9	B	--
	OVERALL			**19.1**	**B**	**--**	**19.0**	**B**	**--**	**12.1**	**B**	**--**	**12.3**	**B**	**--**

Table 23. 2028 Future Conditions - I-25 NB On/Off Ramp and Avenida César Chávez

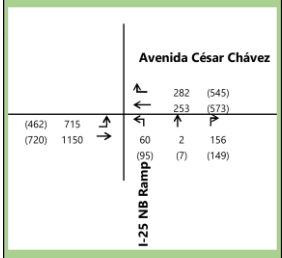
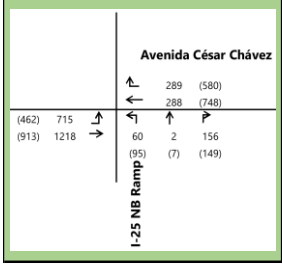
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	AM Peak (No Build) Conditions LOS	AM Peak (No Build) Conditions 95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	PM Peak (No Build) Conditions LOS	PM Peak (No Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	L	180	7.3	A	194	7.6	A	194	4.1	A	110	6.0	A	111
		T	180	6.8	A	212	6.7	A	216	3.7	A	95	4.3	A	141
		Approach	--	7.0	A	--	7.0	A	--	4.1	A	--	4.9	A	--
	WB	T	600	10.7	B	81	10.6	B	92	8.7	A	149	9.3	A	202
		R	600	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	5.0	A	--	5.3	A	--	4.5	A	--	5.2	A	--
	NB	LT	900	48.3	D	93	48.3	D	93	50.6	D	150	50.6	D	150
		R	310	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	13.7	B	--	13.7	B	--	20.6	C	--	20.6	C	--
	OVERALL			**7.2**	**A**	**--**	**7.2**	**A**	**--**	**5.9**	**A**	**--**	**6.4**	**A**	**--**

Table 24. 2028 Future Conditions - Gibson Boulevard/Miles Avenue and Broadway Boulevard

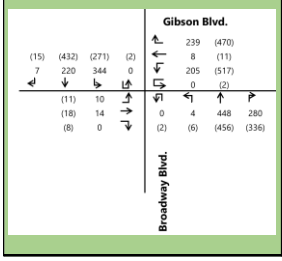
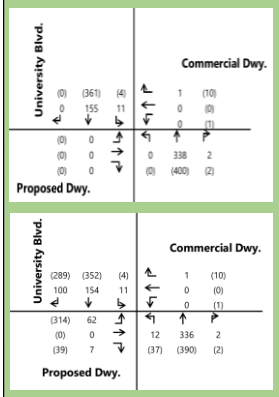
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	AM Peak (No Build) Conditions LOS	AM Peak (No Build) Conditions 95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	PM Peak (No Build) Conditions LOS	PM Peak (No Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	Approach	340	54.0	D	40	54.0	D	40	53.9	D	56	53.9	D	56
	WB	L	630	32.5	C	140	32.7	C	148	35.3	D	289	36.5	D	321
		LT	630	31.6	C	106	31.7	C	112	33.5	C	232	34.3	C	254
		R	630	18.8	B	87	18.7	B	87	21.0	C	117	20.7	C	122
		Approach	--	25.4	C	--	25.6	C	--	29.5	C	--	30.3	C	--
	NB	L	90	32.1	C	6	32.2	C	6	31.1	C	9	31.6	C	9
		T	530	39.1	D	283	39.4	D	284	37.0	D	264	37.6	D	266
		R	180	--	--	--	--	--	--	--	--	--	--	--	--
		Approach	--	24.7	C	--	24.3	C	--	22.8	C	--	21.7	C	--
	SB	L	110	26.5	C	308	26.9	C	312	25.5	C	230	25.7	C	239
		T	280	19.0	B	100	19.0	B	100	22.9	C	206	22.9	C	206
		TR	280	19.0	B	98	19.0	B	98	22.9	C	201	22.9	C	201
		Approach	--	23.5	C	--	23.7	C	--	23.9	C	--	24.0	C	--
	OVERALL			**24.9**	**C**	**--**	**24.8**	**C**	**--**	**25.9**	**C**	**--**	**25.9**	**C**	**--**

Table 25. 2028 Future Conditions - University Boulevard and Commercial Driveway

INTERSECTION			AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
EB	LT	--				12.4	B	17				12.4	B	97
	R	--				11.8	B	2				9.4	A	10
	Approach	--				12.3	B	--				12.0	B	--
WB	Approach	--	9.5	A	0	11.7	B	0	9.9	A	0	9.2	A	3
NB	L	75				3.9	A	0				8.7	A	7
	T	--	0.0	A	0	3.9	A	1	0.0	A	0	8.5	A	30
	TR	675	0.0	A	0	3.9	A	7	0.0	A	0	7.5	A	34
	Approach	+1,000	0.0	A	--	3.9	A	--	0.0	A	--	7.6	A	--
SB	L	110	8.2	A	0	4.4	A	1	8.2	A	0	8.5	A	1
	T/T	140/480	0.0	A	0	3.6	A	3	0.0	A	0	7.4	A	28
	R	240				3.7	A	4				8.3	A	51
	Approach	--	0.5	A	--	3.7	A	--	0.1	A	--	7.8	A	--
OVERALL						**4.7**	**A**	**--**				**8.8**	**A**	**--**



- Future proposed storage.

Table 26. 2028 Future Conditions – AM & PM Gibson Boulevard and Alumni Drive/Commercial Driveway

INTERSECTION			AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
EB	L	230	12.1	B	5	4.8	A	12	56.9	F	43	24.7	C	166
	T	385	0.0	A	0	4.3	A	161	0.0	A	0	4.3	A	88
	R	385	0.0	A	0	4.9	A	202	0.0	A	0	4.4	A	154
	Approach	--	0.1	A	--	4.5	A	--	1.9	A	--	6.6	A	--
WB	L	180	50.1	F	10	5.6	A	4	19.6	C	10	1.2	A	3
	T	400	0.0	A	0	10.0	A	183	0.0	A	0	6.1	A	148
	R	150	0.0	A	0	4.9	A	6	0.0	A	0	1.2	A	11
	Approach	--	0.5	A	--	9.8	A	--	0.3	A	--	5.8	A	--
NB	Approach	--	257.7	F	35	51.2	D	12	41.7	E	36	53.0	D	68
SB	LT	230	Zero (0) Capacity			51.2	D	22	274.0	F	35	56.2	E	152
	R	230	14.0	B	0	33.4	C	21	32.2	D	30	43.5	D	250
	Approach	--	14.0	B	--	41.7	D	--	68.8	F	--	47.8	D	--
OVERALL						**6.8**	**A**	**--**				**9.5**	**A**	**--**

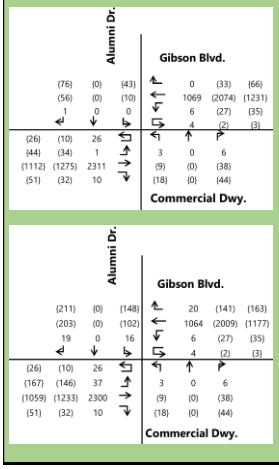


Table 27. 2028 Future Conditions – Midday Gibson Boulevard and Alumni Drive/Commercial Driveway

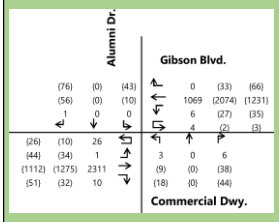
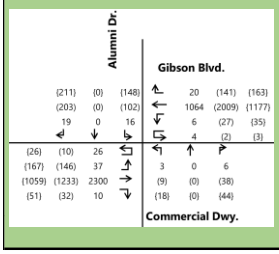
INTERSECTION	Approach	Movement	Storage (ft)	MD Peak (No Build) Conditions DELAY (S)	LOS	95th % Queue (ft)	MD Peak (Build) Conditions DELAY (S)	LOS	95th % Queue (ft)
	EB	L	230	21.1	C	25	8.3	A	58
		T	385	0.0	A	0	5.0	A	76
		R	385	0.0	A	0	5.0	A	146
		Approach	--	1.2	A	--	5.5	A	--
	WB	L	180	18.0	C	10	2.0	A	6
		T	400	0.0	A	0	6.4	A	141
		R	150	0.0	A	0	2.2	A	23
		Approach	--	0.5	A	--	5.7	A	--
	NB	Approach	--	57.0	F	62	43.3	D	75
	SB	LT	230	109.8	F	68	50.6	D	198
		R	230	17.9	C	20	38.1	D	235
		Approach	--	51.1	F	--	43.3	D	--
	OVERALL						10.6	B	--

Table 28. 2028 Future Conditions - Gibson Boulevard and Mulberry Street

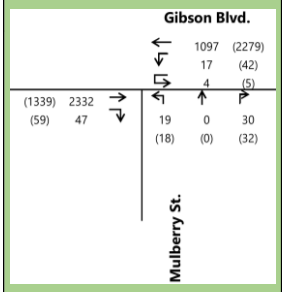
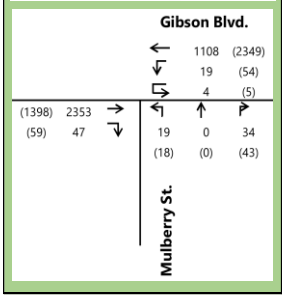
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	LOS	95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	LOS	95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	LOS	95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	LOS	95th % Queue (ft)
	EB	TR	--	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
	WB	L	90	66.9	F	25	72.4	F	30	23.0	C	18	26.4	D	25
	NB	L	330	300.6	F	58	317.3	F	60	52.6	F	18	61.3	F	20
		R	120	38.7	E	21	40.8	E	26	17.7	C	8	18.9	C	13

Table 29. 2028 Future Conditions - I-25 NB Ramp and Gibson Boulevard

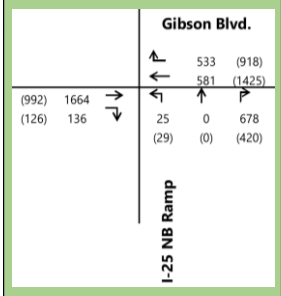
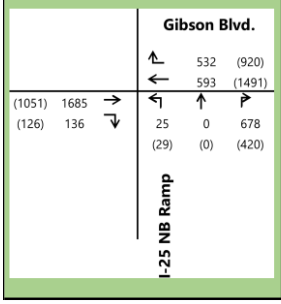
INTERSECTION				AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	EB	T	--	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		R	--	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	0.0	A	--	0.0	A	--	0.0	A	--	0.0	A	--
	WB	T	--	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		R	--	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	0.0	A	--	0.0	A	--	0.0	A	--	0.0	A	--
	NB	L	--	78.5	F	35	81.8	F	35	50.9	F	28	55.9	F	28
		R	--	694.6	F	1,475	713.8	F	1,490	44.0	E	241	52.3	F	269
		Approach	+1,000	672.7	F	--	691.4	F	--	44.5	E	--	52.5	F	--

Table 30. 2028 Future Conditions - I-25 SB Ramp and Gibson Boulevard

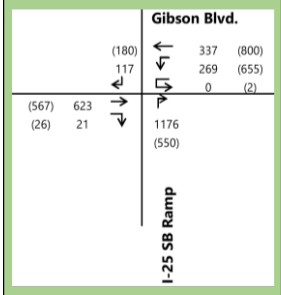
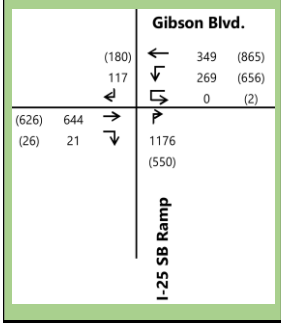
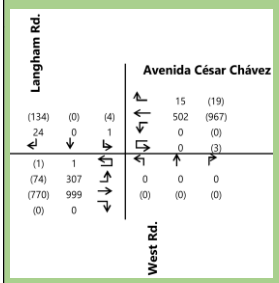
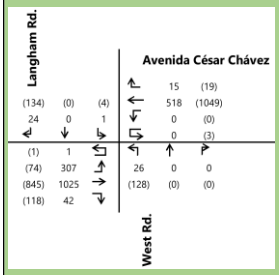
INTERSECTION				AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	EB	T	--	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		R	--	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	0.0	A	--	0.0	A	--	0.0	A	--	0.0	A	--
	WB	L	--	10.6	B	33	10.8	B	33	27.1	D	259	45.1	E	371
		T	--	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	4.7	A	--	0.0	A	--	12.2	B	--	19.5	C	--
	NB	R	--	402.2	F	1,938	416.0	F	1,971	41.3	E	305	51.3	F	348
	SB	R	--	10.1	B	13	10.2	B	13	15.3	C	44	16.3	C	47

Table 31. 2028 Future Conditions - Avenida César Chávez and West Road/Langham Road

INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
				DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	EB	L	200	20.8	C	110	21.7	C	115	19.7	C	25	22.0	C	30
	WB	L	160	16.5	C	0	17.7	C	0	10.3	B	0	11.5	B	0
	NB	Approach	+1,000	0.0	A	0	1344.0	F	123	0.0	A	0	619.0	F	345
	SB	L	140	68.1	F	3	74.1	F	3	39.5	E	3	47.5	E	6
		TR	480	12.0	B	6	12.1	B	6	19.7	C	45	21.5	C	50

2038 No Build vs. Build Conditions

It is anticipated that the proposed development will be constructed and fully operational by the year 2028 and a design year of 2038, or 10 years after build-out, was then selected for analyses. Therefore, capacity analyses were conducted for the No Build and Build Conditions for the year 2038. The primary purpose for this approach was to compare the results in order to identify areas impacted by the proposed development. The capacity analysis results are included in **Appendices N and O**. **Tables 32 to 45** show the No Build and Build capacity/level-of-service and 95th percentile queue results for each intersection.

- Gibson Boulevard and University Boulevard
  - Northbound left-turn storage area is 175 feet and the projected queues during the weekday midday peak hour are 203 and 197 feet for the No Build and Build Conditions, respectively.
  - Southbound right-turn storage area is 110 feet and the projected queues during the weekday evening and midday peak hours are 192 and 112 feet, respectively, under No Build Conditions. The projected queues during the weekday evening and midday peak hours are reduced during the Build Conditions to 188 and 106 feet, respectively.

- I-25 SB On/Off Ramp and Avenida César Chávez
  - Eastbound through lane storage is shown as 150 feet and the projected queues during the weekday morning and evening peak hours of 313 and 232 feet, respectively, for the No Build Conditions. The queues increase during the weekday morning and evening peak hours to 319 and 264 feet, respectively, under the Build Conditions. The increase in the queue from No Build to Build is 32 feet. As the 150 feet is to the unsignalized intersection with High Street, there is additional space for these vehicles to queue beyond this intersection.
  - Southbound left turn storage area is 380 feet and the projected queues during the weekday morning are 435 feet and 444 feet under No Build and Build Conditions, respectively. Since there is also a shared left/through lane along this approach, the queue overflow could be accommodated in that lane.

- I-25 NB On/Off Ramp and Avenida César Chávez
  - Eastbound left turn lane storage is shown as 180 feet and the projected queues during the weekday morning peak hour are 210 feet in both the No Build and Build Conditions.
  - Eastbound through lane storage is shown as 180 feet, which is the average of the two existing lane storage areas of (170 feet inner lane and 190 feet outer lane). The projected queues during the weekday morning peak hour are 226 feet and 232 feet under No Build and Build Conditions, respectively.

- Gibson Boulevard/Miles Avenue and Broadway Boulevard
  - Southbound left turn storage is shown as 110 feet, which is a back-to-back left with the northbound left into Thaxton Avenue. The projected queues during the weekday morning

and evening peak hours are 343 and 254 feet, respectively, under No Build Conditions. The weekday morning and evening queues increase to 348 and 265 feet, respectively, under Build Conditions.

Based upon a review of the capacity/level-of-service results for the unsignalized intersections, the following items are noted:

- Gibson Boulevard and Alumni Drive/Commercial Driveway
  - No Build Conditions (Unsignalized)
    - Eastbound left-turn operates at LOS F conditions during the weekday evening and midday. The projected 95th percentile queues are 205 feet in the evening and 133 feet in the midday.
    - Westbound left-turn operates at a LOS F conditions during the weekday morning. The projected 95th percentile queue is 13 feet.
    - Northbound approach operates at LOS F conditions during the weekday morning and midday, and at a LOS D during the weekday evening. The projected 95th percentile queue are 44 feet and 180 feet during the weekday morning and midday. The analysis indicates no capacity during the weekday evening peak hour and as a result, does not report results.
    - Southbound shared left-turn/through movement operates at a LOS F conditions during the weekday midday with a projected 95th percentile queue of 315 feet. The analysis indicates no capacity during the weekday evening peak hour and as a result, does not report results.
  - Build Conditions (Signalized)
    - Southbound shared left-turn/through movement operates at a LOS E conditions during the weekday evening. The projected 95th percentile queue is a maximum of 261 feet during the three peak hours, which is slightly longer than the storage measured from the stop bar to the existing fire station access of 230 feet.
    - Southbound right-turn lane has a projected 95th percentile queue of 323 and 347 feet during the weekday evening and midday peak hours, while the storage measured from the stop bar to the existing fire station access is 230 feet.

- Intersection of Gibson Boulevard and Mulberry Street
  - Westbound left-turn operates at LOS F conditions during the weekday morning with a projected 95th percentile queue of 35 feet during No Build Conditions. While the delay is projected to increase during the Build Condition, the projected 95th percentile queue only increases by 5 feet to 40 feet.
  - Northbound left-turn operates at LOS F conditions during the weekday morning and evening peak hours under No Build Conditions with projected 95th percentile queues of 73 feet or less. While the delay is projected to increase during the Build Condition, the projected 95th percentile queue does not increase.
  - Northbound right-turn operates at LOS E conditions during the weekday morning under No Build Conditions with a projected 95th percentile queue of 29 feet. The level of service

is projected to degrade to a LOS F during the Build Conditions with the projected 95th percentile queue increasing by 5 feet to 34 feet.

- Intersection of I-25 NB Ramp and Gibson Boulevard (Signalized)
  - Northbound shared left-turn/through movement operates at LOS E conditions during the weekday morning and evening peak hours under No Build and Build Conditions. The projected 95th percentile queues are 41 feet and 49 feet in the morning and evening peak hours, respectively. The delay is not projected to increase under Build Conditions, and the projected 95th percentile queues is expected to increase by 1-foot in the morning and remain unchanged in the evening.

- Intersection of I-25 SB Ramp and Gibson Boulevard (Signalized)
  - Westbound left-turn operates at LOS E conditions during the weekday morning under No Build and Build Conditions. The projected 95th percentile queues are 247 feet under No Build and 256 feet under Build Conditions, which increases by 9 feet.

- Intersection of Avenida César Chávez and West Road/Langham Road
  - Southbound left-turn operates at LOS F conditions during the weekday morning and LOS E conditions during the weekday evening under No Build Conditions, with projected 95th percentile queues less than 25 feet in both peaks. The levels of service are projected to increase to LOS F during the weekday evening peak hour under Build Conditions. The projected 95th percentile queues remain less than 25 feet in both peaks.
  - Northbound approach operates at LOS F conditions during the weekday morning and evening peak hours under the Build Conditions with projected 95th percentile queues of 130 feet in the morning and 375 feet in the evening. There were no vehicles exiting from West Road during the No Build Conditions.

Table 32. 2038 Future Conditions – AM & PM - Gibson Boulevard and University Boulevard

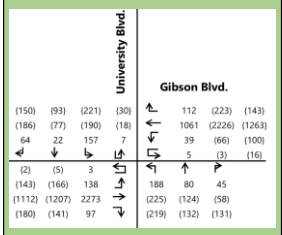
INTERSECTION				AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	EB	L	235	10.2	B	67	10.5	B	69	35.7	D	148	39.2	D	153
		T	835	18.6	B	541	19.1	B	550	16.8	B	279	18.7	B	306
		R	210	10.3	B	34	10.5	B	34	14.1	B	73	15.5	B	77
		Approach	--	17.9	B	--	18.4	B	--	18.9	B	--	20.8	C	--
	WB	L	180	19.1	B	25	19.7	B	25	14.8	B	46	16.4	B	48
		T	+1,000	14.1	B	232	14.5	B	239	26.3	C	640	28.9	C	682
		R	150	12.0	B	49	12.4	B	55	17.1	B	109	19.1	B	138
		Approach	--	14.1	B	--	14.5	B	--	25.5	C	--	27.9	C	--
	NB	L	175	40.6	D	63	40.0	D	60	40.5	D	43	38.3	D	41
		TR	280	35.5	D	139	35.1	D	140	34.9	C	188	33.0	C	187
		Approach	--	38.7	D	--	38.1	D	--	38.2	D	--	36.1	D	--
	SB	L	+1,000	50.5	D	227	50.2	D	232	54.3	D	266	55.1	E	297
		T	+1,000	42.9	D	26	42.4	D	27	45.3	D	95	43.2	D	99
		R	110	38.0	D	35	37.5	D	35	40.1	D	192	37.9	D	188
		Approach	--	47.9	D	--	47.6	D	--	47.4	D	--	47.0	D	--
	OVERALL			19.9	B	--	20.2	C	--	26.4	C	--	28.1	C	--

Table 33. 2038 Future Conditions – Midday - Gibson Boulevard and University Boulevard

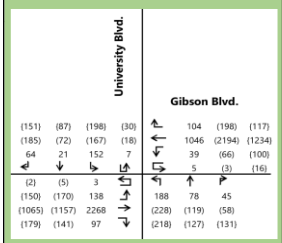
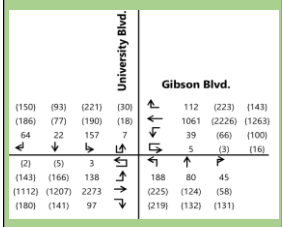
INTERSECTION				MD Peak (No Build) Conditions			MD Peak (Build) Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	EB	L	235	18.8	B	100	20.4	C	101
		T	835	21.8	C	280	24.1	C	306
		R	210	19.2	B	104	20.9	C	110
		Approach	--	21.2	C	--	20.9	C	--
	WB	L	180	17.6	B	76	19.3	B	80
		T	+1,000	24.4	C	340	26.3	C	360
		R	150	19.1	B	59	21.1	C	84
		Approach	--	23.5	C	--	25.4	C	--
	NB	L	175	27.7	C	203	25.8	C	197
		TR	280	25.6	C	208	23.9	C	205
		Approach	--	26.6	C	--	24.8	C	--
	SB	L	+1,000	44.2	D	284	44.9	D	312
		T	+1,000	32.6	C	89	30.8	C	92
		R	110	27.7	C	112	25.9	C	106
		Approach	--	37.4	D	--	37.3	D	--
	OVERALL			24.7	C	--	26.0	C	--

Table 34. 2038 Future Conditions - Avenida César Chávez and University Boulevard

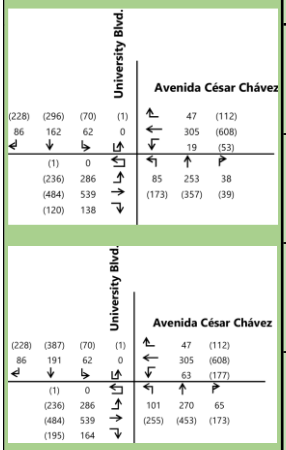
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	AM Peak (No Build) Conditions LOS	AM Peak (No Build) Conditions 95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	PM Peak (No Build) Conditions LOS	PM Peak (No Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	L	160	12.9	B	123	13.3	B	126	14.9	B	98	16.5	B	110
		T	480	14.4	B	92	16.3	B	106	16.0	B	89	20.7	C	124
		TR	480	14.5	B	137	16.4	B	156	16.1	B	101	21.0	C	137
		Approach	--	14.0	B	--	15.4	B	--	15.7	B	--	19.7	B	--
	WB	L	140	17.2	B	10	17.0	B	32	17.0	B	24	16.9	B	83
		T	+1,000	19.3	B	58	19.7	B	60	21.5	C	124	22.8	C	131
		TR	260	19.4	B	77	19.8	B	78	21.8	C	163	23.1	C	173
		Approach	--	19.2	B	--	19.3	B	--	21.3	C	--	21.7	C	--
	NB	L	140	16.0	B	42	16.1	B	50	14.4	B	70	15.2	B	110
		T	920	18.5	B	68	18.5	B	73	17.3	B	84	17.6	B	111
		R	260	16.9	B	16	15.8	B	28	14.5	B	13	12.9	B	64
		Approach	--	17.8	B	--	17.6	B	--	16.2	B	--	16.0	B	--
	SB	L	170	16.6	B	34	16.9	B	35	16.7	B	32	18.3	B	35
		T	520	18.6	B	43	19.2	B	53	19.5	B	75	22.0	C	109
		R	520	11.6	B	20	11.9	B	20	14.1	B	69	15.4	B	75
		Approach	--	16.9	B	--	17.5	B	--	17.5	B	--	19.9	B	--
	OVERALL			**16.1**	**B**	**--**	**16.9**	**B**	**--**	**17.8**	**B**	**--**	**19.3**	**B**	**--**

Table 35. 2038 Future Conditions - I-25 SB On/Off Ramp and Avenida César Chávez

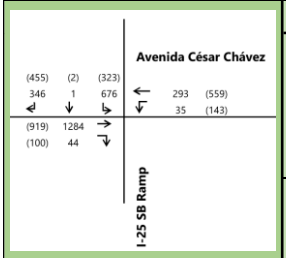
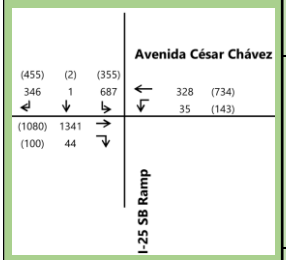
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	AM Peak (No Build) Conditions LOS	AM Peak (No Build) Conditions 95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	PM Peak (No Build) Conditions LOS	PM Peak (No Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	T	150	15.5	B	313	15.1	B	319	17.6	B	232	17.6	B	264
		R	500	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	15.0	B	--	14.6	B	--	15.9	B	--	16.1	B	--
	WB	L	180	11.9	B	19	11.5	B	11	12.1	B	81	12.3	B	81
		T	180	9.0	A	95	11.8	B	87	6.3	A	96	6.0	A	119
		Approach	--	9.3	A	--	11.8	B	--	7.5	A	--	7.1	A	--
	SB	L	380	44.7	D	435	45.1	D	444	31.9	C	158	32.1	C	175
		LT	+1,000	42.1	D	378	42.2	D	385	32.6	C	198	33.0	C	214
		R	380	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	28.8	C	--	29.1	C	--	13.5	B	--	14.3	B	--
	OVERALL			**19.3**	**B**	**--**	**19.9**	**B**	**--**	**12.7**	**B**	**--**	**12.7**	**B**	**--**

Table 36. 2038 Future Conditions - I-25 NB On/Off Ramp and Avenida César Chávez

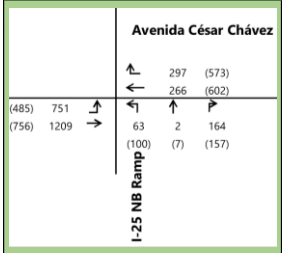
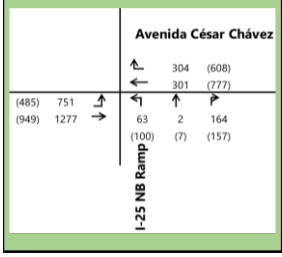
INTERSECTION				AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	EB	L	180	8.6	A	210	9.1	A	210	5.2	A	121	7.6	A	128
		T	180	7.2	A	226	7.1	A	232	4.0	A	109	4.8	A	166
		Approach	--	7.7	A	--	7.9	A	--	4.5	A	--	5.7	A	--
	WB	T	600	11.5	B	89	11.4	B	100	9.6	A	167	10.3	B	221
		R	600	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	5.4	A	--	5.7	A	--	4.9	A	--	5.8	A	--
	NB	LT	900	47.8	D	97	47.8	D	97	50.2	D	157	50.2	D	157
		R	310	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		Approach	--	13.6	B	--	13.6	B	--	20.3	C	--	20.3	C	--
	OVERALL			**7.7**	**A**	**--**	**7.9**	**A**	**--**	**6.3**	**A**	**--**	**7.0**	**A**	**--**

Table 37. 2038 Future Conditions - Gibson Boulevard/Miles Avenue and Broadway Boulevard

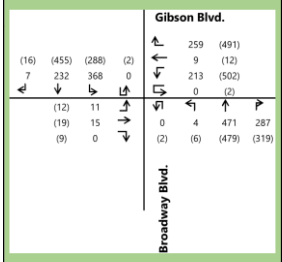
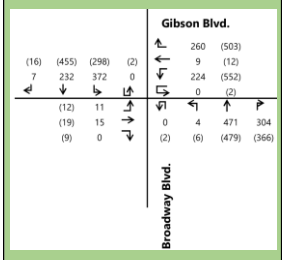
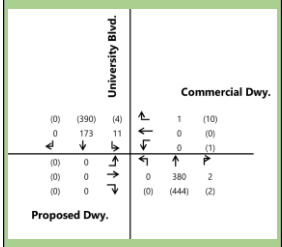
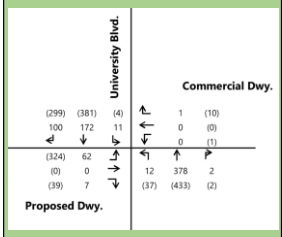
INTERSECTION				AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	EB	Approach	340	54.4	D	43	54.4	D	43	54.3	D	61	54.3	D	61
	WB	L	630	32.9	C	155	33.1	C	164	36.2	D	312	37.5	D	344
		LT	630	31.8	C	117	31.9	C	123	34.1	C	249	34.9	C	272
		R	630	18.0	B	93	17.8	B	93	20.3	C	129	20.1	C	134
		Approach	--	25.1	C	--	25.3	C	--	29.6	C	--	30.5	C	--
	NB	L	90	33.4	C	6	33.6	C	6	32.3	C	9	32.7	C	9
		T	530	41.0	D	301	41.3	D	302	38.5	D	279	39.0	D	281
		R	180	--	--	--	--	--	--	--	--	--	--	--	--
		Approach	--	25.5	C	--	25.1	C	--	23.2	C	--	22.2	C	--
	SB	L	110	29.4	C	343	29.9	C	348	26.4	C	254	27.0	C	265
		T	280	19.0	B	108	19.0	B	108	23.1	C	218	23.1	C	218
		TR	280	19.0	B	100	19.0	B	100	23.1	C	207	23.1	C	207
		Approach	--	25.3	C	--	25.6	C	--	24.3	C	--	24.6	C	--
	OVERALL			**25.8**	**C**	**--**	**25.7**	**C**	**--**	**26.2**	**C**	**--**	**26.3**	**C**	**--**

Table 38. 2038 Future Conditions – University Boulevard and Commercial Driveway

INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	AM Peak (No Build) Conditions LOS	AM Peak (No Build) Conditions 95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	PM Peak (No Build) Conditions LOS	PM Peak (No Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	LT	--				12.4	B	17				12.4	B	101
		R	--				11.8	B	2				9.3	A	10
		Approach	--				12.3	B	--				12.0	B	--
	WB	Approach	--	9.7	A	0	11.7	B	0	10.1	B	3	9.1	A	3
	NB	L	75				3.9	A	1				8.9	A	7
		T	--	0.0	A	0	3.9	A	7	0.0	A	0	7.8	A	37
		TR	675	0.0	A	0	3.9	A	8	0.0	A	0	7.8	A	38
		Approach	+1,000	0.0	A	--	3.9	A	--	0.0	A	--	7.9	A	--
	SB	L	110	8.3	A	0	4.5	A	1	8.3	A	0	8.9	A	1
		T/T	140/480	0.0	A	0	3.6	A	3	0.0	A	0	7.6	A	32
		R	240				3.7	A	4				8.6	A	56
		Approach	--	0.5	A	--	3.7	A	--	0.0	A	--	8.0	A	--
	OVERALL						4.6	A	--				9.0	A	--

- Future proposed storage.

Table 39. 2038 Future Conditions – AM & PM Gibson Boulevard and Alumni Drive/Commercial Driveway

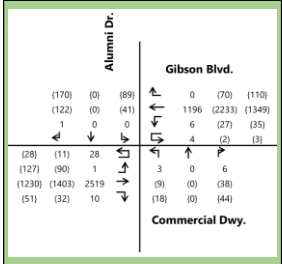
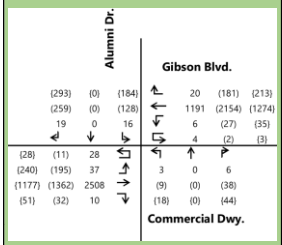
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	AM Peak (No Build) Conditions LOS	AM Peak (No Build) Conditions 95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	PM Peak (No Build) Conditions LOS	PM Peak (No Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	L	230	13.2	B	5	5.0	A	13	324.7	F	205	40.0	D	221
		T	385	0.0	A	0	4.4	A	186	0.0	A	0	4.3	A	103
		R	385	0.0	A	0	5.1	A	212	0.0	A	0	4.5	A	164
		Approach	--	0.1	A	--	4.6	A	--	0.1	A	--	9.0	A	--
	WB	L	180	65.5	F	13	6.1	A	5	22.3	C	10	1.5	A	4
		T	400	0.0	A	0	10.2	B	204	0.0	A	0	7.2	A	181
		R	150	0.0	A	0	5.1	A	6	0.0	A	0	1.4	A	16
		Approach	--	0.5	A	--	10.0	B	--	0.5	A	--	6.7	A	--
	NB	Approach	--	454.9	F	44	51.2	D	12	Zero (0) Capacity			53.0	D	68
	SB	LT	230	Zero (0) Capacity			51.6	D	22	Zero (0) Capacity			61.1	E	201
		R	230	15.0	C	0	33.4	C	21	73.1	F	120	47.9	D	323
		Approach	--	15.0	C	--	41.7	D	--	73.1	F	--	52.3	D	--
	OVERALL						6.9	A	--				11.6	B	--

Table 40. 2038 Future Conditions – Midday Gibson Boulevard and Alumni Drive/Commercial Driveway

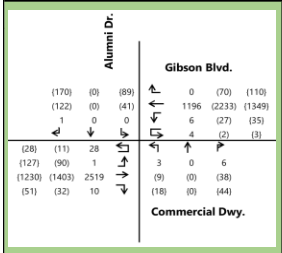
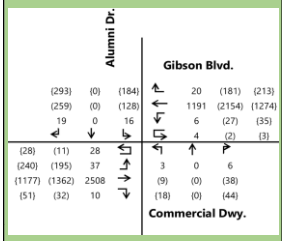
INTERSECTION	Approach	Movement	Storage (ft)	MD Peak (No Build) Conditions DELAY (S)	LOS	95th % Queue (ft)	MD Peak (Build) Conditions DELAY (S)	LOS	95th % Queue (ft)
	EB	L	230	61.9	F	133	14.1	B	93
		T	385	0.0	A	0	5.1	A	89
		R	385	0.0	A	0	5.2	A	156
		Approach	--	6.7	A	--	6.7	A	--
	WB	L	180	20.2	C	13	2.1	A	6
		T	400	0.0	A	0	6.2	A	126
		R	150	0.0	A	0	2.3	A	27
		Approach	--	0.5	A	--	5.5	A	--
	NB	Approach	--	510.1	F	180	43.2	D	75
	SB	LT	230	2849.3	F	315	62.0	E	261
		R	230	28.7	D	78	48.3	D	347
		Approach	--	997.9	F	--	53.6	D	--
	OVERALL						12.9	B	--

Table 41. 2038 Future Conditions - Gibson Boulevard and Mulberry Street

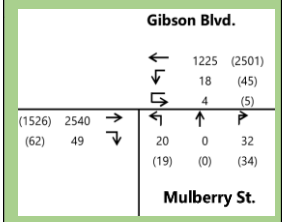
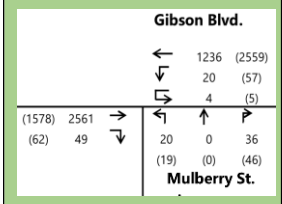
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	LOS	95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	LOS	95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	LOS	95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	LOS	95th % Queue (ft)
	EB	TR	--	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
	WB	L	90	96.7	F	35	106.7	F	40	29.3	D	25	34.7	D	38
	NB	L	330	517.5	F	73	546.3	F	73	75.5	F	25	89.8	F	30
		R	120	48.2	E	29	51.5	F	34	20.1	C	10	21.7	C	18

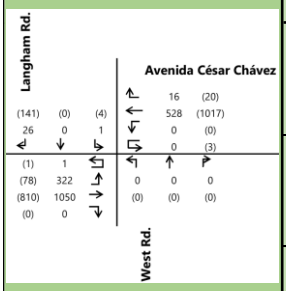
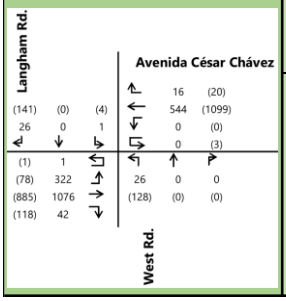
Table 42. 2038 Future Conditions - I-25 NB Ramp and Gibson Boulevard

INTERSECTION			AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
EB	L	--	2.9	A	28	3.1	A	37	17.6	B	198	16.8	B	183
	T	--	12.1	B	586	12.0	B	588	2.5	A	96	3.7	A	164
	Approach	--	11.4	B	--	11.2	B	--	5.1	A	--	0.0	A	--
WB	T	--	5.2	A	80	5.2	A	84	7.7	A	252	7.7	A	260
	R	--	8.2	A	278	8.5	A	293	20.6	C	749	20.1	C	734
	Approach	--	6.6	A	--	6.8	A	--	12.7	B	--	12.4	B	--
NB	LT	--	57.5	E	41	57.5	E	42	57.7	E	49	57.7	E	49
	R	--	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
	Approach	--	2.0	A	--	2.0	A	--	3.5	A	--	3.5	A	--
OVERALL			8.1	A	--	8.1	A	--	9.5	A	--	9.4	A	--

Table 43. 2038 Future Conditions - I-25 SB Ramp and Gibson Boulevard

INTERSECTION			AM Peak (No Build) Conditions			AM Peak (Build) Conditions			PM Peak (No Build) Conditions			PM Peak (Build) Conditions		
Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
EB	T	--	31.7	C	244	32.7	C	265	25.2	C	208	26.9	C	230
	R	--	27.5	C	23	28.0	C	27	22.2	C	26	23.4	C	27
	Approach	--	31.6	C	--	32.6	C	--	25.0	C	--	26.8	C	--
WB	L	--	63.2	E	247	63.6	E	256	48.1	D	443	49.6	D	450
	T	--	21.5	C	188	22.0	C	199	10.4	B	270	11.9	B	308
	Approach	--	40.2	D	--	40.3	D	--	27.6	C	--	28.5	C	--
SB	L	--	50.2	D	779	50.5	D	788	51.8	D	384	50.7	D	409
	LT													
	R	--	25.8	C	123	25.7	C	126	48.6	D	265	46.6	D	261
	Approach	--	48.0	D	--	48.3	D	--	51.0	D	--	49.8	D	--
OVERALL			42.0	D	--	42.3	D	--	33.0	C	--	33.6	C	--

Table 44. 2038 Future Conditions - Avenida César Chávez and West Road/Langham Road

INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (No Build) Conditions DELAY (S)	AM Peak (No Build) Conditions LOS	AM Peak (No Build) Conditions 95th % Queue (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (No Build) Conditions DELAY (S)	PM Peak (No Build) Conditions LOS	PM Peak (No Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	L	200	23.8	C	133	25.0	C	138	21.4	C	30	24.2	C	35
	WB	L	160	17.4	C	0	18.6	C	0	10.5	B	0	11.8	B	0
	NB	Approach	+1,000	0.0	A	0	2020.4	F	130	0.0	A	0	812.9	F	375
	SB	L	140	85.7	F	3	94.4	F	3	43.7	E	6	53.0	F	6
		TR	480	12.2	B	6	12.3	B	6	21.4	C	53	23.5	C	61

2028 and 2038 Off-Site Mitigation

Based upon the comparison of the No Build to Build Conditions for 2028 and 2038, no additional mitigation measures are recommended. It is noted that the I-25 Gibson Interchange Reconstruction Project by NMDOT (CN A301890) would result in improvements to the following intersections, which were previously described and are illustrated in **Appendix D**:

- I-25 NB On/Off Ramp and Avenida César Chávez
- I-25 SB On/Off Ramp and Avenida César Chávez
- I-25 NB On/Off Ramp and Gibson Boulevard
- I-25 SB On/Off Ramp and Gibson Boulevard

As such, no additional improvements are recommended for these intersections, since their design may be modified and/or altered during the Final Design phase of the project.

With the proposed signalization of the intersection of Gibson Boulevard with Alumni Drive/Commercial Driveway, this intersection along with the existing signalized intersection of Gibson Boulevard and University Boulevard are proposed to be coordinated with one another. Once the Gibson Boulevard Interchange intersections are also signalized, then those would need to be coordinated with these two signals as well.

Future 2028 and 2038 Build Conditions Internal Analysis

As requested by the Department and the City of Albuquerque, an additional analysis was performed for the 2028 and 2038 Build Conditions at two proposed internal intersections. The recommended configurations for these two intersections are as follows, which are illustrated in **Figure 5**:

- West Road and Internal Driveway #1:
  - Two-Way Stop-Controlled configuration with driveway approaches stop-controlled.
  - Single lane approaches along West Road and both driveway approaches.

- West Road and Alumni Drive/Internal Driveway #2:
  - All-Way Stop Controlled intersection configuration.
  - Provide separate left-turn lanes along the northbound and southbound approaches with 75 feet of storage and a shared through/right-turn lane.
  - Provide single lane approaches along West Road.

Although not warranted based on a review of the projected volumes and the capacity/level-of-service results, separate left-turn lanes could also be provided along West Road, which would create a three-lane cross-section.

The primary purpose for this approach was to determine if the evaluated future internal intersections are projected to operate under acceptable LOS and queuing conditions, and to identify any impacts

to the adjacent connections to University Boulevard and Gibson Boulevard. The detailed capacity analysis results are included in **Appendices P and Q**. **Tables 45 to 48** show the Build capacity/level-of-service and 95th percentile queue results for each intersection for future year 2028 and 2038.

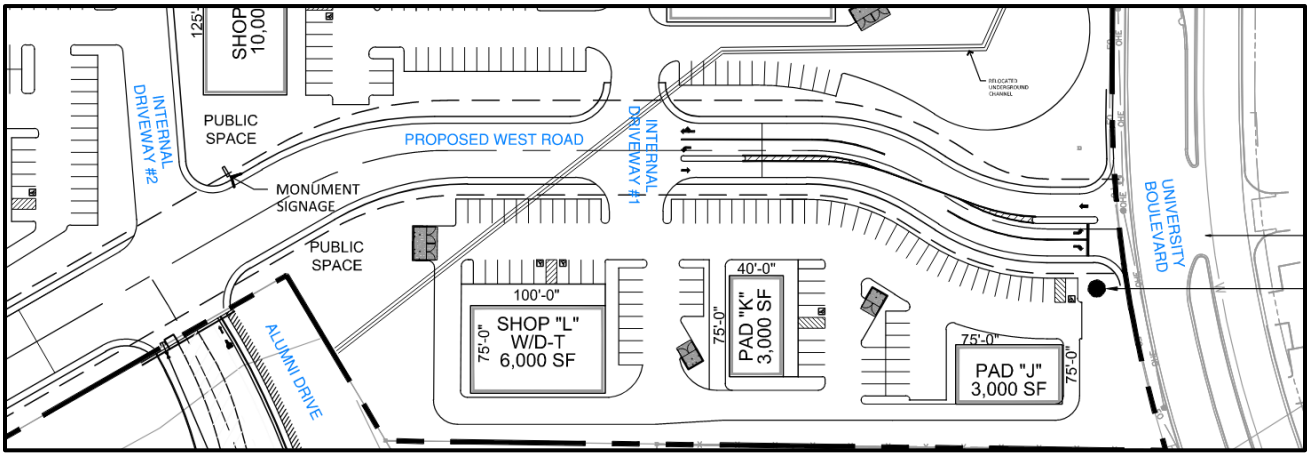


Figure 5. Internal Intersection Reference

The stop-controlled driveway approaches to West Road at the Internal Driveway #1 operate at LOS D or better during both peak hours for 2028 and 2038 future years. The southbound Internal Driveway #1 approach has a 95th percentile queue of 91 and 97 feet during the weekday evening peak hour for 2028 and 2038 Build Conditions, respectively. The northbound Internal Driveway #1 approach has projected queues during both peak hours and future years less than 25 feet. No queueing is anticipated along the West Road approaches in either direction of travel. As a result, it can be concluded that no queueing impacts are expected at the adjacent intersection of University Boulevard and Commercial Driveway/Proposed Site Driveway.

All four stop-controlled driveway approaches at the West Road intersection with Alumni Drive and Internal Driveway #2 will all operate at LOC C or better conditions during both peak hours for 2028 and 2038 future years. During both peak hours for both 2028 and 2038 Build Conditions, the maximum projected 95th percentile queue is less than 86 feet. As the adjacent intersection of Gibson Boulevard and Alumni Drive is approximately 400 feet to the south and the adjacent intersection of West Road and Internal Driveway #1 is approximately 286 feet to the east, the projected queues will not impact either adjacent intersection.

Table 45. 2028 Future Conditions - West Road and Internal Driveway #1

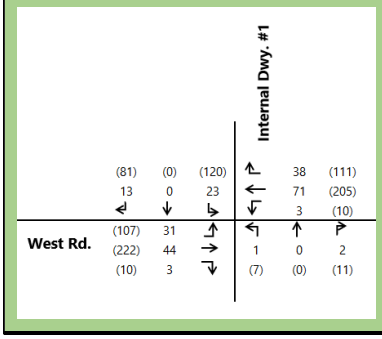
INTERSECTION				AM Peak (Build) Conditions			PM Peak (Build) Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	EB	Approach	--	3.1	A	3	3.2	A	8
	WB	Approach	--	0.2	A	0	0.3	A	0
	NB	Approach	--	9.1	A	0	14.4	B	5
	SB	Approach	--	9.8	A	5	27.3	D	91

Table 46. 2038 Future Conditions - West Road and Internal Driveway #1

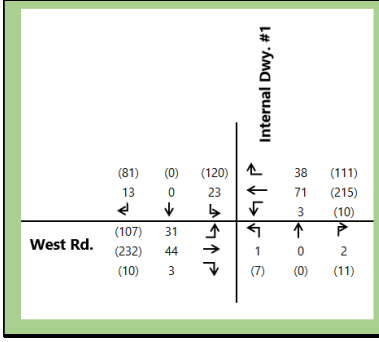
INTERSECTION				AM Peak (Build) Conditions			PM Peak (Build) Conditions		
	Approach	Movement	Storage (ft)	DELAY (S)	LOS	95th % Queue (ft)	DELAY (S)	LOS	95th % Queue (ft)
	EB	Approach	--	3.1	A	3	3.2	A	8
	WB	Approach	--	0.2	A	0	0.3	A	0
	NB	Approach	--	9.1	A	0	14.8	B	5
	SB	Approach	--	9.8	A	5	28.9	D	97

Table 47. 2028 Future Conditions - West Road and Alumni Drive/Internal Driveway #2

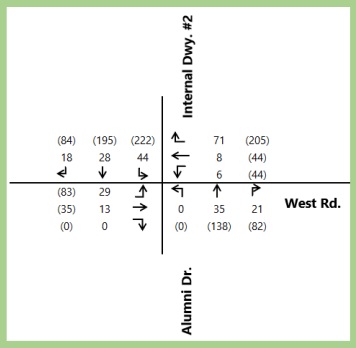
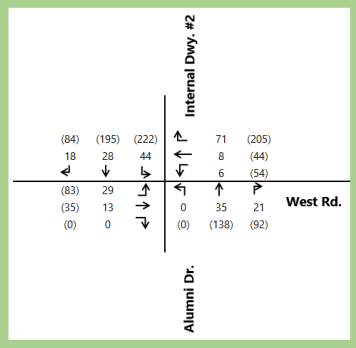
INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	Approach	--	7.8	A	5	12.4	B	25
	WB	Approach	--	7.3	A	8	15.8	C	81
	NB	L	--	8.1	A	0	10.8	B	0
		TR	--	7.8	A	8	15.0	B	61
	SB	L	--	8.5	A	5	15.8	C	64
		TR	--	7.6	A	5	15.8	C	79
	Overall			7.7	A	--	15.3	C	--

Table 48. 2038 Future Conditions - West Road and Alumni Drive/Internal Driveway #2

INTERSECTION	Approach	Movement	Storage (ft)	AM Peak (Build) Conditions DELAY (S)	AM Peak (Build) Conditions LOS	AM Peak (Build) Conditions 95th % Queue (ft)	PM Peak (Build) Conditions DELAY (S)	PM Peak (Build) Conditions LOS	PM Peak (Build) Conditions 95th % Queue (ft)
	EB	Approach	--	7.8	A	5	12.5	B	25
	WB	Approach	--	7.3	A	8	16.4	C	86
	NB	L	--	8.1	A	0	10.2	B	0
		TR	--	7.8	A	8	15.2	C	64
	SB	L	--	8.5	A	5	15.9	C	64
		TR	--	7.6	A	5	16.1	C	79
	Overall			7.7	A	--	15.6	C	--

Summary

The Applicant is planning to develop the site to provide a mix of retail stores and restaurants to create a new shopping center. The shopping center will provide a total of 347,672 square feet of commercial space. Access to the center is proposed via three roadway and/or driveway connections to the surrounding street system that will access Gibson Boulevard to the south, Avenida César Chávez to the north, and University Boulevard to the east. New traffic control signals are then planned for the existing intersections of Gibson Boulevard with Alumni Drive/Commercial Boulevard and University Boulevard with Proposed West Road/Commercial Driveway, which both meet signal warrants with development of the site.

The traffic impact analysis (TIA) scope of work for the proposed development was coordinated at a Pre-Scoping meeting with officials from the New Mexico Department of Transportation (NMDOT) and the City of Albuquerque on December 12, 2024. During the Pre-Scoping meeting, the following items were discussed and agreed upon by all parties:

Study Periods

- 2025 Existing Conditions
- 2028 Future No Build Conditions
- 2028 Future Build Conditions
- 2038 Future No Build Conditions with Completion of the I-95 Gibson Interchange Reconfiguration Project
- 2038 Future Build Conditions with Completion of the I-95 Gibson Interchange Reconfiguration Project

Approved Background Developments in the Study Area

During the Pre-Scoping meeting, two planned (but not yet constructed) and/or potential by right developments were identified to be included in the background study area traffic volumes. These include an In-N-Out Restaurant and the Gibson & Yale Commercial development.

Growth Rate

It was agreed by NMDOT and the City of Albuquerque that a background growth rate factor of 0.5% per year will be used in the study area to grow existing traffic volumes to Future Conditions.

Site Trip Generation

Traffic associated with the proposed development was based upon data for similar shopping centers from the *Trip Generation Manual, 11th Edition*. The proposed development is expected to generate a total of 14,941 trips (7,471 in and 7,470 out) during an average weekday, of which 339 total trips (210 in 129 out) will be generated during the weekday morning peak hour, and 1,384 total trips (664 in and 720 out) will be generated during the weekday evening peak hour.

Of these trips 13,597 are projected to be primary trips (6,799 in and 6,798 out) during an average weekday, with 308 total primary trips (191 in 117 out) generated during the weekday morning

peak hour and 1,121 total trips (538 in and 583 out) will be generated during the weekday evening peak hour. This reflects a pass-by reduction of 9% during a typical weekday and the weekday morning peak hour along with a pass-by reduction of 19% during the weekday evening peak hour.

Arrival/Departure Distribution

The primary site generated traffic volumes are to be assigned to the study area intersections based upon a gravity model utilizing a 2-mile radius around the site, while the pass-by trip distributions are based upon the existing traffic patterns in the area. The overall primary trip distribution based upon the gravity model is as follows:

- 6% North via I-25
- 12% East via Gibson Boulevard
- 23% East via Avenida César Chávez
- 30% West via Avenida César Chávez
- 15% North via University Boulevard
- 1% South via University Boulevard
- 2% North via Broadway Boulevard
- 9% South via Broadway Boulevard
- 2% South via Mulberry Street

Auxiliary Lane Warrants

The forecasted left and right turn volumes entering the proposed shopping center at the existing intersection of University Boulevard and Commercial Driveway/Proposed Driveway indicate the following turn lanes are warranted along University Boulevard:

- A separate 12-foot-wide southbound right-turn lane with at least 240 feet of storage.
- A separate 11-foot-wide northbound left-turn lane with 160 feet of storage.

Off-Site Study Intersections

Capacity/level-of-service analyses were conducted at the following off-site intersections for the five study periods noted above for the weekday morning and evening peak hours:

- Gibson Boulevard and University Boulevard (Signalized)
- Avenida César Chávez and University Boulevard (Signalized)
- I-25 NB Ramp and Avenida César Chávez (Signalized)
- I-25 SB Ramp and Avenida César Chávez (Signalized)
- Gibson Boulevard /Miles Avenue and Broadway Boulevard (Signalized)
- University Boulevard and Commercial Driveway/Proposed Driveway (Proposed Signal)
- Gibson Boulevard and Alumni Drive/Commercial Driveway (Unsignalized)
- Gibson Boulevard and Mulberry Street (Unsignalized)
- I-25 NB Ramp and Gibson Boulevard (Unsignalized)
- I-25 SB Ramp and Gibson Boulevard (Unsignalized)
- Avenida César Chávez and West Rd./Langham Road (Unsignalized)

Based upon the results of the capacity/level-of-service analysis, no mitigation measures are recommended for these off-site intersections. These intersections are projected to operate similarly under No Build-to-Build Conditions and with the completion of the I-25 Gibson Interchange Reconfiguration Project, and therefore, no geometric improvements are recommended beyond those for the intersection of University Boulevard with Commercial Driveway/Proposed Site Access. As the intersection of Gibson Boulevard with Alumni Drive is proposed to be signalized under 2028 Build Conditions, it is recommended to coordinate its operation with the existing signal along Gibson Boulevard at University Boulevard. When the new signals are installed at the I-25 Gibson Boulevard ramps, then those should also be coordinated with these two signals.

Internal On-Site Study Intersections

An evaluation of the internal intersections of Proposed West Road with Internal Driveway #1 and Proposed West Road with Alumni Drive/Internal Driveway #2 was conducted. At the intersection of Proposed West Road with Internal Driveway #1, stop control is recommended along the two internal driveway approaches and at the intersection of Proposed West Road with Alumni Drive/Internal Driveway #2, all-way stop-control is recommended along with separate left-turn lanes along the northbound and southbound approaches of Alumni Drive and Internal Driveway #2.

No queuing is anticipated along the West Road approaches in either direction of travel at Internal Driveway #1, and as a result, it can be concluded that no queueing impacts are expected at the adjacent intersection of University Boulevard and Commercial Driveway/Proposed Site Driveway.

At the all-way stop-controlled intersection of Proposed West Road with Alumni Drive and Internal Driveway #2, the maximum projected 95th percentile queue of all four approaches is 86 feet. These queues are not projected to impact the adjacent intersections of Gibson Boulevard with Alumni Drive or Proposed West Road with Internal Driveway #1.

Conclusions

The results of the analysis contained in this report indicate that the site traffic associated with the proposed development is not expected to adversely impact the study intersections. Based upon the results of the capacity/level-of-service results, no mitigation measures are recommended for these off-site intersections. These intersections are projected to operate similarly under No Build-to-Build Conditions and with the completion of the I-25 Gibson Interchange Reconfiguration Project, therefore, no geometric improvements are recommended beyond those for the intersection of University Boulevard and Commercial Driveway/Proposed Site Access. As the intersection of Gibson Boulevard with Alumni Drive is proposed to be signalized under 2028 Build Conditions, it is recommended to coordinate its operation with the existing signal along Gibson Boulevard at University Boulevard. When the new signals are installed at the I-25 Gibson Boulevard ramps, then those should also be coordinated with these two signals.

Recommendations

It is recommended that the Applicant implement the following improvements in the surrounding study area:

- Gibson Boulevard and University Boulevard
  - Coordinate this signalized intersection with the new signal at Gibson Boulevard with Alumni Drive.

- University Boulevard and Commercial Driveway/Proposed Driveway
  - Install a traffic control signal.
  - Install a separate 12-foot-wide southbound right-turn lane with at least 240 feet of storage along University Boulevard.
  - Install a separate 11-foot-wide northbound left-turn lane with 160 feet of storage along University Boulevard.
  - Install a shared through/left-turn lane and a separate right-turn lane along the Proposed Driveway approach.
  - Provide one ingress lane for traffic entering the Proposed Driveway.

- Gibson Boulevard and Alumni Drive/Commercial Driveway
  - Restripe the existing southbound left-turn lane along Alumni Drive to a shared through/left-turn lane.
  - Install a traffic control signal.
  - Coordinate the intersection with the existing signalized intersection at Gibson Boulevard with University Drive for the build-out year (2028).
  - Coordinate the intersection with the two new signalized intersections at Gibson Boulevard with the I-25 ramps for the design year (2038).

- Proposed West Road with Internal Driveway #1
  - Install stop signs along the northbound and southbound Internal Driveway approaches.

- Proposed West Road with Alumni Drive/Internal Driveway #2
  - Install stop signs on all approaches to the intersection.
  - Provide a separate left-turn lane and a shared through/right-turn lane along the southbound Internal Driveway #2 approach.
  - Provide a separate left-turn lane and a shared through/right-turn lane along the northbound Alumni Drive approach.

- Proposed West Road
  - Ensure the new roadway provides a single lane of travel in each direction and provide a median, which can be converted to provide separate left-turn lanes in the future, if needed based on actual operational conditions.

Bowman

Appendix A
Approved Scope of Traffic Impact Study Form with Full-Size Site Plan

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Curtis Cherne, PE
City of Albuquerque Planning Department
Transportation Development Section
602 2nd Street NW,
Albuquerque, NM 87102

MEETING DATE: *December 12, 2024*

ATTENDEES: *Margaret Haynes, NMDOT*
Curtis Cherne, City of Albuquerque
Daniel Cox, SimonCRE
Andrew Veatch, SimonCRE
Graeme Means, Bowman
Carlos Garcia, Bowman
Daniela Valenzuela, Bowman

PROJECT: Lobo Crossing, L-15-Z

REQUESTED CITY ACTION: ~~x~~ Zone Change ___ Site Development Plan

X Subdivision ___ Building Permit ___ Site Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation

ASSOCIATED APPLICATION: *The proposed development is to be located at the northwest of the intersection of Gibson Blvd. and University Blvd., and it is proposed to consist of 347,672 S.F. of Shopping Center with a mixture of retail and restaurant uses.*

SCOPE OF REPORT:
The Traffic Impact Study *will* follow the standard report format, which is outlined in the DPM *and the TIA outline from the State Access Management Manual by the NMSHTD*. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 11th Edition.
   Local data may be used for certain land use types as determined by staff.
   Consultant to provide.

   The Trip Generation Manual 11th Edition will be used to prepare the anticipated trips for the proposed development.
   See attached Table 1 for Trip Generation calculations.

2. Appropriate study area:
   Signalized Intersections:
   a. *Gibson Blvd. and University Blvd.*
   b. *Avenida Cesar Chavez and University Blvd.*
   c. *I-25 NB Ramp and Avenida Cesar Chavez*
   d. *I-25 SB Ramp and Avenida Cesar Chavez*
   e. *Gibson Blvd. and Broadway Blvd.*
   f. *University Blvd. and Proposed Full-Access Dwy. (Proposed signal)*

   Unsignalized Intersections:
   a. *Gibson Blvd. and Alumni Dr.*
   b. *Gibson Blvd. and Mulberry St.*

c. *I-25 NB Ramp and Gibson Blvd.*
d. *I-25 SB Ramp and Gibson Blvd.*
e. *Avenida Cesar Chavez and West Rd./Langham Rd.*

Driveway Intersections: all site drives.

See Exhibit 1 for Site Location and Study Intersections.

3. Intersection turning movement counts
   Study Time – 6-9 a.m. peak hour, 3-6 p.m. peak hour
   Consultant to provide for all intersections listed above.
   Include pedestrian and cyclists.

   As requested by the DOT, a midday peak hour would be included in the analysis for the following intersections:

   a. *Gibson Blvd. and University Blvd.*
   b. *Gibson Blvd. and Alumni Dr.*

   All data will be collected per the NMDOT D3 TIA Scoping Letter dated 11/25/2019.

4. Type of intersection progression and factors to be used.
Type III arrival type (see "Highway Capacity Manual, current edition" or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.
   City Wide - residential, office or industrial;
   2 mile radius – commercial;
   Interstate ~~or to be determined by consultant - motel/hotel~~
   ~~APS district boundary mapping for each school and bus routes~~

6. Basis for trip distribution.

~~For smaller projects:~~ Based on existing traffic patterns, trip attractions in the study area and locations where most trips may originate.

~~For larger projects: In addition to the information for smaller projects~~ the distribution *will also* be determined using the most recently-approved socioeconomic forecasts from MRCOG and will be based upon appropriate radii or distribution areas around the site.

7. Traffic Assignment. Logical routing on the major street system.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
   a. *Project 1 – In-N-Out Restaurant*
   b. *Project 2 – Development at Gibson Blvd. and Yale Blvd.*

9. Method of intersection capacity analysis - ~~planning or~~ operational (see "Highway Capacity Manual 6th edition" or equivalent (e.g. HCS, Synchro, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.

The Highway Capacity Software implementing the Highway Capacity Manual 6th Edition will be used as the method for intersection capacity analysis.

10. Traffic conditions for analysis:
    a. *Existing analysis - 2025;*
    b. *Project completion year(s) without proposed development – 2028*
    c. *Project completion year(s) with proposed development – 2028*
    d. *Horizon year without proposed development – 2038*
    e. *Horizon year with proposed development – 2038*

11. Background traffic growth.
    Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 0.5%.

    A growth rate of 0.5% will be used for this analysis.

12. Planned (programmed) traffic improvements.
    a. List planned CIP improvements in study area and projected project implementation year:

        - *I-25 new interchange configuration at Gibson Blvd. and Avenida Cesar Chavez (only on 2038 horizon year analysis)*

13. Items to be included in the study:
    a. 11”x17” minimum size Site Plan with including dimension from driveways to intersections/other driveways.
    b. Intersection analysis.
    c. Signal progression – An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. ~~Analysis Method:~~
    d. Arterial LOS analysis;
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
    f. Transportation system impacts.
    g. Other mitigating measures.
    h. ~~Crash analysis at a minimum to include the project frontage, but may extend to area of influence- to be discussed.~~ *Safety and queue analyses will be completed per the NMDOT D3 TIA Scoping Letter dated 11/25/2019.*
    i. Weaving analyses __ yes _x_ no; Location(s):
    j. Recommended street, intersection and signal improvements.
    k. Transportation Infrastructure proposed to be built with this project: list and exhibit.
    l. Pedestrian Facility and Safety section: This section will provide a narrative on existing and proposed pedestrian facilities, elaborate on pedestrian involved crashes and propose mitigation as necessary.
    m. Bicycle facility and safety section: This section will provide a narrative on existing and proposed bicycle facilities, elaborate on cyclist involved crashes and propose mitigation as necessary and include whether cycling facilities are required/required to be upgraded per the MRCOG Long Range Bicycle System Map.

14. Other:
    a. *Full Traffic signal warrants will be completed at the two proposed driveways. The peak hour warrant will be completed at the intersection of Avenida Cesar Chavez and West Rd./Langham Rd.*
    b. *The recommendations of S-Curve Study area along Gibson Boulevard will be reviewed and commented on as necessary.*

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
   a. 1 digital copy
2. Submittal Fee – $1300 for up to 3 reviews plus technology fee
   a. Submit the TIS along with a DTIS to Planning Development Review Services email PLNDRS@cabq.gov.

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 505-924-3986.

Curtis A Cherne

Curtis Cherne, P.E.
Senior Engineer
City of Albuquerque, Planning Dept.
Transportation Development Section

1-17-25
Date

C: TIS Meeting Attendees

Revised May 2024



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Site Location and Study Intersections
Lobo Crossing
City of Albuquerque, NM

Exhibit 1

Development	Land Use	Size	Units	Trip Type	AM Peak Hour			PM Peak Hour			Average Weekday		
					In	Out	Total	In	Out	Total	In	Out	Total
Shopping Center (Includes Retail and Restaurants)[1]	820	347,672	SF	Primary	191	117	308	538	583	1,121	6,799	6,798	13,597
				Pass-By[2]	19	12	31	126	137	263	672	672	1,344
				Total	**210**	**129**	**339**	**664**	**720**	**1,384**	**7,471**	**7,470**	**14,941**

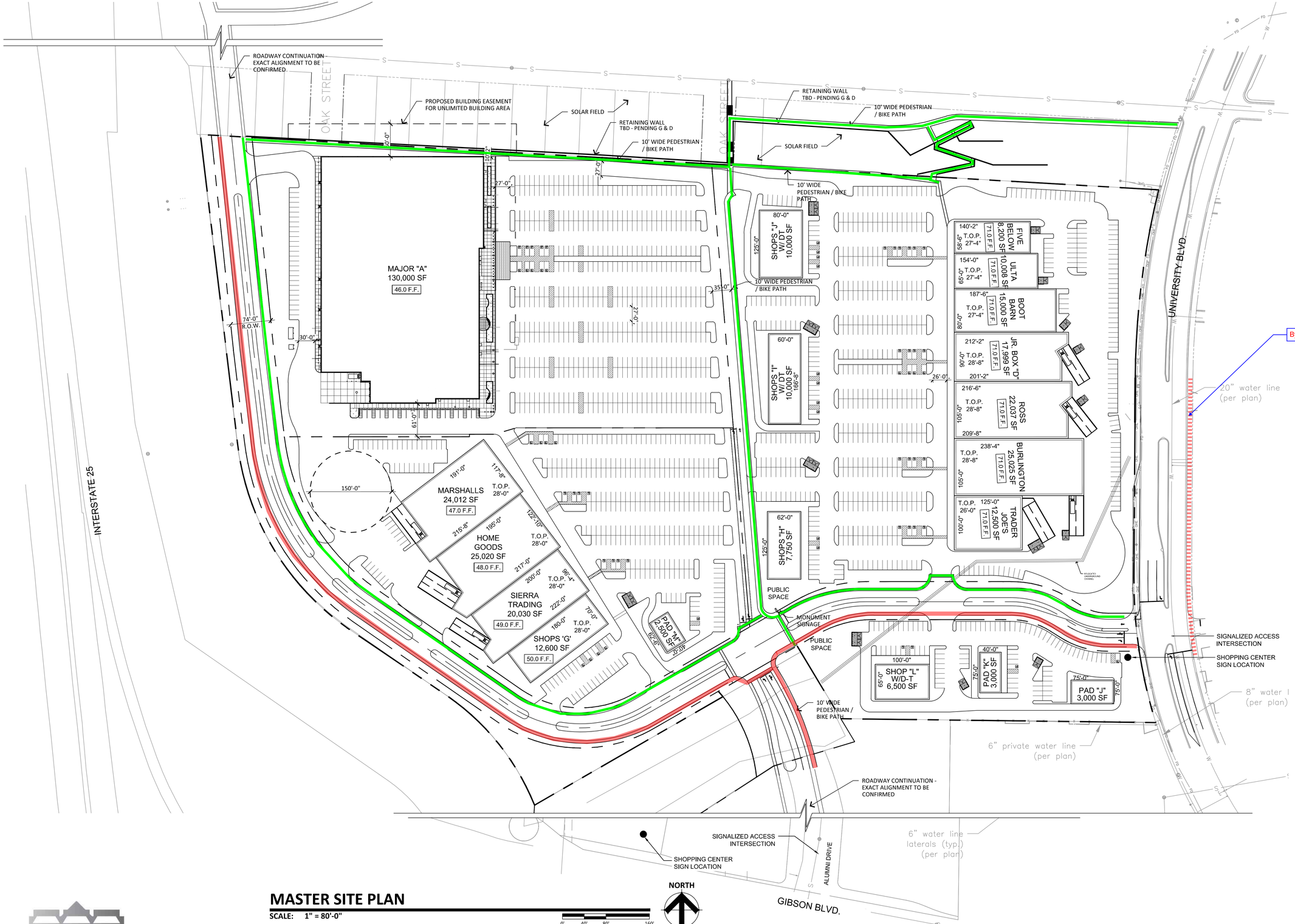
(1) Projected trips developed based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

(2) PM peak hour pass-by rate of 29% extracted from the ITE Trip Generation Manual, 11th Edition. No data was available for AM peak hour or average weekday, so these values were assumed to be 10% less than the PM peak hour.

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Trip Generation
Lobo Crossing
City of Albuquerque, NM

Table 1



MASTER SITE PLAN

SCALE: 1" = 80'-0"

SITE DATA

PARCEL NUMBER (APN):	101505612310032705, 101505617515930202, 101505622015830203, 101505621110930901
	VACANT COMMERICAL
EXISTING ZONING:	N/A
PROPOSED ZONING:	N/A
GROSS SITE AREA:	38.06 ACRES (1,657,909 S.F.)
NET SITE AREA:	00
MAX BUILDING HEIGHT:	30'-0"
GROSS BUILDING AREA:	346,922 SF
OVERALL PARKING REQUIREMENTS:	
TOTAL PARKING REQUIRED:	1,567 SPACES
TOTAL PARKING PROVIDED:	1,579 SPACES
MAJOR A - 130,000 S.F.:	520 SPACES
MARSHALLS - 24,012 S.F.:	96 SPACES
HOME GOODS - 25,020 S.F.:	100 SPACES
SIERRA TRADING - 20,030 S.F.:	81 SPACES
SHOPS 'G' - 12,600 S.F.:	67 SPACES
SHOPS 'H' - 7,750 S.F.:	58 SPACES
SHOPS 'I' - 10,000 S.F.	58 SPACES
SHOPS 'J' - 10,000 S.F.:	58 SPACES
SHOPS 'L' - 6,500 S.F.:	26 SPACES
PAD 'J' - 3,000 S.F.:	20 SPACES
PAD 'K' - 3,000 S.F.:	20 SPACES
PAD 'M' - 2,500 S.F.:	20 SPACES
BOOT BARN - 15,000 S.F.	60 SPACES
TRADER JOE'S - 12,500 S.F.:	50 SPACES
JR BOX 'D' - 17,999 S.F.:	72 SPACES
ROSS - 22,037 S.F.:	88 SPACES
BURLINGTON - 25,025 S.F.:	100 SPACES
FIVE BELOW - 8,200 S.F.:	33 SPACES
ULTA - 10,000 S.F.:	40 SPACES
PARKING CODE REFERENCE:	
RETAIL:	1 SPACE PER 250 S.F.
RESTAURANT:	1 SPACE PER 150 S.F.
BIKE PARKING REQUIRED:	1 PER 100 SPACES MIN. 2 SPACES PER BLDG.

*FOR CALCULATION PURPOSES:
SHOPS BUILDINGS ARE ASSUMED 50% RETAIL / 50% RESTAURANT
PAD BUILDINGS ARE ASSUMED 100% RESTAURANT

PEDESTRIAN / BIKE PATH - 10'-0" WIDE

PEDESTRIAN PATH - 5'-0" WIDE

SIMON CRE
SIMON COMMERCIAL REAL ESTATE

ABQ I-25 AND GIBSON

NEC GIBSON BOULEVARD AND UNIVERSITY BOULEVARD
ALBUQUERQUE, NEW MEXICO
DATE: 04-28-2025 (PRELIMINARY)

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MS-1

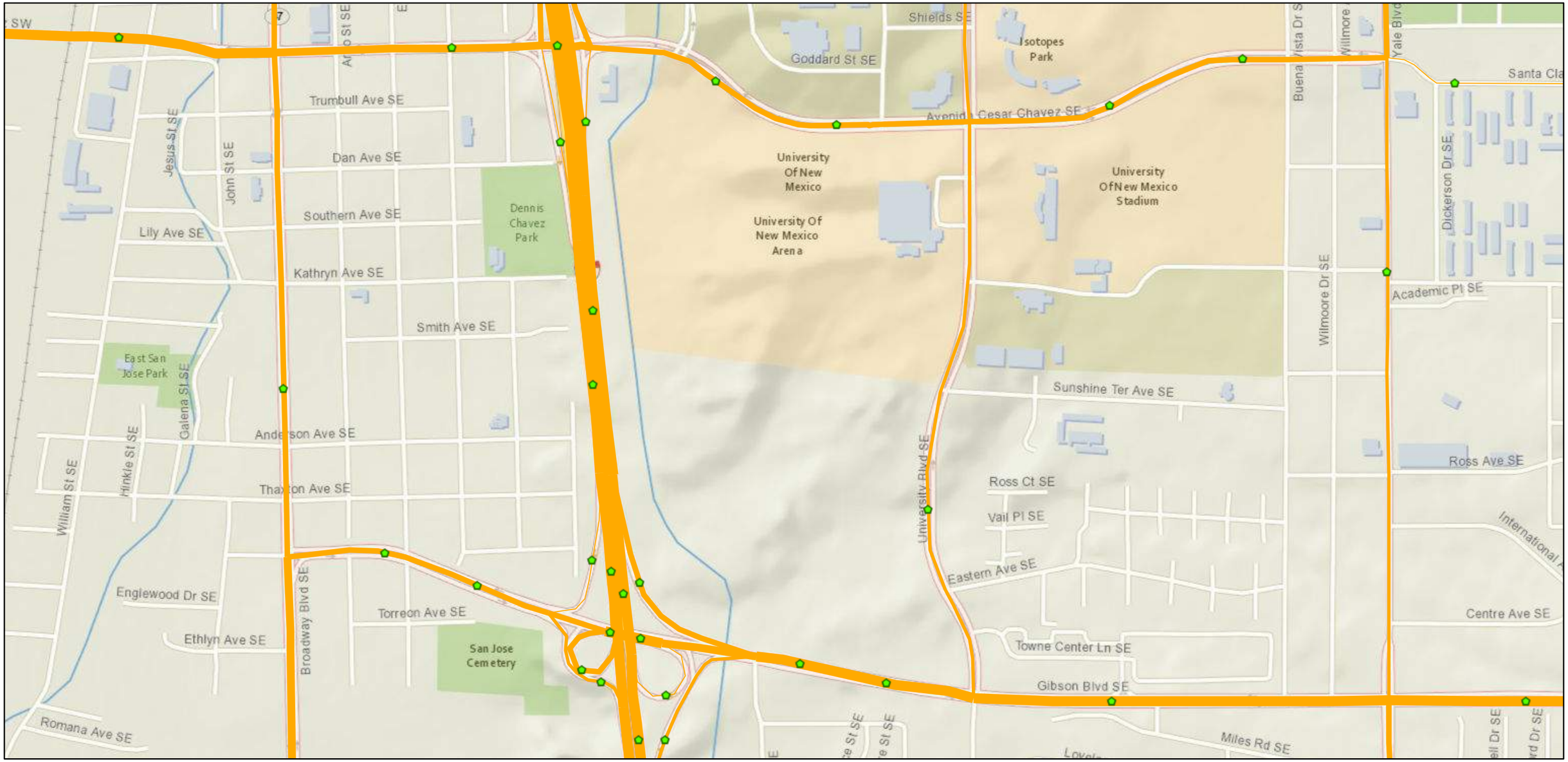
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Appendix B
MRCOG's Traffic Flow Map Volumes

ArcGIS Web Map



4/14/2025, 11:39:48 AM

- Detailed Peak Hour and Peak Period Info

Latest and Historic Daily Counts

- 0 - 5,000
- > 5,000 - 10,000
- > 10,000 - 20,000
- > 20,000 - 30,000
- > 30,000 - 50,000
- > 50,000 - 70,000

1:9,028

0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp. |

MRCOG Traffic Data (ADT 2023)

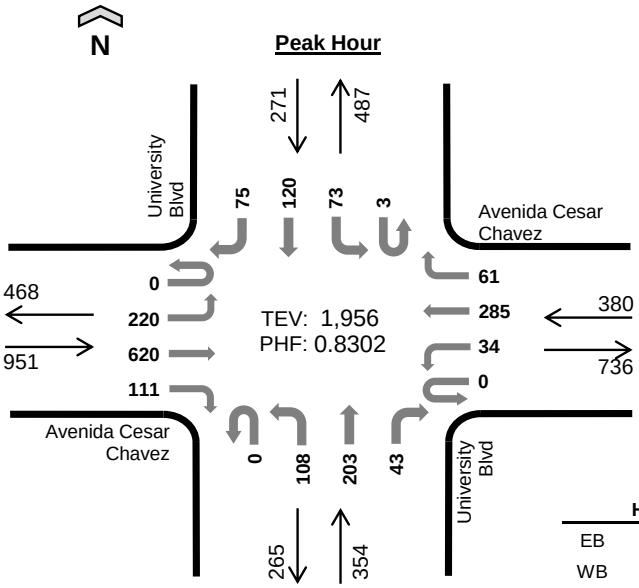
MILES	FUNC	RTE	LOCAT	COGID	Owner	ADT19	AWDT19	ADT20	AWDT20	ADT21	AWDT21	ADT22	AWDT22	ADT23	AWDT23
0.156	8	A. C. CHAVEZ INTCH.	I-25 NBD ON RAMP	25852	NMDOT	14962	16478	9650	10792	12047	13214	12136	13387	13078	14070
0.181	9	A. C. CHAVEZ INTCH.	I-25 SBD OFF RAMP	25856	NMDOT	12558	13831	10668	11931	10630	11660	11037	12174	12687	13649
0.417	7	I-25 SBD	AVENIDA CESAR CHAVEZ ON RAMP-AVENIDA CESAR CHAVEZ OFF RAMP	25924	NMDOT	77758	81742	56710	59518	64933	68148	64738	67944	66486	69778
0.06	2	AVENIDA CESAR CHAVEZ	EAST OF I-25 W. RAMPS - WEST OF I-25 E. RAMPS	25952	CABQ	25604	27504	19165	20749	22827	24578	23125	24899	24305	26170
0.32	2	AVENIDA CESAR CHAVEZ	EAST OF BROADWAY - WEST OF I-25 W. RAMPS	25964	CABQ	16927	18183	11765	12737	24243	26103	25217	27253	28608	30555
0.696	2	BROADWAY	NORTH OF AVENIDA CESAR CHAVEZ - SOUTH OF COAL	25968	CABQ	12887	13844	8683	9400	11280	12145	11408	12329	10604	11326
0.431	2	AVENIDA CESAR CHAVEZ	EAST OF 3RD ST. - WEST OF BROADWAY	25972	CABQ	34447	37004	23943	25922	29143	31379	30313	32761	34390	36730
0.377	3	YALE	NORTH OF AVENIDA CESAR CHAVEZ - SOUTH OF COAL	25980	CABQ	10824	11567	8158	8726	10326	11042	10557	11186	10928	11757
0.507	5	SANTA CLARA	EAST OF YALE - WEST OF GIRARD	25981	CABQ	4473	4843	3235	3618	3832	4286	3882	4342	4080	4564
0.328	4	GIRARD	NORTH OF SANTA CLARA - SOUTH OF GARFIELD	26016	CABQ	4478	4932	3327	3721	3941	4408	3960	4368	4267	4591
0.178	9	A. C. CHAVEZ INTCH.	I-25 NBD OFF RAMP	26032	NMDOT	2131	2347	1289	1442	1557	1708	1568	1730	1648	1818
0.329	7	I-25 NBD	AVENIDA CESAR CHAVEZ OFF RAMP-AVENIDA CESAR CHAVEZ ON RAMP	26036	NMDOT	55602	57640	46898	49220	53698	56357	53537	56188	54982	57705
0.515	3	AVENIDA CESAR CHAVEZ	EAST OF UNIVERSITY - WEST OF YALE	26040	CABQ	10967	11720	8266	8842	9795	10474	9923	10611	10429	11152
0.552	3	UNIVERSITY	NORTH OF AVENIDA CESAR CHAVEZ - SOUTH OF COAL	26044	CABQ	8690	9287	6550	7006	7759	8299	7860	8408	8261	8837
0.478	3	AVENIDA CESAR CHAVEZ	EAST OF I-25 E. RAMPS - WEST OF UNIVERSITY	26048	CABQ	17465	18664	13163	14080	15598	16679	12079	12799	12504	13452
0.237	8	A. C. CHAVEZ INTCH.	I-25 SBD ON RAMP	26056	NMDOT	2318	2553	1476	1651	1934	2121	2007	2214	2250	2482
0.279	7	I-25 SBD	GIBSON OFF RAMP 2 - AVENIDA CESAR CHAVEZ ON RAMP (PC)	26340	NMDOT	58527	62698	49529	51982	56711	59519	56541	59340	58068	60942
0.602	2	BROADWAY	NORTH OF GIBSON - SOUTH OF AVENIDA CESAR CHAVEZ	26344	CABQ	16482	17705	11456	12403	14802	15938	15454	16640	17326	18656
0.335	7	I-25 NBD	GIBSON ON RAMP 2 - AVENIDA CESAR CHAVEZ OFF RAMP (PC)	26348	NMDOT	58527	62698	49877	52347	57109	59937	56938	59757	58475	61370
0.202	9	GIBSON INTCH.	I-25 SBD OFF RAMP TO WBD GIBSON	26360	NMDOT	3494	3848	2411	2696	3241	3555	3365	3712	3869	4162
0.325	2	GIBSON	EAST OF BROADWAY - WEST OF I-25 W. RAMPS	26364	CABQ	20387	21900	14170	15341	14910	16054	15509	16761	17595	18792
0.194	7	I-25 SBD	GIBSON OFF RAMP 1 - GIBSON OFF RAMP2	26372	NMDOT	53884	55928	52431	55027	60033	63006	59853	62817	61469	64513
0.07	2	GIBSON	EAST OF I-25 W. RAMPS - WEST OF I-25 E. RAMPS	26380	CABQ	31349	33676	23467	25406	27815	29949	28074	30341	29857	31889
0.305	8	GIBSON INTCH.	I-25 NBD ON RAMP FROM WBD GIBSON	26400	NMDOT	10590	11663	7868	8799	9323	10226	9392	10360	10121	10889
0.215	7	I-25 NBD	GIBSON ON RAMP 1 - GIBSON ON RAMP2	26416	NMDOT	44141	45473	37822	39695	43306	45451	43176	45315	44342	46539
0.153	9	GIBSON INTCH.	I-25 SBD OFF RAMP TO EBD GIBSON	26424	NMDOT	12611	13889	8699	9729	10377	11382	10773	11883	12384	13323
0.163	8	GIBSON INTCH.	I-25 NBD ON RAMP FROM EBD GIBSON	26428	NMDOT	2692	2965	2000	2237	3071	3368	3093	3412	3333	3586
0.704	3	UNIVERSITY	NORTH OF GIBSON - SOUTH OF AVENIDA CESAR CHAVEZ	26432	CABQ	8121	8678	6121	6547	7251	7755	7346	7856	8175	8795
0.266	2	GIBSON	EAST OF I-25 E. RAMPS - WEST OF UNIVERSITY	26436	CABQ	39198	42107	29341	31766	35487	38210	35817	38710	38093	40685
0.766	3	YALE	NORTH OF GIBSON - SOUTH OF AVENIDA CESAR CHAVEZ	26444	CABQ	12809	13688	9654	10326	8247	8819	8431	8934	8728	9390
0.498	2	GIBSON	EAST OF UNIVERSITY - WEST OF YALE	26448	CABQ	37393	40168	27024	29257	33031	35565	33263	35949	35376	37783
0.391	4	GIRARD	NORTH OF THAXTON - SOUTH OF SANTA CLARA	26451	CABQ	3033	3280	2218	2481	2627	2939	2661	2977	2797	3129
0.334	4	GIRARD	NORTH OF GIBSON - SOUTH OF THAXTON AVE.	26452	CABQ	4552	5013	3382	3782	4006	4480	2976	3283	3208	3451
0.495	2	GIBSON	EAST OF YALE - WEST OF GIRARD	26456	CABQ	26172	28115	19591	21210	32160	34627	32459	35080	34521	36870
0.51	2	GIBSON	EAST OF GIRARD - WEST OF CARLISLE	26468	CABQ	26804	28794	20065	21723	23768	25732	32783	35430	34866	37238
0.088	7	I-25 SBD	GIBSON ON RAMP - GIBSON OFF RAMP 1	26500	NMDOT	41270	42626	31366	32919	35914	37692	35806	37579	36773	38594
0.159	8	GIBSON INTCH.	I-25 SBD ON RAMP	26504	NMDOT	5063	5576	3493	3906	4405	4832	4574	5045	5257	5656
0.265	9	GIBSON INTCH.	I-25 NBD OFF RAMP	26508	NMDOT	5934	6535	4408	4930	4820	5287	4856	5356	5232	5629
0.201	7	I-25 NBD	GIBSON OFF RAMP - GIBSON ON RAMP 1	26512	NMDOT	40673	41771	34261	35958	39229	41172	39111	41048	40167	42156
0.327	3	YALE	NORTH OF RANDOLPH - SOUTH OF GIBSON	26548	CABQ	19722	21076	10516	11248	12460	13324	13580	14390	14058	15124
0.505	4	GIRARD	NORTH OF AIRPORT LOOP RD. - SOUTH OF GIBSON	26568	CABQ	4698	5174	3490	3903	4134	4623	2285	2520	2462	2649
0.841	2	BROADWAY	NORTH OF WOODWARD RD. - SOUTH OF GIBSON	26608	CABQ	23807	25574	16548	17915	21264	23020	22201	24034	24891	26946
0.481	7	I-25 SBD	SUNPORT OFF RAMP - GIBSON ON RAMP	26678	NMDOT	46476	48550	32224	33820	36896	38724	36785	48200	37778	49501
0.071	14	GIBSON		29929	CABQ	15700	17500	15700	12259	20174	15753	21063	16447	23615	18440
0.114	14	GIBSON		29930	CABQ	25100	28000	25100	21124	29733	25023	30122	25350	31659	26644

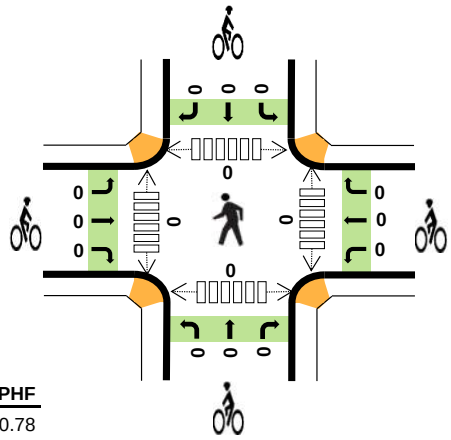
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Appendix C
Turning Movement Counts

University Blvd
Avenida Cesar Chavez

Date: 2/25/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	2%	0.78
WB	2%	0.93
NB	4%	0.87
SB	10%	0.85
TOTAL	3%	0.83

Peak Hour Count Summaries

Peak Hour Interval Start		Avenida Cesar Chavez Eastbound				Avenida Cesar Chavez Westbound				University Blvd Northbound				University Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	39	103	31	0	7	72	12	0	15	46	8	0	9	30	19	391	0
8:15 AM		0	44	139	32	0	8	79	14	0	31	45	9	3	19	28	12	463	0
8:30 AM		0	66	166	26	0	8	61	17	0	37	47	14	0	20	33	18	513	0
8:45 AM		0	71	212	22	0	11	73	18	0	25	65	12	0	25	29	26	589	1,956
Pk Hr	All	0	220	620	111	0	34	285	61	0	108	203	43	3	73	120	75	1,956	
	HV	0	2	17	3	0	0	5	1	0	6	6	1	0	10	10	6	67	
	HV%	-	1%	3%	3%	-	0%	2%	2%	-	6%	3%	2%	0%	14%	8%	8%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	6	1	1	5	*13*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	6	2	2	6	*16*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	8	1	4	8	*21*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	2	2	6	7	*17*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	22	6	13	26	*67*	0	0	0	0	*0*	0	0	0	0	*0*

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	17	50	10	0	1	18	1	0	6	8	1	0	0	3	2	117	0
6:15 AM	0	11	52	13	0	2	35	0	0	12	18	2	0	2	16	3	166	0
6:30 AM	0	21	59	15	0	0	43	2	0	7	24	7	0	4	11	4	197	0
6:45 AM	0	29	65	16	0	0	45	5	0	10	33	3	0	5	14	2	227	707
7:00 AM	0	54	101	33	0	4	66	9	0	9	25	6	1	13	16	16	353	943
7:15 AM	0	94	130	24	0	2	62	7	0	21	42	11	0	19	27	28	467	1,244
7:30 AM	0	78	145	38	0	5	84	9	0	30	52	7	0	14	39	23	524	1,571
7:45 AM	0	57	127	36	0	4	68	16	0	14	74	10	0	16	46	11	479	1,823
8:00 AM	**0**	**39**	**103**	**31**	**0**	**7**	**72**	**12**	**0**	**15**	**46**	**8**	**0**	**9**	**30**	**19**	**391**	**1,861**
8:15 AM	**0**	**44**	**139**	**32**	**0**	**8**	**79**	**14**	**0**	**31**	**45**	**9**	**3**	**19**	**28**	**12**	**463**	**1,857**
8:30 AM	**0**	**66**	**166**	**26**	**0**	**8**	**61**	**17**	**0**	**37**	**47**	**14**	**0**	**20**	**33**	**18**	**513**	**1,846**
8:45 AM	**0**	**71**	**212**	**22**	**0**	**11**	**73**	**18**	**0**	**25**	**65**	**12**	**0**	**25**	**29**	**26**	**589**	**1,956**
Count Total	0	581	1,349	296	0	52	706	110	0	217	479	90	4	146	292	164	4,486	
Pk Hr All	**0**	**220**	**620**	**111**	**0**	**34**	**285**	**61**	**0**	**108**	**203**	**43**	**3**	**73**	**120**	**75**	**1,956**	
Pk Hr HV	**0**	**2**	**17**	**3**	**0**	**0**	**5**	**1**	**0**	**6**	**6**	**1**	**0**	**10**	**10**	**6**	**67**	
Pk Hr HV%	**-**	**1%**	**3%**	**3%**	**-**	**0%**	**2%**	**2%**	**-**	**6%**	**3%**	**2%**	**0%**	**14%**	**8%**	**8%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	1	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	1	1	0	5	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	1	0	1	4	*6*	0	0	0	1	*1*	0	0	0	0	*0*
7:00 AM	0	0	0	6	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	5	0	1	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	10	1	5	3	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	6	3	3	7	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**6**	**1**	**1**	**5**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**6**	**2**	**2**	**6**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**8**	**1**	**4**	**8**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**2**	**2**	**6**	**7**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	45	12	23	59	*139*	0	0	0	1	*1*	0	0	0	0	*0*
Peak Hour	**22**	**6**	**13**	**26**	***67***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	0
6:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	3	1	1	7	0
6:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	2	1	1	6	17
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	6	22
7:15 AM	0	1	4	0	0	0	0	0	0	1	0	0	0	3	2	0	11	30
7:30 AM	0	3	6	1	0	0	1	0	0	2	3	0	0	2	0	1	19	42
7:45 AM	0	2	3	1	0	0	2	1	0	0	3	0	0	3	1	3	19	55
8:00 AM	**0**	**1**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**1**	**1**	**13**	**62**
8:15 AM	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**1**	**0**	**0**	**3**	**2**	**1**	**16**	**67**
8:30 AM	**0**	**1**	**5**	**2**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**1**	**0**	**2**	**5**	**1**	**21**	**69**
8:45 AM	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**3**	**3**	**0**	**0**	**2**	**2**	**3**	**17**	**67**
Count Total	0	8	32	5	0	0	10	2	0	9	13	1	0	27	19	13	139	
Pk Hr Heavy	**0**	**2**	**17**	**3**	**0**	**0**	**5**	**1**	**0**	**6**	**6**	**1**	**0**	**10**	**10**	**6**	**67**	

Count Summaries - Bikes

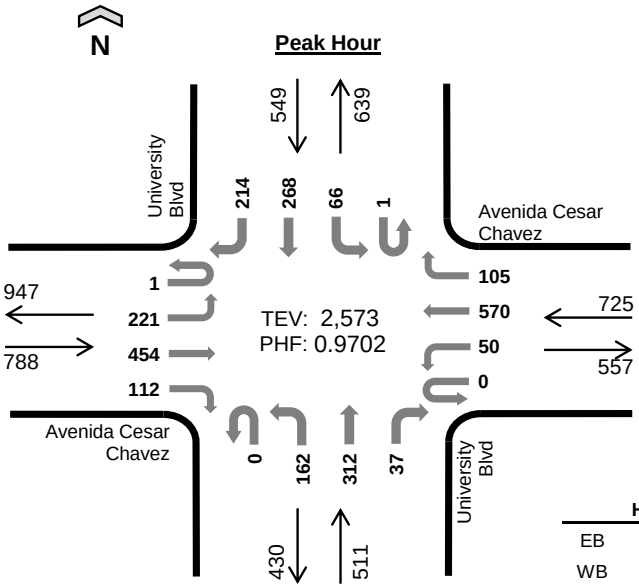
Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

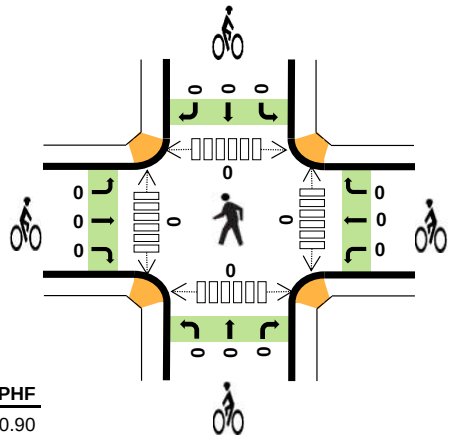
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University Blvd
Avenida Cesar Chavez

Date: 2/25/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM





	HV%	PHF
EB	3%	0.90
WB	1%	0.90
NB	1%	0.84
SB	3%	0.84
TOTAL	2%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Avenida Cesar Chavez Eastbound				Avenida Cesar Chavez Westbound				University Blvd Northbound				University Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		1	52	109	26	0	9	141	16	0	25	69	8	0	17	77	69	619	0
3:30 PM		0	67	128	24	0	8	165	28	0	33	83	5	0	14	55	53	663	0
3:45 PM		0	51	120	33	0	18	130	34	0	35	92	9	0	9	58	43	632	0
4:00 PM		0	51	97	29	0	15	134	27	0	69	68	15	1	26	78	49	659	2,573
Pk Hr	All	1	221	454	112	0	50	570	105	0	162	312	37	1	66	268	214	2,573	
	HV	0	4	18	1	0	0	6	0	0	2	4	0	0	1	3	14	53	
	HV%	0%	2%	4%	1%	-	0%	1%	0%	-	1%	1%	0%	0%	2%	1%	7%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:15 PM	6	1	2	9	*18*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	9	1	3	2	*15*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	4	3	0	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	4	1	1	4	*10*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	23	6	6	18	*53*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	34	76	27	0	7	113	22	0	36	60	9	0	13	62	60	519	0
3:15 PM	**1**	**52**	**109**	**26**	**0**	**9**	**141**	**16**	**0**	**25**	**69**	**8**	**0**	**17**	**77**	**69**	**619**	**0**
3:30 PM	**0**	**67**	**128**	**24**	**0**	**8**	**165**	**28**	**0**	**33**	**83**	**5**	**0**	**14**	**55**	**53**	**663**	**0**
3:45 PM	**0**	**51**	**120**	**33**	**0**	**18**	**130**	**34**	**0**	**35**	**92**	**9**	**0**	**9**	**58**	**43**	**632**	**2,433**
4:00 PM	**0**	**51**	**97**	**29**	**0**	**15**	**134**	**27**	**0**	**69**	**68**	**15**	**1**	**26**	**78**	**49**	**659**	**2,573**
4:15 PM	0	52	90	18	0	10	89	21	0	39	68	13	1	11	65	41	518	2,472
4:30 PM	0	52	104	17	0	14	121	17	0	28	76	6	0	11	66	34	546	2,355
4:45 PM	0	66	115	12	0	18	102	18	0	34	70	5	0	13	57	58	568	2,291
5:00 PM	0	72	120	18	0	15	167	34	0	33	83	2	1	24	75	49	693	2,325
5:15 PM	0	71	83	29	0	14	109	21	1	33	59	7	1	15	78	35	556	2,363
5:30 PM	0	62	82	35	0	10	131	20	0	21	57	5	0	14	56	32	525	2,342
5:45 PM	0	49	79	41	0	13	86	15	0	30	40	11	1	14	56	36	471	2,245
Count Total	1	679	1,203	309	0	151	1,488	273	1	416	825	95	5	181	783	559	6,969	
Pk Hr All	**1**	**221**	**454**	**112**	**0**	**50**	**570**	**105**	**0**	**162**	**312**	**37**	**1**	**66**	**268**	**214**	**2,573**	
Pk Hr HV	**0**	**4**	**18**	**1**	**0**	**0**	**6**	**0**	**0**	**2**	**4**	**0**	**0**	**1**	**3**	**14**	**53**	
Pk Hr HV%	**0%**	**2%**	**4%**	**1%**	**-**	**0%**	**1%**	**0%**	**-**	**1%**	**1%**	**0%**	**0%**	**2%**	**1%**	**7%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	7	4	4	4	*19*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	**6**	**1**	**2**	**9**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:30 PM	**9**	**1**	**3**	**2**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**4**	**3**	**0**	**3**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**4**	**1**	**1**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	3	0	1	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	3	3	1	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	2	0	0	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	4	0	0	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	2	0	1	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	0	2	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	0	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	46	13	15	36	*110*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**23**	**6**	**6**	**18**	***53***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	5	1	0	0	4	0	0	1	3	0	0	0	2	2	19	0
3:15 PM	**0**	**1**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**7**	**18**	**0**
3:30 PM	**0**	**3**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**15**	**0**
3:45 PM	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**10**	**62**
4:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**10**	**53**
4:15 PM	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	5	40
4:30 PM	0	0	3	0	0	0	2	1	0	0	1	0	0	0	1	1	9	34
4:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	4	28
5:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	1	3	8	26
5:15 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	4	25
5:30 PM	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	3	6	22
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	20
Count Total	0	7	37	2	0	0	12	1	0	4	10	1	0	1	7	28	110	
Pk Hr Heavy	**0**	**4**	**18**	**1**	**0**	**0**	**6**	**0**	**0**	**2**	**4**	**0**	**0**	**1**	**3**	**14**	**53**	

Count Summaries - Bikes

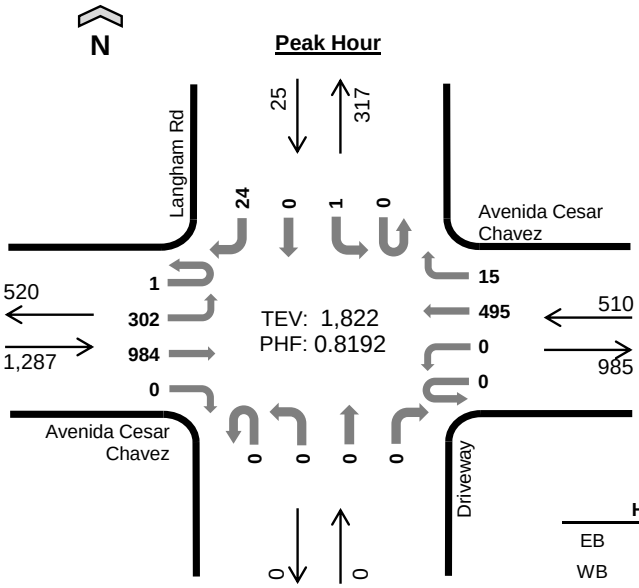
Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

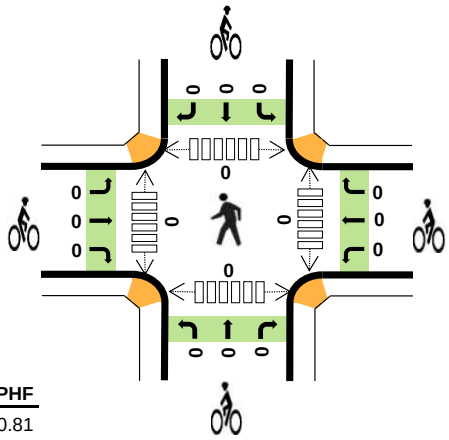
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Langham Rd
Avenida Cesar Chavez

Date: 2/25/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	2%	0.81
WB	1%	0.79
NB	--	--
SB	20%	0.78
TOTAL	2%	0.82

Peak Hour Count Summaries

Peak Hour Interval Start		Avenida Cesar Chavez Eastbound				Avenida Cesar Chavez Westbound				Driveway Northbound				Langham Rd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		**0**	**120**	**277**	**0**	**0**	**0**	**141**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**556**	**0**
7:30 AM		**1**	**84**	**283**	**0**	**0**	**0**	**160**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**534**	**0**
7:45 AM		**0**	**50**	**223**	**0**	**0**	**0**	**92**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**373**	**0**
8:00 AM		**0**	**48**	**201**	**0**	**0**	**0**	**102**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**359**	**1,822**
Pk Hr	All	**1**	**302**	**984**	**0**	**0**	**0**	**495**	**15**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**24**	**1,822**	
	HV	**0**	**1**	**19**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**31**	
	HV%	**0%**	**0%**	**2%**	**-**	**-**	**-**	**1%**	**7%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**21%**	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	**2**	**2**	**0**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**8**	**2**	**0**	**1**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**6**	**2**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**4**	**0**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**20**	**6**	**0**	**5**	***31***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				Driveway				Langham Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	8	77	0	0	0	30	0	0	0	0	0	0	0	0	4	119	0
6:15 AM	0	15	73	0	0	0	49	0	0	0	0	0	0	0	0	4	141	0
6:30 AM	1	15	87	0	0	0	60	0	0	0	0	0	0	0	0	1	164	0
6:45 AM	0	44	127	0	0	0	55	1	0	0	0	0	0	0	0	6	233	657
7:00 AM	0	48	176	0	1	0	99	2	0	0	0	0	0	0	0	10	336	874
7:15 AM	**0**	**120**	**277**	**0**	**0**	**0**	**141**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**556**	**1,289**
7:30 AM	**1**	**84**	**283**	**0**	**0**	**0**	**160**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**534**	**1,659**
7:45 AM	**0**	**50**	**223**	**0**	**0**	**0**	**92**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**373**	**1,799**
8:00 AM	**0**	**48**	**201**	**0**	**0**	**0**	**102**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**359**	**1,822**
8:15 AM	0	35	231	0	0	0	108	1	0	0	0	0	0	0	0	5	380	1,646
8:30 AM	0	41	243	0	0	0	116	1	0	0	0	0	0	0	0	4	405	1,517
8:45 AM	0	49	316	0	0	0	112	1	0	0	0	0	0	0	0	14	492	1,636
Count Total	2	557	2,314	0	1	0	1,124	21	0	0	0	0	0	1	0	72	4,092	
Pk Hr All	**1**	**302**	**984**	**0**	**0**	**0**	**495**	**15**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**24**	**1,822**	
Pk Hr HV	**0**	**1**	**19**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**31**	
Pk Hr HV%	**0%**	**0%**	**2%**	**-**	**-**	**-**	**1%**	**7%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**21%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	1	1	0	1	*3*	0	0	0	1	*1*	0	0	0	0	*0*
6:45 AM	1	0	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**2**	**2**	**0**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**8**	**2**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**6**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**4**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	8	4	0	1	*13*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	6	0	3	*12*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	37	20	0	13	*70*	0	0	0	1	*1*	0	0	0	0	*0*
Peak Hour	**20**	**6**	**0**	**5**	***31***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				Driveway				Langham Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
6:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0
6:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	8
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	10
7:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**	**15**
7:30 AM	**0**	**0**	**8**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**23**
7:45 AM	**0**	**1**	**5**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**28**
8:00 AM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**31**
8:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	28
8:30 AM	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	1	13	30
8:45 AM	0	1	2	0	0	0	6	0	0	0	0	0	0	0	0	3	12	34
Count Total	0	2	35	0	0	0	19	1	0	0	0	0	0	0	0	13	70	
Pk Hr Heavy	**0**	**1**	**19**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**31**	

Count Summaries - Bikes

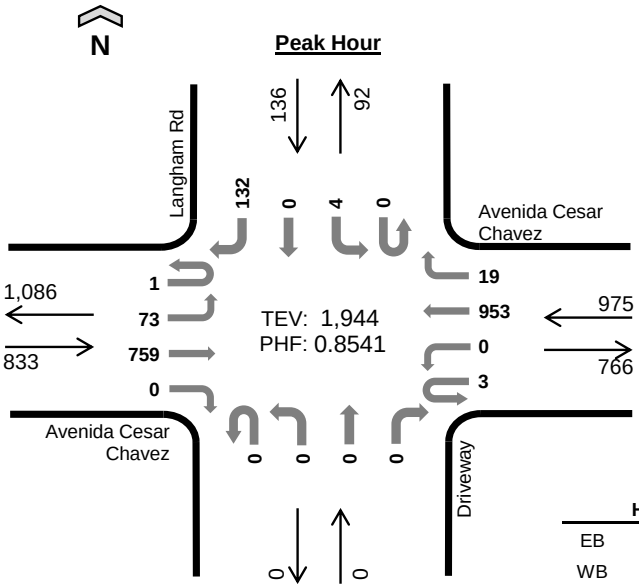
Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				Driveway				Langham Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

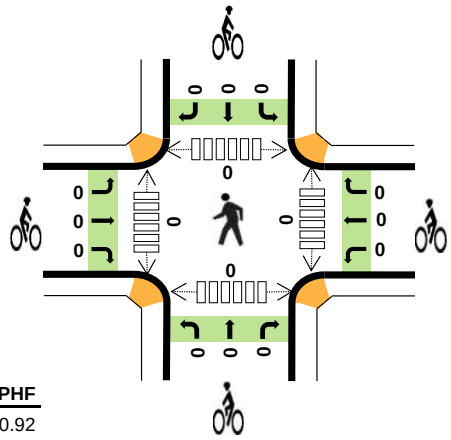
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Langham Rd
Avenida Cesar Chavez

Date: 2/25/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM





	HV%	PHF
EB	1%	0.92
WB	1%	0.84
NB	--	--
SB	1%	0.67
TOTAL	1%	0.85

Peak Hour Count Summaries

Peak Hour Interval Start		Avenida Cesar Chavez Eastbound				Avenida Cesar Chavez Westbound				Driveway Northbound				Langham Rd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	30	195	0	0	0	220	7	0	0	0	0	0	1	0	28	481	0
3:30 PM		1	22	204	0	3	0	278	10	0	0	0	0	0	2	0	49	569	0
3:45 PM		0	16	165	0	0	0	207	2	0	0	0	0	0	0	0	24	414	0
4:00 PM		0	5	195	0	0	0	248	0	0	0	0	0	0	1	0	31	480	1,944
Pk Hr	All	1	73	759	0	3	0	953	19	0	0	0	0	0	4	0	132	1,944	
	HV	0	0	12	0	0	0	11	0	0	0	0	0	0	1	0	1	25	
	HV%	0%	0%	2%	-	0%	-	1%	0%	-	-	-	-	-	25%	-	1%	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:15 PM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	5	4	0	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	1	3	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	12	11	0	2	*25*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				Driveway				Langham Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	1	17	141	1	0	0	194	1	0	0	0	2	0	0	0	45	402	0
3:15 PM	**0**	**30**	**195**	**0**	**0**	**0**	**220**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**28**	**481**	**0**
3:30 PM	**1**	**22**	**204**	**0**	**3**	**0**	**278**	**10**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**49**	**569**	**0**
3:45 PM	**0**	**16**	**165**	**0**	**0**	**0**	**207**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**414**	**1,866**
4:00 PM	**0**	**5**	**195**	**0**	**0**	**0**	**248**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**31**	**480**	**1,944**
4:15 PM	0	6	146	0	0	0	174	2	0	0	0	0	0	1	0	30	359	1,822
4:30 PM	3	10	169	0	0	0	186	2	0	0	0	0	0	1	0	20	391	1,644
4:45 PM	0	10	161	0	0	0	188	1	0	0	0	0	0	1	0	32	393	1,623
5:00 PM	1	3	202	0	0	0	246	1	0	0	0	0	0	1	0	26	480	1,623
5:15 PM	0	1	169	0	0	0	167	1	0	0	0	0	0	1	0	21	360	1,624
5:30 PM	0	7	215	0	0	0	169	0	0	0	0	0	0	0	0	12	403	1,636
5:45 PM	0	11	179	0	0	0	120	0	0	0	0	0	0	0	0	13	323	1,566
Count Total	6	138	2,141	1	3	0	2,397	27	0	0	0	2	0	9	0	331	5,055	
Pk Hr All	**1**	**73**	**759**	**0**	**3**	**0**	**953**	**19**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**132**	**1,944**	
Pk Hr HV	**0**	**0**	**12**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**25**	
Pk Hr HV%	**0%**	**0%**	**2%**	**-**	**0%**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**25%**	**-**	**1%**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	1	4	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	**3**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:30 PM	**5**	**4**	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**1**	**3**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**3**	**3**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	3	0	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	5	1	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	24	20	0	3	*47*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**12**	**11**	**0**	**2**	***25***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				Driveway				Langham Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	1	6	0
3:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
3:30 PM	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**10**	**0**
3:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**25**
4:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**25**
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	15
4:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
5:00 PM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	13
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	12
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Count Total	0	2	22	0	0	0	20	0	0	0	0	0	0	1	0	2	47	
Pk Hr Heavy	**0**	**0**	**12**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**25**	

Count Summaries - Bikes

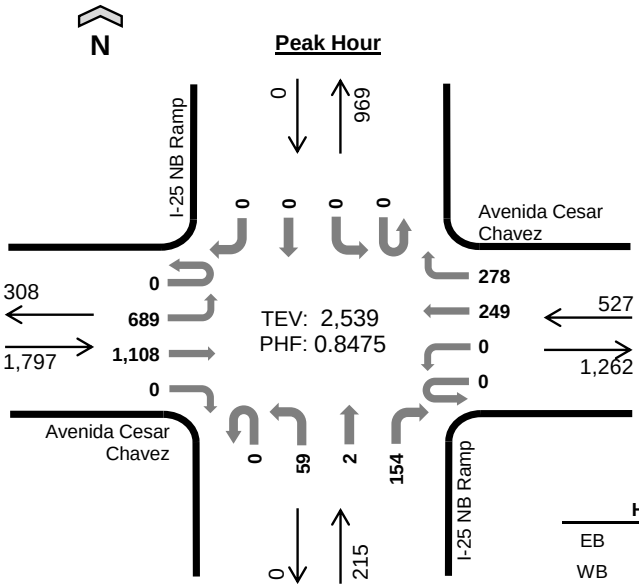
Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				Driveway				Langham Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

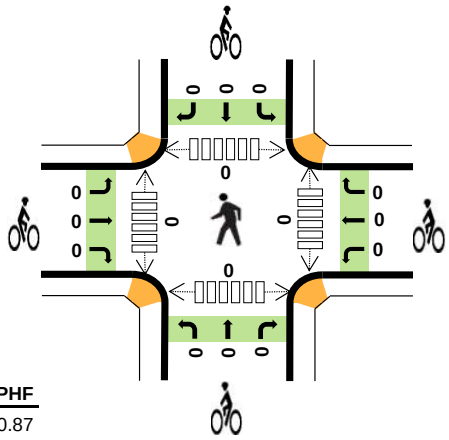
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I-25 NB Ramp
Avenida Cesar Chavez

Date: 2/25/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	2%	0.87
WB	2%	0.77
NB	4%	0.66
SB	--	--
TOTAL	2%	0.85

Peak Hour Count Summaries

Peak Hour Interval Start		Avenida Cesar Chavez Eastbound				Avenida Cesar Chavez Westbound				I-25 NB Ramp Northbound				I-25 NB Ramp Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	161	340	0	0	0	62	85	0	20	0	62	0	0	0	0	730	0
7:30 AM		0	212	303	0	0	0	74	98	0	20	0	42	0	0	0	0	749	0
7:45 AM		0	178	251	0	0	0	46	52	0	8	0	22	0	0	0	0	557	0
8:00 AM		0	138	214	0	0	0	67	43	0	11	2	28	0	0	0	0	503	2,539
Pk Hr	All	0	689	1,108	0	0	0	249	278	0	59	2	154	0	0	0	0	2,539	
	HV	0	16	15	0	0	0	4	4	0	3	0	5	0	0	0	0	47	
	HV%	-	2%	1%	-	-	-	2%	1%	-	5%	0%	3%	-	-	-	-	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	9	4	1	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	11	3	2	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	3	1	2	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	8	0	3	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	31	8	8	0	*47*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	115	80	0	0	0	13	21	0	6	0	6	0	0	0	0	241	0
6:15 AM	0	122	81	0	0	0	27	29	0	13	0	8	0	0	0	0	280	0
6:30 AM	0	165	81	0	0	0	29	28	0	10	0	12	0	0	0	0	325	0
6:45 AM	0	196	152	0	0	0	32	30	0	13	0	23	0	0	0	0	446	1,292
7:00 AM	0	158	187	0	0	0	51	58	0	13	0	33	0	0	0	0	500	1,551
7:15 AM	**0**	**161**	**340**	**0**	**0**	**0**	**62**	**85**	**0**	**20**	**0**	**62**	**0**	**0**	**0**	**0**	**730**	**2,001**
7:30 AM	**0**	**212**	**303**	**0**	**0**	**0**	**74**	**98**	**0**	**20**	**0**	**42**	**0**	**0**	**0**	**0**	**749**	**2,425**
7:45 AM	**0**	**178**	**251**	**0**	**0**	**0**	**46**	**52**	**0**	**8**	**0**	**22**	**0**	**0**	**0**	**0**	**557**	**2,536**
8:00 AM	**0**	**138**	**214**	**0**	**0**	**0**	**67**	**43**	**0**	**11**	**2**	**28**	**0**	**0**	**0**	**0**	**503**	**2,539**
8:15 AM	0	170	250	0	0	0	67	54	0	15	1	18	0	0	0	0	575	2,384
8:30 AM	0	147	258	0	0	0	75	40	0	7	0	25	0	0	0	0	552	2,187
8:45 AM	0	111	321	0	0	0	75	65	0	10	0	48	0	0	0	0	630	2,260
Count Total	0	1,873	2,518	0	0	0	618	603	0	146	3	327	0	0	0	0	6,088	
Pk Hr All	**0**	**689**	**1,108**	**0**	**0**	**0**	**249**	**278**	**0**	**59**	**2**	**154**	**0**	**0**	**0**	**0**	**2,539**	
Pk Hr HV	**0**	**16**	**15**	**0**	**0**	**0**	**4**	**4**	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**47**	
Pk Hr HV%	**-**	**2%**	**1%**	**-**	**-**	**-**	**2%**	**1%**	**-**	**5%**	**0%**	**3%**	**-**	**-**	**-**	**-**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	2	0	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	5	1	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	7	2	3	0	*12*	0	1	0	0	*1*	0	0	0	0	*0*
6:45 AM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	1	2	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**9**	**4**	**1**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**11**	**3**	**2**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**3**	**1**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**8**	**0**	**3**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	5	2	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	12	5	2	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	9	10	0	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	75	32	15	0	*122*	0	1	0	0	*1*	0	0	0	0	*0*
Peak Hour	**31**	**8**	**8**	**0**	***47***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0
6:15 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0
6:30 AM	0	7	0	0	0	0	1	1	0	2	0	1	0	0	0	0	12	0
6:45 AM	0	2	1	0	0	0	0	2	0	0	0	0	0	0	0	0	5	26
7:00 AM	0	1	0	0	0	0	1	1	0	1	0	0	0	0	0	0	4	27
7:15 AM	**0**	**7**	**2**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**35**
7:30 AM	**0**	**4**	**7**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**16**	**39**
7:45 AM	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	**40**
8:00 AM	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**11**	**47**
8:15 AM	0	2	3	0	0	0	2	0	0	0	0	0	0	0	0	0	7	40
8:30 AM	0	5	7	0	0	0	4	1	0	1	0	1	0	0	0	0	19	43
8:45 AM	0	6	3	0	0	0	4	6	0	0	0	0	0	0	0	0	19	56
Count Total	0	45	30	0	0	0	16	16	0	8	0	7	0	0	0	0	122	
Pk Hr Heavy	**0**	**16**	**15**	**0**	**0**	**0**	**4**	**4**	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**47**	

Count Summaries - Bikes

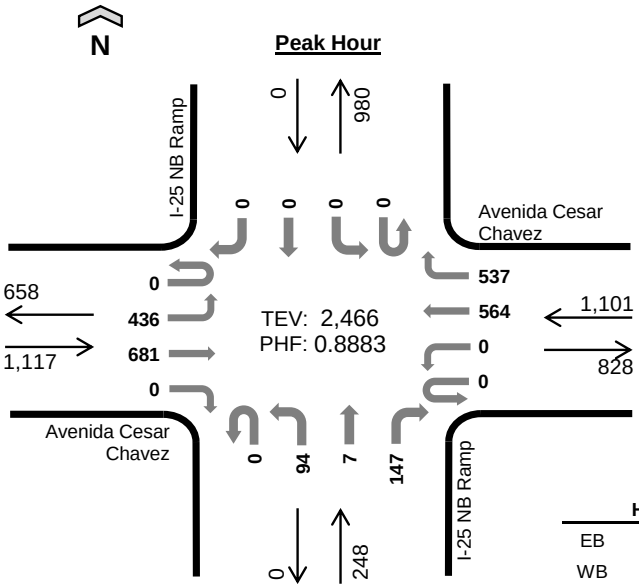
Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

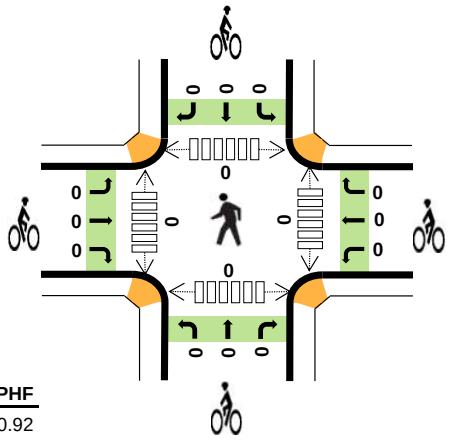
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I-25 NB Ramp
Avenida Cesar Chavez

Date: 2/25/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM





	HV%	PHF
EB	1%	0.92
WB	1%	0.84
NB	3%	0.72
SB	--	--
TOTAL	1%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Avenida Cesar Chavez Eastbound				Avenida Cesar Chavez Westbound				I-25 NB Ramp Northbound				I-25 NB Ramp Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	123	179	0	0	0	144	107	0	27	0	46	0	0	0	0	626	0
3:30 PM		0	105	176	0	0	0	166	161	0	32	5	49	0	0	0	0	694	0
3:45 PM		0	111	162	0	0	0	131	110	0	16	1	25	0	0	0	0	556	0
4:00 PM		0	97	164	0	0	0	123	159	0	19	1	27	0	0	0	0	590	2,466
Pk Hr	All	0	436	681	0	0	0	564	537	0	94	7	147	0	0	0	0	2,466	
	HV	0	6	10	0	0	0	7	4	0	5	0	2	0	0	0	0	34	
	HV%	-	1%	1%	-	-	-	1%	1%	-	5%	0%	1%	-	-	-	-	1%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:15 PM	3	1	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	5	4	3	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	3	4	2	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	5	2	1	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	16	11	7	0	*34*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	127	146	0	0	0	122	121	0	19	1	15	0	0	0	0	551	0
3:15 PM	**0**	**123**	**179**	**0**	**0**	**0**	**144**	**107**	**0**	**27**	**0**	**46**	**0**	**0**	**0**	**0**	**626**	**0**
3:30 PM	**0**	**105**	**176**	**0**	**0**	**0**	**166**	**161**	**0**	**32**	**5**	**49**	**0**	**0**	**0**	**0**	**694**	**0**
3:45 PM	**0**	**111**	**162**	**0**	**0**	**0**	**131**	**110**	**0**	**16**	**1**	**25**	**0**	**0**	**0**	**0**	**556**	**2,427**
4:00 PM	**0**	**97**	**164**	**0**	**0**	**0**	**123**	**159**	**0**	**19**	**1**	**27**	**0**	**0**	**0**	**0**	**590**	**2,466**
4:15 PM	0	88	123	0	0	0	95	102	0	15	1	31	0	0	0	0	455	2,295
4:30 PM	0	115	150	0	0	0	120	104	0	17	7	26	0	0	0	0	539	2,140
4:45 PM	0	80	134	0	0	0	94	120	0	13	6	31	0	0	0	0	478	2,062
5:00 PM	0	67	152	0	0	0	133	149	0	17	2	57	0	0	0	0	577	2,049
5:15 PM	0	86	140	0	0	0	98	86	0	24	1	40	0	0	0	0	475	2,069
5:30 PM	0	78	175	0	0	0	96	81	0	10	1	43	0	0	0	0	484	2,014
5:45 PM	0	89	172	0	0	0	71	71	0	10	0	21	0	0	0	0	434	1,970
Count Total	0	1,166	1,873	0	0	0	1,393	1,371	0	219	26	411	0	0	0	0	6,459	
Pk Hr All	**0**	**436**	**681**	**0**	**0**	**0**	**564**	**537**	**0**	**94**	**7**	**147**	**0**	**0**	**0**	**0**	**2,466**	
Pk Hr HV	**0**	**6**	**10**	**0**	**0**	**0**	**7**	**4**	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**34**	
Pk Hr HV%	**-**	**1%**	**1%**	**-**	**-**	**-**	**1%**	**1%**	**-**	**5%**	**0%**	**1%**	**-**	**-**	**-**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	3	5	1	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	**3**	**1**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:30 PM	**5**	**4**	**3**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**3**	**4**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**5**	**2**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	2	2	2	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	2	1	2	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	3	1	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	28	22	15	0	*65*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**16**	**11**	**7**	**0**	***34***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	2	0	0	0	3	2	0	0	0	1	0	0	0	0	9	0
3:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
3:30 PM	**0**	**2**	**3**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**12**	**0**
3:45 PM	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**35**
4:00 PM	**0**	**2**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**34**
4:15 PM	0	1	1	0	0	0	1	1	0	1	0	1	0	0	0	0	6	35
4:30 PM	0	1	1	0	0	0	1	0	0	0	0	2	0	0	0	0	5	28
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	21
5:00 PM	0	1	2	0	0	0	1	0	0	0	0	1	0	0	0	0	5	18
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	13
5:30 PM	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	11
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Count Total	0	11	17	0	0	0	14	8	0	7	0	8	0	0	0	0	65	
Pk Hr Heavy	**0**	**6**	**10**	**0**	**0**	**0**	**7**	**4**	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**34**	

Count Summaries - Bikes

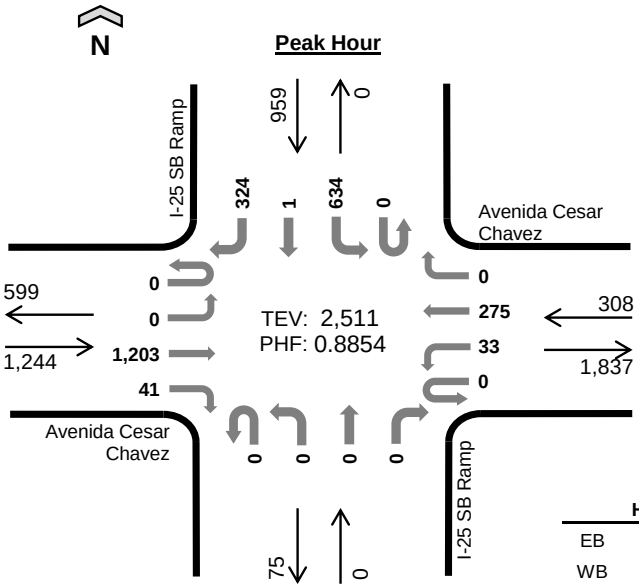
Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

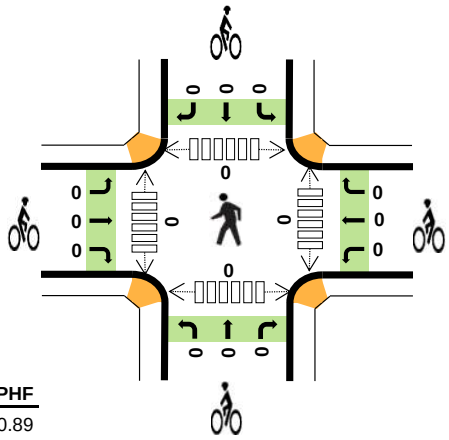
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I-25 SB Ramp
Avenida Cesar Chavez

Date: 2/25/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	2%	0.89
WB	2%	0.76
NB	--	--
SB	2%	0.92
TOTAL	2%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Avenida Cesar Chavez Eastbound				Avenida Cesar Chavez Westbound				I-25 SB Ramp Northbound				I-25 SB Ramp Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	0	296	15	0	5	76	0	0	0	0	0	0	201	0	59	652	0
7:30 AM		0	0	343	7	0	9	92	0	0	0	0	0	0	181	0	77	709	0
7:45 AM		0	0	320	10	0	6	47	0	0	0	0	0	0	131	0	96	610	0
8:00 AM		0	0	244	9	0	13	60	0	0	0	0	0	0	121	1	92	540	2,511
Pk Hr	All	0	0	1,203	41	0	33	275	0	0	0	0	0	0	634	1	324	2,511	
	HV	0	0	23	1	0	0	7	0	0	0	0	0	0	5	1	14	51	
	HV%	-	-	2%	2%	-	0%	3%	-	-	-	-	-	-	1%	100%	4%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	8	3	0	3	*14*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	8	1	0	4	*13*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	2	1	0	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	6	2	0	8	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	24	7	0	20	*51*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	153	13	0	6	12	0	0	0	0	0	0	37	0	31	252	0
6:15 AM	0	0	166	13	1	3	34	0	0	0	0	0	0	37	1	30	285	0
6:30 AM	0	0	199	16	0	4	35	0	0	0	0	0	0	42	0	39	335	0
6:45 AM	0	0	281	21	0	3	38	0	0	0	0	0	0	94	0	65	502	1,374
7:00 AM	0	0	246	12	0	10	48	0	0	0	0	0	0	123	0	50	489	1,611
7:15 AM	**0**	**0**	**296**	**15**	**0**	**5**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**201**	**0**	**59**	**652**	**1,978**
7:30 AM	**0**	**0**	**343**	**7**	**0**	**9**	**92**	**0**	**0**	**0**	**0**	**0**	**0**	**181**	**0**	**77**	**709**	**2,352**
7:45 AM	**0**	**0**	**320**	**10**	**0**	**6**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**131**	**0**	**96**	**610**	**2,460**
8:00 AM	**0**	**0**	**244**	**9**	**0**	**13**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**121**	**1**	**92**	**540**	**2,511**
8:15 AM	0	0	292	12	0	4	77	0	0	0	0	0	0	137	1	101	624	2,483
8:30 AM	0	0	280	10	0	4	72	0	0	0	0	0	0	147	1	87	601	2,375
8:45 AM	0	0	265	14	0	10	78	0	0	0	0	0	0	192	1	107	667	2,432
Count Total	0	0	3,085	152	1	77	669	0	0	0	0	0	0	1,443	5	834	6,266	
Pk Hr All	**0**	**0**	**1,203**	**41**	**0**	**33**	**275**	**0**	**0**	**0**	**0**	**0**	**0**	**634**	**1**	**324**	**2,511**	
Pk Hr HV	**0**	**0**	**23**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**14**	**51**	
Pk Hr HV%	**-**	**-**	**2%**	**2%**	**-**	**0%**	**3%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**100%**	**4%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	3	1	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	4	0	0	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	6	2	0	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	3	1	0	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**8**	**3**	**0**	**3**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**8**	**1**	**0**	**4**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**2**	**1**	**0**	**5**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**6**	**2**	**0**	**8**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	3	1	0	8	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	14	5	0	10	*29*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	6	5	0	6	*17*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	66	25	0	52	*143*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**24**	**7**	**0**	**20**	***51***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	5	0
6:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	7	0
6:30 AM	0	0	5	1	0	0	2	0	0	0	0	0	0	0	0	1	9	0
6:45 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	1	0	2	7	28
7:00 AM	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6	29
7:15 AM	**0**	**0**	**7**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**14**	**36**
7:30 AM	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**13**	**40**
7:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**8**	**41**
8:00 AM	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**5**	**16**	**51**
8:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	4	1	3	12	49
8:30 AM	0	0	13	1	0	1	4	0	0	0	0	0	0	1	1	8	29	65
8:45 AM	0	0	6	0	0	1	4	0	0	0	0	0	0	2	0	4	17	74
Count Total	0	0	62	4	0	5	20	0	0	0	0	0	0	13	3	36	143	
Pk Hr Heavy	**0**	**0**	**23**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**14**	**51**	

Count Summaries - Bikes

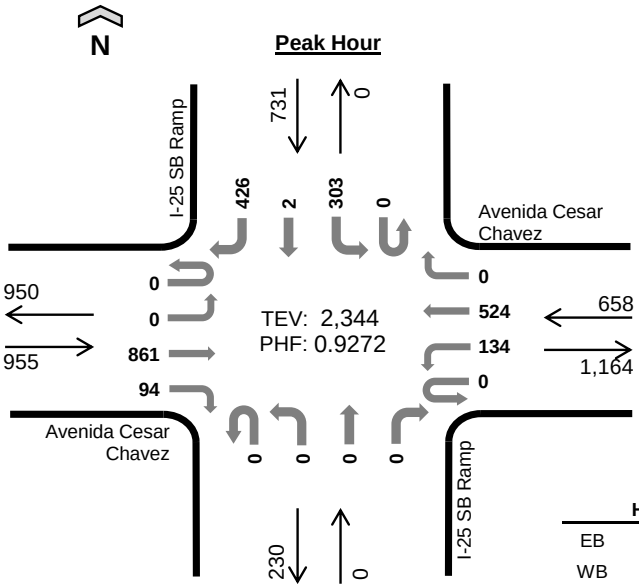
Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

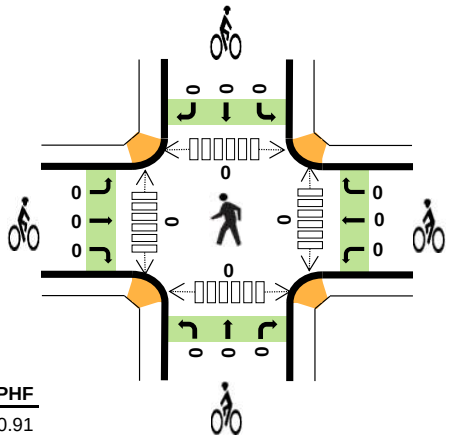
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I-25 SB Ramp
Avenida Cesar Chavez

Date: 2/25/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM





	HV%	PHF
EB	1%	0.91
WB	2%	0.85
NB	--	--
SB	2%	0.90
TOTAL	2%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Avenida Cesar Chavez Eastbound				Avenida Cesar Chavez Westbound				I-25 SB Ramp Northbound				I-25 SB Ramp Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	0	209	12	0	33	140	0	0	0	0	0	0	90	0	114	598	0
3:30 PM		0	0	234	27	0	48	145	0	0	0	0	0	0	73	0	105	632	0
3:45 PM		0	0	219	26	0	30	121	0	0	0	0	0	0	71	2	99	568	0
4:00 PM		0	0	199	29	0	23	118	0	0	0	0	0	0	69	0	108	546	2,344
Pk Hr	All	0	0	861	94	0	134	524	0	0	0	0	0	0	303	2	426	2,344	
	HV	0	0	11	0	0	3	10	0	0	0	0	0	0	5	0	8	37	
	HV%	-	-	1%	0%	-	2%	2%	-	-	-	-	-	-	2%	0%	2%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:15 PM	3	4	0	5	*12*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	1	2	0	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	3	5	0	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	4	2	0	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	11	13	0	13	*37*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	186	14	0	23	112	0	0	0	0	0	0	72	0	128	535	0
3:15 PM	**0**	**0**	**209**	**12**	**0**	**33**	**140**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**0**	**114**	**598**	**0**
3:30 PM	**0**	**0**	**234**	**27**	**0**	**48**	**145**	**0**	**0**	**0**	**0**	**0**	**0**	**73**	**0**	**105**	**632**	**0**
3:45 PM	**0**	**0**	**219**	**26**	**0**	**30**	**121**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**2**	**99**	**568**	**2,333**
4:00 PM	**0**	**0**	**199**	**29**	**0**	**23**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**108**	**546**	**2,344**
4:15 PM	0	0	158	19	0	14	89	0	0	0	0	0	0	66	0	127	473	2,219
4:30 PM	0	0	203	12	0	24	109	0	0	0	0	0	0	61	0	114	523	2,110
4:45 PM	0	0	160	30	0	24	83	0	0	0	0	0	0	65	1	84	447	1,989
5:00 PM	0	0	168	21	0	32	108	0	0	0	0	0	0	65	2	92	488	1,931
5:15 PM	0	0	152	19	0	17	116	0	0	0	0	0	0	71	0	88	463	1,921
5:30 PM	0	0	161	5	0	22	85	0	0	0	0	0	0	93	2	88	456	1,854
5:45 PM	0	0	169	17	0	16	68	0	0	0	0	0	0	103	0	86	459	1,866
Count Total	0	0	2,218	231	0	306	1,294	0	0	0	0	0	0	899	7	1,233	6,188	
Pk Hr All	**0**	**0**	**861**	**94**	**0**	**134**	**524**	**0**	**0**	**0**	**0**	**0**	**0**	**303**	**2**	**426**	**2,344**	
Pk Hr HV	**0**	**0**	**11**	**0**	**0**	**3**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**8**	**37**	
Pk Hr HV%	**-**	**-**	**1%**	**0%**	**-**	**2%**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**0%**	**2%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	1	1	0	5	*7*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	**3**	**4**	**0**	**5**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:30 PM	**1**	**2**	**0**	**5**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**3**	**5**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**4**	**2**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	1	1	0	2	*4*	0	1	0	0	*1*	0	0	0	0	*0*
4:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	3	0	0	2	*5*	0	1	0	0	*1*	0	0	0	0	*0*
5:00 PM	2	1	0	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	0	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	20	20	0	28	*68*	0	2	0	0	*2*	0	0	0	0	*0*
Peak Hour	**11**	**13**	**0**	**13**	***37***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	3	7	0
3:15 PM	**0**	**0**	**3**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**12**	**0**
3:30 PM	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**8**	**0**
3:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**36**
4:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**8**	**37**
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	4	29
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	24
4:45 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	5	20
5:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	1	0	2	6	18
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	15
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	15
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	12
Count Total	0	0	19	1	0	4	16	0	0	0	0	0	0	9	0	19	68	
Pk Hr Heavy	**0**	**0**	**11**	**0**	**0**	**3**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**8**	**37**	

Count Summaries - Bikes

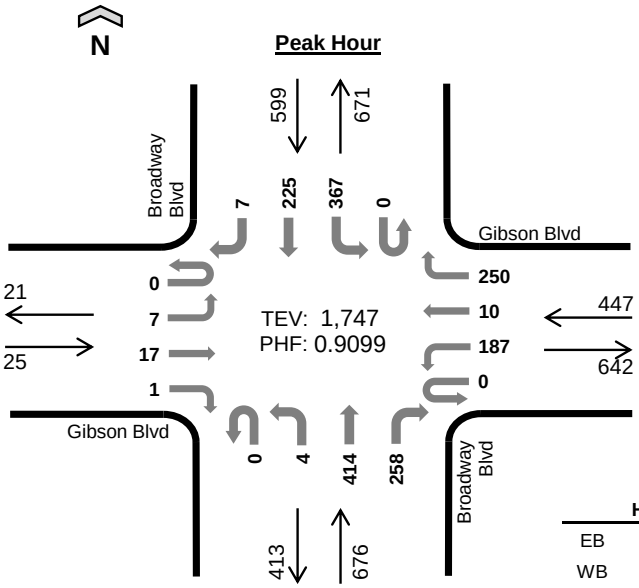
Interval Start	Avenida Cesar Chavez				Avenida Cesar Chavez				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

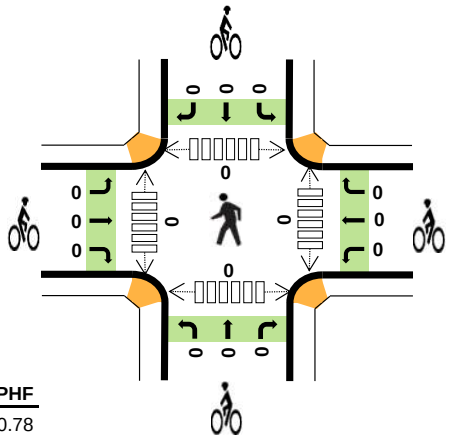
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Broadway Blvd
Gibson Blvd

Date: 2/25/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV%	PHF
EB	4%	0.78
WB	5%	0.92
NB	9%	0.80
SB	7%	0.93
TOTAL	7%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		**0**	**3**	**4**	**0**	**0**	**50**	**1**	**60**	**0**	**1**	**136**	**75**	**0**	**87**	**61**	**2**	**480**	**0**
7:45 AM		**0**	**2**	**3**	**0**	**0**	**47**	**1**	**73**	**0**	**2**	**105**	**66**	**0**	**90**	**53**	**0**	**442**	**0**
8:00 AM		**0**	**2**	**3**	**0**	**0**	**43**	**5**	**62**	**0**	**1**	**89**	**64**	**0**	**84**	**59**	**2**	**414**	**0**
8:15 AM		**0**	**0**	**7**	**1**	**0**	**47**	**3**	**55**	**0**	**0**	**84**	**53**	**0**	**106**	**52**	**3**	**411**	**1,747**
Pk Hr	All	**0**	**7**	**17**	**1**	**0**	**187**	**10**	**250**	**0**	**4**	**414**	**258**	**0**	**367**	**225**	**7**	**1,747**	
	HV	**0**	**0**	**1**	**0**	**0**	**14**	**1**	**6**	**0**	**1**	**41**	**19**	**0**	**13**	**30**	**0**	**126**	
	HV%	**-**	**0%**	**6%**	**0%**	**-**	**7%**	**10%**	**2%**	**-**	**25%**	**10%**	**7%**	**-**	**4%**	**13%**	**0%**	**7%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	**1**	**4**	**21**	**11**	***37***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**0**	**6**	**18**	**11**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**0**	**4**	**12**	**11**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	**0**	**7**	**10**	**10**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**1**	**21**	**61**	**43**	***126***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Broadway Blvd				Broadway Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	2	0	0	30	0	14	0	0	23	16	0	44	26	1	156	0
6:15 AM	0	0	0	0	0	41	2	25	0	0	42	26	0	55	46	0	237	0
6:30 AM	0	2	1	1	0	63	2	26	0	0	38	26	0	69	58	1	287	0
6:45 AM	0	0	3	1	0	90	2	42	0	1	48	37	0	79	80	2	385	1,065
7:00 AM	0	1	1	0	0	51	0	34	0	1	55	61	0	64	52	0	320	1,229
7:15 AM	0	3	4	0	0	51	1	39	0	0	111	54	0	74	44	3	384	1,376
7:30 AM	**0**	**3**	**4**	**0**	**0**	**50**	**1**	**60**	**0**	**1**	**136**	**75**	**0**	**87**	**61**	**2**	**480**	**1,569**
7:45 AM	**0**	**2**	**3**	**0**	**0**	**47**	**1**	**73**	**0**	**2**	**105**	**66**	**0**	**90**	**53**	**0**	**442**	**1,626**
8:00 AM	**0**	**2**	**3**	**0**	**0**	**43**	**5**	**62**	**0**	**1**	**89**	**64**	**0**	**84**	**59**	**2**	**414**	**1,720**
8:15 AM	**0**	**0**	**7**	**1**	**0**	**47**	**3**	**55**	**0**	**0**	**84**	**53**	**0**	**106**	**52**	**3**	**411**	**1,747**
8:30 AM	0	4	12	4	0	57	4	63	0	3	68	45	0	86	76	3	425	1,692
8:45 AM	0	2	7	3	0	67	1	68	0	2	69	58	0	73	61	3	414	1,664
Count Total	0	19	47	10	0	637	22	561	0	11	868	581	0	911	668	20	4,355	
Pk Hr All	**0**	**7**	**17**	**1**	**0**	**187**	**10**	**250**	**0**	**4**	**414**	**258**	**0**	**367**	**225**	**7**	**1,747**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**14**	**1**	**6**	**0**	**1**	**41**	**19**	**0**	**13**	**30**	**0**	**126**	
Pk Hr HV%	**-**	**0%**	**6%**	**0%**	**-**	**7%**	**10%**	**2%**	**-**	**25%**	**10%**	**7%**	**-**	**4%**	**13%**	**0%**	**7%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	0	5	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	2	4	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	3	6	3	*12*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	7	9	4	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	3	10	6	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	4	10	8	*22*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**1**	**4**	**21**	**11**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**6**	**18**	**11**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**4**	**12**	**11**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**7**	**10**	**10**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	1	2	10	11	*24*	0	0	0	1	*1*	0	0	0	0	*0*
8:45 AM	2	7	13	12	*34*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	4	49	128	93	*274*	0	0	0	1	*1*	0	0	0	0	*0*
Peak Hour	**1**	**21**	**61**	**43**	***126***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Broadway Blvd				Broadway Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	2	1	1	9	0
6:15 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	1	1	0	8	0
6:30 AM	0	0	0	0	0	1	1	1	0	0	3	3	0	1	2	0	12	0
6:45 AM	0	0	0	0	0	5	0	2	0	0	7	2	0	2	2	0	20	49
7:00 AM	0	0	0	0	0	1	0	2	0	1	2	7	0	3	3	0	19	59
7:15 AM	0	0	0	0	0	3	0	1	0	0	7	3	0	4	4	0	22	73
7:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**0**	**1**	**12**	**8**	**0**	**3**	**8**	**0**	**37**	**98**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**12**	**6**	**0**	**3**	**8**	**0**	**35**	**113**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**9**	**3**	**0**	**4**	**7**	**0**	**27**	**121**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**8**	**2**	**0**	**3**	**7**	**0**	**27**	**126**
8:30 AM	0	0	1	0	0	1	0	1	0	1	4	5	0	4	6	1	24	113
8:45 AM	0	0	2	0	0	3	0	4	0	0	8	5	0	3	9	0	34	112
Count Total	0	0	4	0	0	29	2	18	0	3	78	47	0	33	58	2	274	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**14**	**1**	**6**	**0**	**1**	**41**	**19**	**0**	**13**	**30**	**0**	**126**	

Count Summaries - Bikes

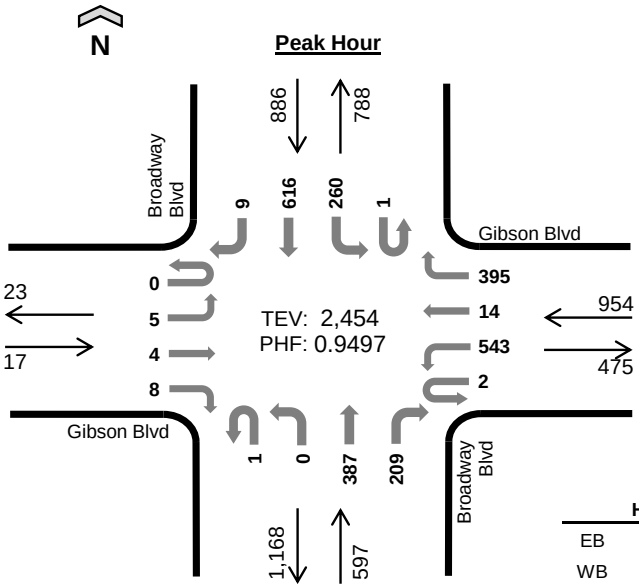
Interval Start	Gibson Blvd				Gibson Blvd				Broadway Blvd				Broadway Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

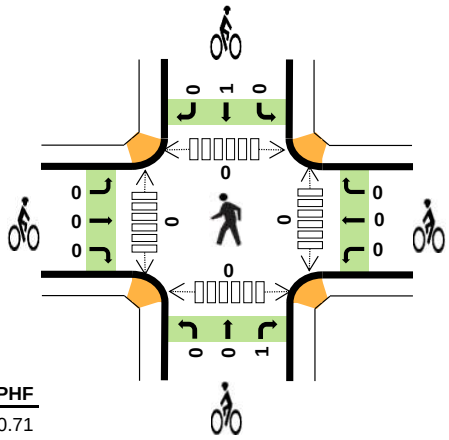
TJ Wethington
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Broadway Blvd
Gibson Blvd

Date: 2/25/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	0%	0.71
WB	2%	0.95
NB	3%	0.86
SB	3%	0.93
TOTAL	2%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		**0**	**2**	**2**	**2**	**2**	**136**	**4**	**102**	**0**	**0**	**119**	**52**	**0**	**53**	**171**	**1**	**646**	**0**
4:45 PM		**0**	**1**	**1**	**1**	**0**	**143**	**2**	**87**	**1**	**0**	**85**	**49**	**1**	**73**	**145**	**3**	**592**	**0**
5:00 PM		**0**	**2**	**1**	**2**	**0**	**133**	**2**	**93**	**0**	**0**	**112**	**61**	**0**	**57**	**142**	**3**	**608**	**0**
5:15 PM		**0**	**0**	**0**	**3**	**0**	**131**	**6**	**113**	**0**	**0**	**71**	**47**	**0**	**77**	**158**	**2**	**608**	**2,454**
Pk Hr	All	**0**	**5**	**4**	**8**	**2**	**543**	**14**	**395**	**1**	**0**	**387**	**209**	**1**	**260**	**616**	**9**	**2,454**	
	HV	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**2**	**0**	**0**	**18**	**2**	**0**	**2**	**21**	**0**	**58**	
	HV%	**-**	**0%**	**0%**	**0%**	**0%**	**2%**	**0%**	**1%**	**0%**	**-**	**5%**	**1%**	**0%**	**1%**	**3%**	**0%**	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	**0**	**5**	**5**	**8**	***18***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**6**	**3**	**6**	***15***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**1**	**6**	**4**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**3**	**6**	**5**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**0**	**15**	**20**	**23**	***58***	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Broadway Blvd				Broadway Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	2	3	4	0	72	3	77	1	2	84	42	0	55	86	1	432	0
3:15 PM	0	3	0	1	0	87	1	90	1	1	103	77	0	86	75	2	527	0
3:30 PM	0	1	0	1	2	116	0	119	0	0	133	82	1	57	120	3	635	0
3:45 PM	0	4	2	0	0	123	5	154	0	4	121	56	1	43	106	5	624	2,218
4:00 PM	0	3	16	6	0	132	5	87	1	1	92	69	0	70	125	5	612	2,398
4:15 PM	0	2	5	2	0	119	3	87	2	1	77	55	0	58	135	4	550	2,421
4:30 PM	**0**	**2**	**2**	**2**	**2**	**136**	**4**	**102**	**0**	**0**	**119**	**52**	**0**	**53**	**171**	**1**	**646**	**2,432**
4:45 PM	**0**	**1**	**1**	**1**	**0**	**143**	**2**	**87**	**1**	**0**	**85**	**49**	**1**	**73**	**145**	**3**	**592**	**2,400**
5:00 PM	**0**	**2**	**1**	**2**	**0**	**133**	**2**	**93**	**0**	**0**	**112**	**61**	**0**	**57**	**142**	**3**	**608**	**2,396**
5:15 PM	**0**	**0**	**0**	**3**	**0**	**131**	**6**	**113**	**0**	**0**	**71**	**47**	**0**	**77**	**158**	**2**	**608**	**2,454**
5:30 PM	0	2	1	0	0	117	3	87	1	0	73	34	0	54	115	5	492	2,300
5:45 PM	0	1	6	2	0	103	1	62	2	0	60	58	0	56	142	2	495	2,203
Count Total	0	23	37	24	4	1,412	35	1,158	9	9	1,130	682	3	739	1,520	36	6,821	
Pk Hr All	**0**	**5**	**4**	**8**	**2**	**543**	**14**	**395**	**1**	**0**	**387**	**209**	**1**	**260**	**616**	**9**	**2,454**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**2**	**0**	**0**	**18**	**2**	**0**	**2**	**21**	**0**	**58**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**0%**	**2%**	**0%**	**1%**	**0%**	**-**	**5%**	**1%**	**0%**	**1%**	**3%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	0	6	10	9	*25*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	0	8	6	9	*23*	0	0	1	0	*1*	0	0	0	0	*0*
3:30 PM	0	10	19	11	*40*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	10	6	7	*23*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	3	3	4	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	9	4	4	*17*	0	0	1	2	*3*	0	0	0	0	*0*
4:30 PM	**0**	**5**	**5**	**8**	**18**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**6**	**3**	**6**	**15**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**1**	**6**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**3**	**6**	**5**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	4	2	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	4	1	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	69	71	68	*209*	0	0	3	3	*6*	0	0	0	0	*0*
Peak Hour	**0**	**15**	**20**	**23**	***58***	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Broadway Blvd				Broadway Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	4	0	2	0	0	8	2	0	1	8	0	25	0
3:15 PM	0	0	0	0	0	6	0	2	0	0	5	1	0	1	8	0	23	0
3:30 PM	0	0	0	0	0	8	0	2	0	0	16	3	0	1	10	0	40	0
3:45 PM	0	0	0	0	0	8	0	2	0	0	3	3	0	0	7	0	23	111
4:00 PM	0	0	0	0	0	3	0	0	0	0	3	0	0	1	3	0	10	96
4:15 PM	0	0	0	0	0	7	0	2	0	0	2	2	0	0	4	0	17	90
4:30 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**2**	**6**	**0**	**18**	**68**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**0**	**15**	**60**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**4**	**0**	**11**	**61**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**5**	**1**	**0**	**0**	**5**	**0**	**14**	**58**
5:30 PM	0	0	0	0	0	4	0	0	0	0	2	0	0	0	1	0	7	47
5:45 PM	0	0	1	0	0	3	0	1	0	0	0	1	0	0	0	0	6	38
Count Total	0	0	1	0	0	56	0	13	0	0	57	14	0	6	62	0	209	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**2**	**0**	**0**	**18**	**2**	**0**	**2**	**21**	**0**	**58**	

Count Summaries - Bikes

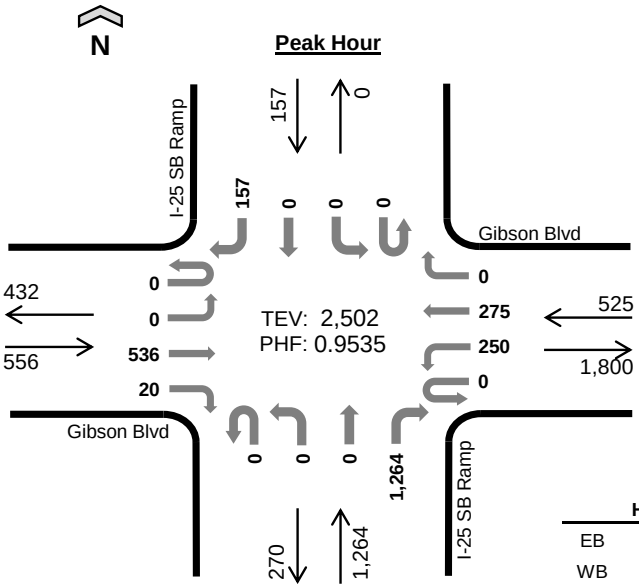
Interval Start	Gibson Blvd				Gibson Blvd				Broadway Blvd				Broadway Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	3
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	6	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	

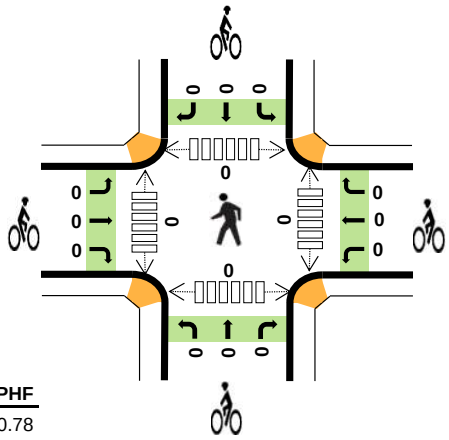
TJ Wethington
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I-25 SB Ramp
Gibson Blvd

Date: 2/25/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 6:45 AM to 7:45 AM





	HV%	PHF
EB	5%	0.78
WB	5%	0.88
NB	2%	0.92
SB	3%	0.67
TOTAL	3%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				I-25 SB Ramp Northbound				I-25 SB Ramp Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:45 AM		**0**	**0**	**117**	**3**	**0**	**62**	**76**	**0**	**0**	**0**	**0**	**339**	**0**	**0**	**0**	**59**	**656**	**0**
7:00 AM		**0**	**0**	**123**	**3**	**0**	**61**	**60**	**0**	**0**	**0**	**0**	**345**	**0**	**0**	**0**	**39**	**631**	**0**
7:15 AM		**0**	**0**	**125**	**7**	**0**	**55**	**61**	**0**	**0**	**0**	**0**	**306**	**0**	**0**	**0**	**28**	**582**	**0**
7:30 AM		**0**	**0**	**171**	**7**	**0**	**72**	**78**	**0**	**0**	**0**	**0**	**274**	**0**	**0**	**0**	**31**	**633**	**2,502**
Pk Hr	All	**0**	**0**	**536**	**20**	**0**	**250**	**275**	**0**	**0**	**0**	**0**	**1,264**	**0**	**0**	**0**	**157**	**2,502**	
	HV	**0**	**0**	**26**	**3**	**0**	**11**	**13**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**4**	**76**	
	HV%	-	-	**5%**	**15%**	-	**4%**	**5%**	-	-	-	-	**2%**	-	-	-	**3%**	**3%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:45 AM	**4**	**5**	**4**	**2**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:00 AM	**7**	**4**	**7**	**1**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**8**	**7**	**3**	**0**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**10**	**8**	**5**	**1**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**29**	**24**	**19**	**4**	***76***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	64	4	0	41	29	0	0	0	0	196	0	0	0	11	345	0
6:15 AM	0	0	88	2	1	43	40	0	0	0	0	272	0	0	0	19	465	0
6:30 AM	0	0	108	5	0	69	50	0	0	0	0	307	0	0	0	39	578	0
6:45 AM	**0**	**0**	**117**	**3**	**0**	**62**	**76**	**0**	**0**	**0**	**0**	**339**	**0**	**0**	**0**	**59**	**656**	**2,044**
7:00 AM	**0**	**0**	**123**	**3**	**0**	**61**	**60**	**0**	**0**	**0**	**0**	**345**	**0**	**0**	**0**	**39**	**631**	**2,330**
7:15 AM	**0**	**0**	**125**	**7**	**0**	**55**	**61**	**0**	**0**	**0**	**0**	**306**	**0**	**0**	**0**	**28**	**582**	**2,447**
7:30 AM	**0**	**0**	**171**	**7**	**0**	**72**	**78**	**0**	**0**	**0**	**0**	**274**	**0**	**0**	**0**	**31**	**633**	**2,502**
7:45 AM	0	0	163	3	0	69	99	0	0	0	0	270	0	0	0	24	628	2,474
8:00 AM	0	0	153	4	0	69	93	0	0	0	0	306	0	0	0	32	657	2,500
8:15 AM	0	0	150	10	0	49	75	0	0	0	0	228	0	0	0	33	545	2,463
8:30 AM	0	0	142	6	0	56	83	0	0	0	0	247	0	0	0	39	573	2,403
8:45 AM	0	0	147	2	0	51	93	0	0	0	0	217	0	0	0	44	554	2,329
Count Total	0	0	1,551	56	1	697	837	0	0	0	0	3,307	0	0	0	398	6,847	
Pk Hr All	**0**	**0**	**536**	**20**	**0**	**250**	**275**	**0**	**0**	**0**	**0**	**1,264**	**0**	**0**	**0**	**157**	**2,502**	
Pk Hr HV	**0**	**0**	**26**	**3**	**0**	**11**	**13**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**4**	**76**	
Pk Hr HV%	**-**	**-**	**5%**	**15%**	**-**	**4%**	**5%**	**-**	**-**	**-**	**-**	**2%**	**-**	**-**	**-**	**3%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	3	1	6	0	*10*	0	1	0	0	*1*	0	0	0	0	*0*
6:15 AM	1	1	3	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	5	1	5	2	*13*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	**4**	**5**	**4**	**2**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:00 AM	**7**	**4**	**7**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**8**	**7**	**3**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**10**	**8**	**5**	**1**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	12	9	3	1	*25*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	6	7	5	3	*21*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	4	6	5	3	*18*	0	1	0	0	*1*	0	0	0	0	*0*
8:30 AM	11	6	10	2	*29*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	9	14	10	2	*35*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	80	69	66	17	*232*	0	2	0	0	*2*	0	0	0	0	*0*
Peak Hour	**29**	**24**	**19**	**4**	***76***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	2	1	0	1	0	0	0	0	0	6	0	0	0	0	10	0
6:15 AM	0	0	1	0	0	1	0	0	0	0	0	3	0	0	0	0	5	0
6:30 AM	0	0	5	0	0	1	0	0	0	0	0	5	0	0	0	2	13	0
6:45 AM	**0**	**0**	**4**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**15**	**43**
7:00 AM	**0**	**0**	**7**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**19**	**52**
7:15 AM	**0**	**0**	**6**	**2**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**18**	**65**
7:30 AM	**0**	**0**	**9**	**1**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**24**	**76**
7:45 AM	0	0	11	1	0	4	5	0	0	0	0	3	0	0	0	1	25	86
8:00 AM	0	0	5	1	0	5	2	0	0	0	0	5	0	0	0	3	21	88
8:15 AM	0	0	4	0	0	1	5	0	0	0	0	5	0	0	0	3	18	88
8:30 AM	0	0	11	0	0	4	2	0	0	0	0	10	0	0	0	2	29	93
8:45 AM	0	0	9	0	0	7	7	0	0	0	0	10	0	0	0	2	35	103
Count Total	0	0	74	6	0	35	34	0	0	0	0	66	0	0	0	17	232	
Pk Hr Heavy	**0**	**0**	**26**	**3**	**0**	**11**	**13**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**4**	**76**	

Count Summaries - Bikes

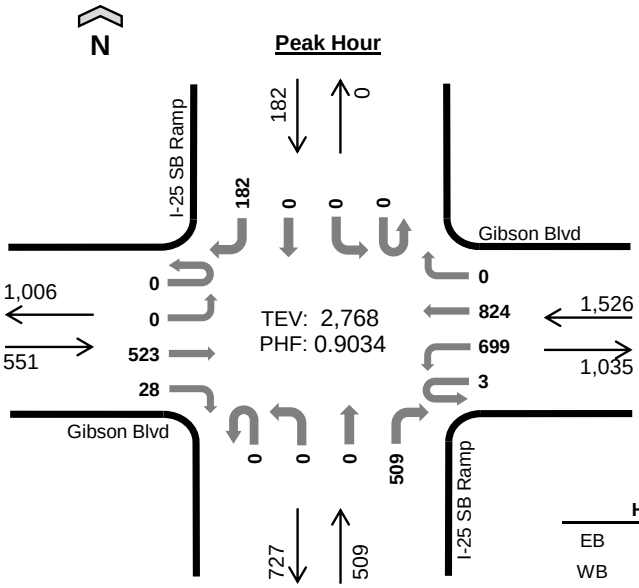
Interval Start	Gibson Blvd				Gibson Blvd				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

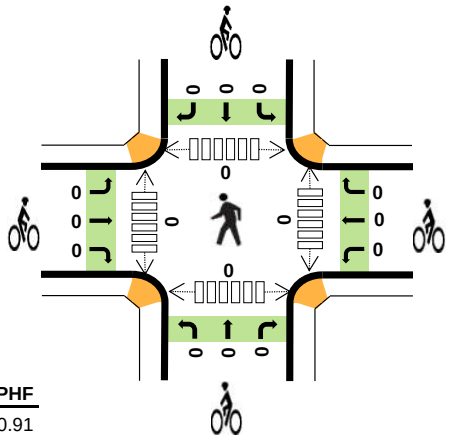
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I-25 SB Ramp
Gibson Blvd

Date: 2/25/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:30 PM to 4:30 PM





	HV%	PHF
EB	1%	0.91
WB	2%	0.82
NB	2%	0.94
SB	6%	0.80
TOTAL	2%	0.90

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				I-25 SB Ramp Northbound				I-25 SB Ramp Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	0	140	12	0	158	195	0	0	0	0	132	0	0	0	57	694	0
3:45 PM		0	0	119	4	2	196	268	0	0	0	0	135	0	0	0	42	766	0
4:00 PM		0	0	141	4	0	156	185	0	0	0	0	134	0	0	0	46	666	0
4:15 PM		0	0	123	8	1	189	176	0	0	0	0	108	0	0	0	37	642	2,768
Pk Hr	All	0	0	523	28	3	699	824	0	0	0	0	509	0	0	0	182	2,768	
	HV	0	0	6	1	0	15	23	0	0	0	0	10	0	0	0	11	66	
	HV%	-	-	1%	4%	0%	2%	3%	-	-	-	-	2%	-	-	-	6%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:30 PM	2	6	4	3	*15*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	2	11	1	2	*16*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	7	2	3	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	3	14	3	3	*23*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	7	38	10	11	*66*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	97	4	0	105	136	0	0	0	0	119	0	0	0	37	498	0
3:15 PM	0	0	149	6	0	135	140	0	0	0	0	132	0	0	0	32	594	0
3:30 PM	**0**	**0**	**140**	**12**	**0**	**158**	**195**	**0**	**0**	**0**	**0**	**132**	**0**	**0**	**0**	**57**	**694**	**0**
3:45 PM	**0**	**0**	**119**	**4**	**2**	**196**	**268**	**0**	**0**	**0**	**0**	**135**	**0**	**0**	**0**	**42**	**766**	**2,552**
4:00 PM	**0**	**0**	**141**	**4**	**0**	**156**	**185**	**0**	**0**	**0**	**0**	**134**	**0**	**0**	**0**	**46**	**666**	**2,720**
4:15 PM	**0**	**0**	**123**	**8**	**1**	**189**	**176**	**0**	**0**	**0**	**0**	**108**	**0**	**0**	**0**	**37**	**642**	**2,768**
4:30 PM	0	0	97	10	0	195	210	0	0	0	0	120	0	0	0	39	671	2,745
4:45 PM	0	0	116	5	0	165	194	0	0	0	0	115	0	0	0	47	642	2,621
5:00 PM	0	0	146	2	0	159	195	0	0	0	0	109	0	0	0	54	665	2,620
5:15 PM	0	0	118	8	0	159	191	0	0	0	0	108	0	0	0	47	631	2,609
5:30 PM	0	0	84	8	0	150	176	0	0	0	0	108	0	0	0	44	570	2,508
5:45 PM	0	0	123	6	0	125	140	0	0	0	0	103	0	0	0	31	528	2,394
Count Total	0	0	1,453	77	3	1,892	2,206	0	0	0	0	1,423	0	0	0	513	7,567	
Pk Hr All	**0**	**0**	**523**	**28**	**3**	**699**	**824**	**0**	**0**	**0**	**0**	**509**	**0**	**0**	**0**	**182**	**2,768**	
Pk Hr HV	**0**	**0**	**6**	**1**	**0**	**15**	**23**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**11**	**66**	
Pk Hr HV%	**-**	**-**	**1%**	**4%**	**0%**	**2%**	**3%**	**-**	**-**	**-**	**-**	**2%**	**-**	**-**	**-**	**6%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	4	6	1	4	*15*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	4	7	3	1	*15*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	**2**	**6**	**4**	**3**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**2**	**11**	**1**	**2**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**7**	**2**	**3**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**3**	**14**	**3**	**3**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	2	9	1	3	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	7	2	3	*12*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	1	3	2	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	4	1	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	3	1	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	7	1	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	20	84	22	28	*154*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**7**	**38**	**10**	**11**	***66***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	4	0	0	3	3	0	0	0	0	1	0	0	0	4	15	0
3:15 PM	0	0	4	0	0	2	5	0	0	0	0	3	0	0	0	1	15	0
3:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**15**	**0**
3:45 PM	**0**	**0**	**2**	**0**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**16**	**61**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**12**	**58**
4:15 PM	**0**	**0**	**2**	**1**	**0**	**6**	**8**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**23**	**66**
4:30 PM	0	0	2	0	0	3	6	0	0	0	0	1	0	0	0	3	15	66
4:45 PM	0	0	0	0	0	3	4	0	0	0	0	2	0	0	0	3	12	62
5:00 PM	0	0	1	0	0	1	2	0	0	0	0	2	0	0	0	1	7	57
5:15 PM	0	0	1	0	0	2	2	0	0	0	0	1	0	0	0	1	7	41
5:30 PM	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	3	7	33
5:45 PM	0	0	1	0	0	5	2	0	0	0	0	1	0	0	0	1	10	31
Count Total	0	0	19	1	0	35	49	0	0	0	0	22	0	0	0	28	154	
Pk Hr Heavy	**0**	**0**	**6**	**1**	**0**	**15**	**23**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**11**	**66**	

Count Summaries - Bikes

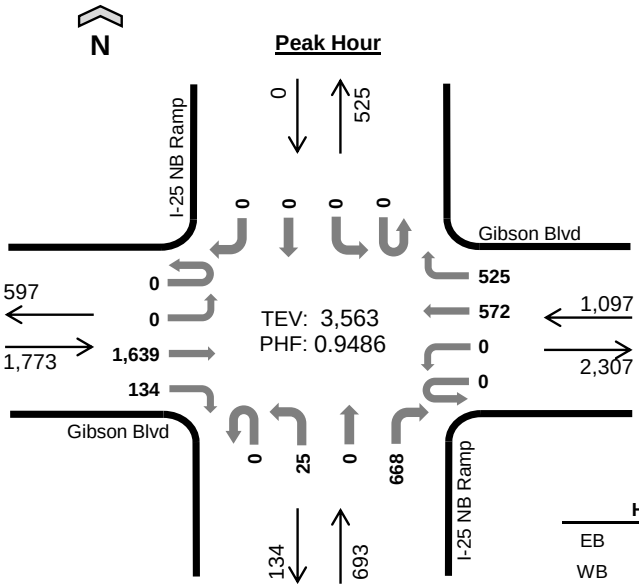
Interval Start	Gibson Blvd				Gibson Blvd				I-25 SB Ramp				I-25 SB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

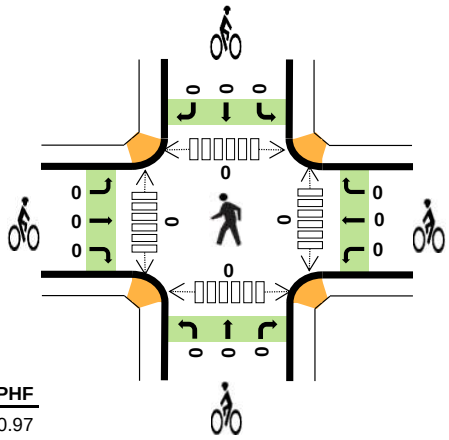
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I-25 NB Ramp
Gibson Blvd

Date: 2/25/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	3%	0.97
WB	5%	0.95
NB	3%	0.79
SB	--	--
TOTAL	3%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				I-25 NB Ramp Northbound				I-25 NB Ramp Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	0	394	40	0	0	115	130	0	4	0	148	0	0	0	0	831	0
7:30 AM		0	0	410	39	0	0	138	152	0	1	0	199	0	0	0	0	939	0
7:45 AM		0	0	409	25	0	0	160	114	0	10	0	210	0	0	0	0	928	0
8:00 AM		0	0	426	30	0	0	159	129	0	10	0	111	0	0	0	0	865	3,563
Pk Hr	All	0	0	1,639	134	0	0	572	525	0	25	0	668	0	0	0	0	3,563	
	HV	0	0	32	15	0	0	31	20	0	0	0	19	0	0	0	0	117	
	HV%	-	-	2%	11%	-	-	5%	4%	-	0%	-	3%	-	-	-	-	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	9	9	4	0	*22*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	15	11	8	0	*34*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	12	20	2	0	*34*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	11	11	5	0	*27*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	47	51	19	0	*117*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	238	25	0	0	71	77	0	0	0	104	0	0	0	0	515	0
6:15 AM	0	0	339	26	0	0	81	94	0	2	0	183	0	0	0	0	725	0
6:30 AM	0	0	389	20	0	0	125	134	0	2	0	189	0	0	0	0	859	0
6:45 AM	0	0	420	37	0	0	134	119	0	3	0	200	0	0	0	0	913	3,012
7:00 AM	0	0	426	38	0	0	107	120	0	4	0	153	0	0	0	0	848	3,345
7:15 AM	**0**	**0**	**394**	**40**	**0**	**0**	**115**	**130**	**0**	**4**	**0**	**148**	**0**	**0**	**0**	**0**	**831**	**3,451**
7:30 AM	**0**	**0**	**410**	**39**	**0**	**0**	**138**	**152**	**0**	**1**	**0**	**199**	**0**	**0**	**0**	**0**	**939**	**3,531**
7:45 AM	**0**	**0**	**409**	**25**	**0**	**0**	**160**	**114**	**0**	**10**	**0**	**210**	**0**	**0**	**0**	**0**	**928**	**3,546**
8:00 AM	**0**	**0**	**426**	**30**	**0**	**0**	**159**	**129**	**0**	**10**	**0**	**111**	**0**	**0**	**0**	**0**	**865**	**3,563**
8:15 AM	0	0	353	28	0	0	122	147	0	1	0	107	0	0	0	0	758	3,490
8:30 AM	0	0	351	29	0	0	138	129	0	4	0	120	0	0	0	0	771	3,322
8:45 AM	0	0	301	44	0	0	140	118	0	5	0	103	0	0	0	0	711	3,105
Count Total	0	0	4,456	381	0	0	1,490	1,463	0	46	0	1,827	0	0	0	0	9,663	
Pk Hr All	**0**	**0**	**1,639**	**134**	**0**	**0**	**572**	**525**	**0**	**25**	**0**	**668**	**0**	**0**	**0**	**0**	**3,563**	
Pk Hr HV	**0**	**0**	**32**	**15**	**0**	**0**	**31**	**20**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**117**	
Pk Hr HV%	**-**	**-**	**2%**	**11%**	**-**	**-**	**5%**	**4%**	**-**	**0%**	**-**	**3%**	**-**	**-**	**-**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	8	1	2	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	5	0	1	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	11	4	4	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	8	9	4	0	*21*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	15	9	4	0	*28*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**9**	**9**	**4**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**15**	**11**	**8**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**12**	**20**	**2**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**11**	**11**	**5**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	8	10	5	0	*23*	0	1	0	0	*1*	0	0	0	0	*0*
8:30 AM	19	14	8	0	*41*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	16	20	5	0	*41*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	137	118	52	0	*307*	0	1	0	0	*1*	0	0	0	0	*0*
Peak Hour	**47**	**51**	**19**	**0**	***117***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	6	2	0	0	1	0	0	0	0	2	0	0	0	0	11	0
6:15 AM	0	0	4	1	0	0	0	0	0	0	0	1	0	0	0	0	6	0
6:30 AM	0	0	10	1	0	0	1	3	0	0	0	4	0	0	0	0	19	0
6:45 AM	0	0	6	2	0	0	6	3	0	0	0	4	0	0	0	0	21	57
7:00 AM	0	0	10	5	0	0	2	7	0	1	0	3	0	0	0	0	28	74
7:15 AM	**0**	**0**	**4**	**5**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**22**	**90**
7:30 AM	**0**	**0**	**10**	**5**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**34**	**105**
7:45 AM	**0**	**0**	**9**	**3**	**0**	**0**	**9**	**11**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**34**	**118**
8:00 AM	**0**	**0**	**9**	**2**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**27**	**117**
8:15 AM	0	0	6	2	0	0	6	4	0	0	0	5	0	0	0	0	23	118
8:30 AM	0	0	15	4	0	0	7	7	0	1	0	7	0	0	0	0	41	125
8:45 AM	0	0	13	3	0	0	13	7	0	0	0	5	0	0	0	0	41	132
Count Total	0	0	102	35	0	0	67	51	0	2	0	50	0	0	0	0	307	
Pk Hr Heavy	**0**	**0**	**32**	**15**	**0**	**0**	**31**	**20**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**117**	

Count Summaries - Bikes

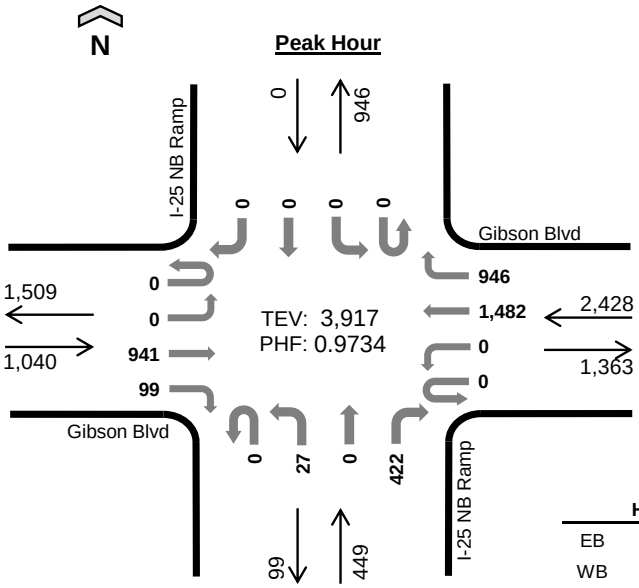
Interval Start	Gibson Blvd				Gibson Blvd				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

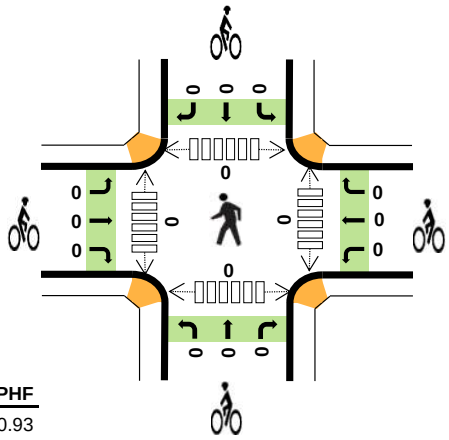
TJ Wethington
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I-25 NB Ramp
Gibson Blvd

Date: 2/25/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:30 PM to 4:30 PM





	HV%	PHF
EB	2%	0.93
WB	2%	0.92
NB	3%	0.72
SB	--	--
TOTAL	2%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				I-25 NB Ramp Northbound				I-25 NB Ramp Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	0	240	40	0	0	361	225	0	5	0	113	0	0	0	0	984	0
3:45 PM		0	0	235	18	0	0	429	169	0	16	0	139	0	0	0	0	1,006	0
4:00 PM		0	0	253	25	0	0	330	255	0	3	0	69	0	0	0	0	935	0
4:15 PM		0	0	213	16	0	0	362	297	0	3	0	101	0	0	0	0	992	3,917
Pk Hr	All	0	0	941	99	0	0	1,482	946	0	27	0	422	0	0	0	0	3,917	
	HV	0	0	16	2	0	0	38	7	0	2	0	10	0	0	0	0	75	
	HV%	-	-	2%	2%	-	-	3%	1%	-	7%	-	2%	-	-	-	-	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:30 PM	6	11	4	0	*21*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	4	9	5	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	3	8	1	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	5	17	2	0	*24*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	18	45	12	0	*75*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	197	24	0	0	251	268	0	3	0	72	0	0	0	0	815	0
3:15 PM	0	0	249	41	0	0	279	255	0	5	0	93	0	0	0	0	922	0
3:30 PM	**0**	**0**	**240**	**40**	**0**	**0**	**361**	**225**	**0**	**5**	**0**	**113**	**0**	**0**	**0**	**0**	**984**	**0**
3:45 PM	**0**	**0**	**235**	**18**	**0**	**0**	**429**	**169**	**0**	**16**	**0**	**139**	**0**	**0**	**0**	**0**	**1,006**	**3,727**
4:00 PM	**0**	**0**	**253**	**25**	**0**	**0**	**330**	**255**	**0**	**3**	**0**	**69**	**0**	**0**	**0**	**0**	**935**	**3,847**
4:15 PM	**0**	**0**	**213**	**16**	**0**	**0**	**362**	**297**	**0**	**3**	**0**	**101**	**0**	**0**	**0**	**0**	**992**	**3,917**
4:30 PM	0	0	192	17	0	0	390	259	0	8	0	84	0	0	0	0	950	3,883
4:45 PM	0	0	214	21	0	0	360	254	0	4	0	100	0	0	0	0	953	3,830
5:00 PM	0	0	213	24	0	0	359	249	0	5	0	102	0	0	0	0	952	3,847
5:15 PM	0	0	217	7	0	0	324	160	0	10	0	137	0	0	0	0	855	3,710
5:30 PM	0	0	178	12	0	0	310	195	0	5	0	110	0	0	0	0	810	3,570
5:45 PM	0	0	196	32	0	0	249	213	0	5	0	79	0	0	0	0	774	3,391
Count Total	0	0	2,597	277	0	0	4,004	2,799	0	72	0	1,199	0	0	0	0	10,948	
Pk Hr All	**0**	**0**	**941**	**99**	**0**	**0**	**1,482**	**946**	**0**	**27**	**0**	**422**	**0**	**0**	**0**	**0**	**3,917**	
Pk Hr HV	**0**	**0**	**16**	**2**	**0**	**0**	**38**	**7**	**0**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**75**	
Pk Hr HV%	**-**	**-**	**2%**	**2%**	**-**	**-**	**3%**	**1%**	**-**	**7%**	**-**	**2%**	**-**	**-**	**-**	**-**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	7	6	3	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	4	13	3	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	**6**	**11**	**4**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**4**	**9**	**5**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**3**	**8**	**1**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**5**	**17**	**2**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	3	8	4	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	2	8	2	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	2	10	2	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	2	7	4	0	*13*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	7	2	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	41	105	33	0	*179*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**18**	**45**	**12**	**0**	***75***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	5	2	0	0	4	2	0	0	0	3	0	0	0	0	16	0
3:15 PM	0	0	3	1	0	0	9	4	0	0	0	3	0	0	0	0	20	0
3:30 PM	**0**	**0**	**5**	**1**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**21**	**0**
3:45 PM	**0**	**0**	**4**	**0**	**0**	**0**	**8**	**1**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**18**	**75**
4:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**12**	**71**
4:15 PM	**0**	**0**	**4**	**1**	**0**	**0**	**15**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**24**	**75**
4:30 PM	0	0	3	0	0	0	6	2	0	2	0	2	0	0	0	0	15	69
4:45 PM	0	0	2	0	0	0	7	1	0	0	0	2	0	0	0	0	12	63
5:00 PM	0	0	2	0	0	0	3	7	0	0	0	2	0	0	0	0	14	65
5:15 PM	0	0	1	1	0	0	5	2	0	0	0	4	0	0	0	0	13	54
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	42
5:45 PM	0	0	1	1	0	0	6	1	0	1	0	1	0	0	0	0	11	41
Count Total	0	0	34	7	0	0	79	26	0	5	0	28	0	0	0	0	179	
Pk Hr Heavy	**0**	**0**	**16**	**2**	**0**	**0**	**38**	**7**	**0**	**2**	**0**	**10**	**0**	**0**	**0**	**0**	**75**	

Count Summaries - Bikes

Interval Start	Gibson Blvd				Gibson Blvd				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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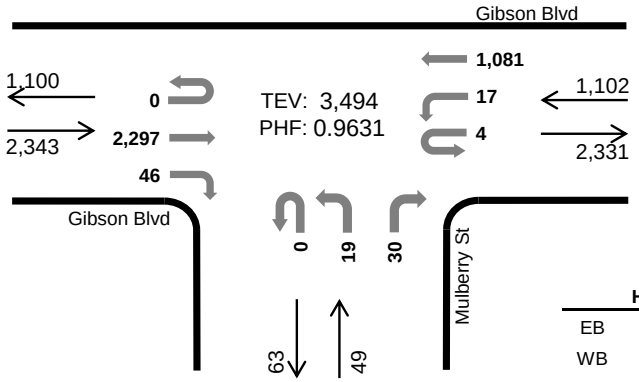
tj.wethington@idaxdata.com

Mulberry St
Gibson Blvd

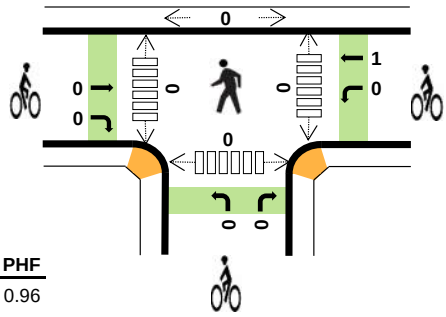
N

Peak Hour

Date: 2/25/2025
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV%	PHF
EB	2%	0.96
WB	5%	0.95
NB	4%	0.88
SB	--	--
TOTAL	3%	0.96



Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				Mulberry St Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		**0**	**0**	**544**	**10**	**2**	**9**	**252**	**0**	**0**	**6**	**0**	**8**	**0**	**0**	**0**	**0**	**831**	**0**
7:30 AM		**0**	**0**	**593**	**14**	**2**	**5**	**282**	**0**	**0**	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**907**	**0**
7:45 AM		**0**	**0**	**607**	**3**	**0**	**1**	**263**	**0**	**0**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**888**	**0**
8:00 AM		**0**	**0**	**553**	**19**	**0**	**2**	**284**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**868**	**3,494**
Pk Hr	All	**0**	**0**	**2,297**	**46**	**4**	**17**	**1,081**	**0**	**0**	**19**	**0**	**30**	**0**	**0**	**0**	**0**	**3,494**	
	HV	**0**	**0**	**54**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**106**	
	HV%	-	-	**2%**	**0%**	**0%**	**0%**	**5%**	-	-	**0%**	-	**7%**	-	-	-	-	**3%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	**12**	**9**	**0**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**16**	**11**	**0**	**0**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**10**	**20**	**2**	**0**	***32***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**16**	**10**	**0**	**0**	***26***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**54**	**50**	**2**	**0**	***106***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Mulberry St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	331	6	0	1	139	0	0	4	0	4	0	0	0	0	485	0
6:15 AM	0	0	527	2	0	1	180	0	0	6	0	7	0	0	0	0	723	0
6:30 AM	0	0	568	4	0	4	232	0	0	3	0	5	0	0	0	0	816	0
6:45 AM	0	0	608	9	1	6	249	0	0	6	0	8	0	0	0	0	887	2,911
7:00 AM	0	0	564	11	1	5	222	0	0	3	0	12	0	0	0	0	818	3,244
7:15 AM	**0**	**0**	**544**	**10**	**2**	**9**	**252**	**0**	**0**	**6**	**0**	**8**	**0**	**0**	**0**	**0**	**831**	**3,352**
7:30 AM	**0**	**0**	**593**	**14**	**2**	**5**	**282**	**0**	**0**	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**907**	**3,443**
7:45 AM	**0**	**0**	**607**	**3**	**0**	**1**	**263**	**0**	**0**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**888**	**3,444**
8:00 AM	**0**	**0**	**553**	**19**	**0**	**2**	**284**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**868**	**3,494**
8:15 AM	1	0	415	13	2	4	250	0	0	8	0	10	0	0	0	0	703	3,366
8:30 AM	0	0	460	6	3	5	263	0	0	9	0	12	0	0	0	0	758	3,217
8:45 AM	0	0	404	8	2	10	251	0	0	9	0	8	0	0	0	0	692	3,021
Count Total	1	0	6,174	105	13	53	2,867	0	0	67	0	96	0	0	0	0	9,376	
Pk Hr All	**0**	**0**	**2,297**	**46**	**4**	**17**	**1,081**	**0**	**0**	**19**	**0**	**30**	**0**	**0**	**0**	**0**	**3,494**	
Pk Hr HV	**0**	**0**	**54**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**106**	
Pk Hr HV%	**-**	**-**	**2%**	**0%**	**0%**	**0%**	**5%**	**-**	**-**	**0%**	**-**	**7%**	**-**	**-**	**-**	**-**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	7	1	0	0	*8*	0	0	1	0	*1*	0	0	0	0	*0*
6:15 AM	5	1	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	13	5	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	11	7	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	12	9	1	0	*22*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**12**	**9**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**16**	**11**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**10**	**20**	**2**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**16**	**10**	**0**	**0**	**26**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:15 AM	12	11	1	0	*24*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	22	15	0	0	*37*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	18	18	0	0	*36*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	154	117	4	0	*275*	0	1	1	0	*2*	0	0	0	0	*0*
Peak Hour	**54**	**50**	**2**	**0**	***106***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Mulberry St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0
6:15 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0
6:30 AM	0	0	13	0	0	0	5	0	0	0	0	0	0	0	0	0	18	0
6:45 AM	0	0	10	1	0	0	7	0	0	0	0	0	0	0	0	0	18	50
7:00 AM	0	0	12	0	0	0	9	0	0	1	0	0	0	0	0	0	22	64
7:15 AM	**0**	**0**	**12**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**79**
7:30 AM	**0**	**0**	**16**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**88**
7:45 AM	**0**	**0**	**10**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**32**	**102**
8:00 AM	**0**	**0**	**16**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**106**
8:15 AM	0	0	12	0	0	0	11	0	0	0	0	1	0	0	0	0	24	109
8:30 AM	0	0	22	0	0	0	15	0	0	0	0	0	0	0	0	0	37	119
8:45 AM	0	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	36	123
Count Total	0	0	153	1	0	0	117	0	0	1	0	3	0	0	0	0	275	
Pk Hr Heavy	**0**	**0**	**54**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**106**	

Count Summaries - Bikes

Interval Start	Gibson Blvd				Gibson Blvd				Mulberry St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

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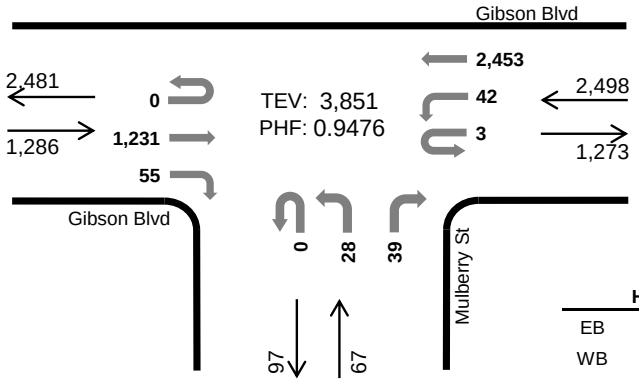
tj.wethington@idaxdata.com

Mulberry St
Gibson Blvd

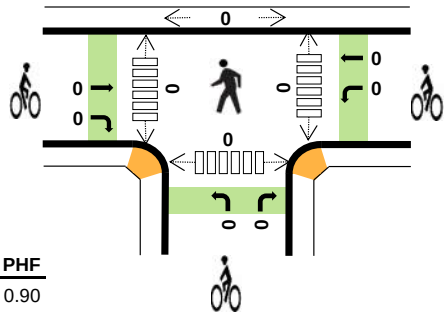
N

Peak Hour

Date: 2/25/2025
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM



	HV%	PHF
EB	2%	0.90
WB	2%	0.93
NB	0%	0.80
SB	--	--
TOTAL	2%	0.95



Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				Mulberry St Northbound				n/a Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM		**0**	**0**	**344**	**15**	**0**	**16**	**579**	**0**	**0**	**4**	**0**	**10**	**0**	**0**	**0**	**0**	**968**	**0**
4:00 PM		**0**	**0**	**292**	**14**	**3**	**8**	**571**	**0**	**0**	**3**	**0**	**10**	**0**	**0**	**0**	**0**	**901**	**0**
4:15 PM		**0**	**0**	**320**	**9**	**0**	**5**	**663**	**0**	**0**	**12**	**0**	**7**	**0**	**0**	**0**	**0**	**1,016**	**0**
4:30 PM		**0**	**0**	**275**	**17**	**0**	**13**	**640**	**0**	**0**	**9**	**0**	**12**	**0**	**0**	**0**	**0**	**966**	**3,851**
Pk Hr	All	**0**	**0**	**1,231**	**55**	**3**	**42**	**2,453**	**0**	**0**	**28**	**0**	**39**	**0**	**0**	**0**	**0**	**3,851**	
	HV	**0**	**0**	**21**	**0**	**0**	**1**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**63**	
	HV%	-	-	**2%**	**0%**	**0%**	**2%**	**2%**	-	-	**0%**	-	**0%**	-	-	-	-	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:45 PM	**7**	**9**	**0**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:00 PM	**4**	**9**	**0**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**6**	**15**	**0**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**4**	**9**	**0**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**21**	**42**	**0**	**0**	***63***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Mulberry St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	257	5	1	7	516	0	0	5	0	1	0	0	0	0	792	0
3:15 PM	0	0	341	11	1	5	523	0	0	2	0	5	0	0	0	0	888	0
3:30 PM	0	0	342	18	1	12	572	0	0	9	0	7	0	0	0	0	961	0
3:45 PM	**0**	**0**	**344**	**15**	**0**	**16**	**579**	**0**	**0**	**4**	**0**	**10**	**0**	**0**	**0**	**0**	**968**	**3,609**
4:00 PM	**0**	**0**	**292**	**14**	**3**	**8**	**571**	**0**	**0**	**3**	**0**	**10**	**0**	**0**	**0**	**0**	**901**	**3,718**
4:15 PM	**0**	**0**	**320**	**9**	**0**	**5**	**663**	**0**	**0**	**12**	**0**	**7**	**0**	**0**	**0**	**0**	**1,016**	**3,846**
4:30 PM	**0**	**0**	**275**	**17**	**0**	**13**	**640**	**0**	**0**	**9**	**0**	**12**	**0**	**0**	**0**	**0**	**966**	**3,851**
4:45 PM	2	0	309	14	0	6	603	0	0	5	0	8	0	0	0	0	947	3,830
5:00 PM	2	0	287	13	1	8	581	0	0	9	0	10	0	0	0	0	911	3,840
5:15 PM	1	0	325	18	2	6	474	0	0	10	0	10	0	0	0	0	846	3,670
5:30 PM	1	0	269	16	8	5	503	0	0	14	0	11	0	0	0	0	827	3,531
5:45 PM	0	0	279	8	1	9	461	0	0	8	0	9	0	0	0	0	775	3,359
Count Total	6	0	3,640	158	18	100	6,686	0	0	90	0	100	0	0	0	0	10,798	
Pk Hr All	**0**	**0**	**1,231**	**55**	**3**	**42**	**2,453**	**0**	**0**	**28**	**0**	**39**	**0**	**0**	**0**	**0**	**3,851**	
Pk Hr HV	**0**	**0**	**21**	**0**	**0**	**1**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**63**	
Pk Hr HV%	**-**	**-**	**2%**	**0%**	**0%**	**2%**	**2%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	8	6	0	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	6	13	0	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	10	11	0	0	*21*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	**7**	**9**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**4**	**9**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**6**	**15**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**4**	**9**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	3	11	0	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	7	8	0	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	3	6	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	3	4	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	4	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	63	105	0	0	*168*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**21**	**42**	**0**	**0**	***63***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Mulberry St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	14	0
3:15 PM	0	0	6	0	0	0	13	0	0	0	0	0	0	0	0	0	19	0
3:30 PM	0	0	9	1	0	0	11	0	0	0	0	0	0	0	0	0	21	0
3:45 PM	**0**	**0**	**7**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**70**
4:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**69**
4:15 PM	**0**	**0**	**6**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**71**
4:30 PM	**0**	**0**	**4**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**63**
4:45 PM	0	0	3	0	0	0	11	0	0	0	0	0	0	0	0	0	14	61
5:00 PM	1	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	15	63
5:15 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9	51
5:30 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	45
5:45 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	37
Count Total	1	0	61	1	0	1	104	0	0	0	0	0	0	0	0	0	168	
Pk Hr Heavy	**0**	**0**	**21**	**0**	**0**	**1**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**63**	

Count Summaries - Bikes

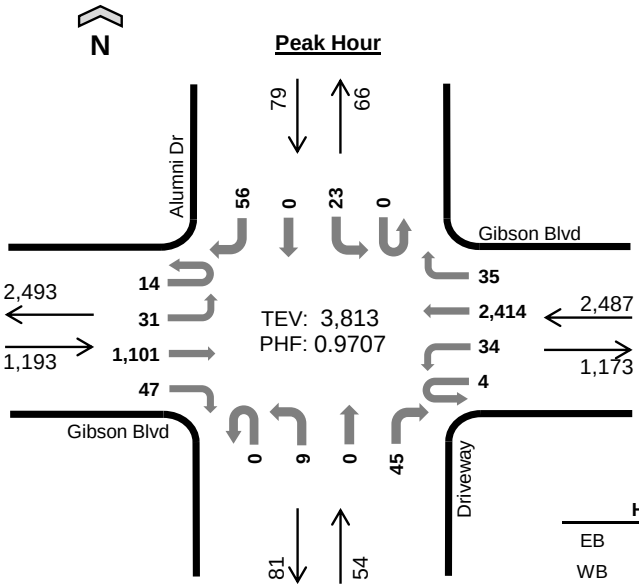
Interval Start	Gibson Blvd				Gibson Blvd				Mulberry St				n/a				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

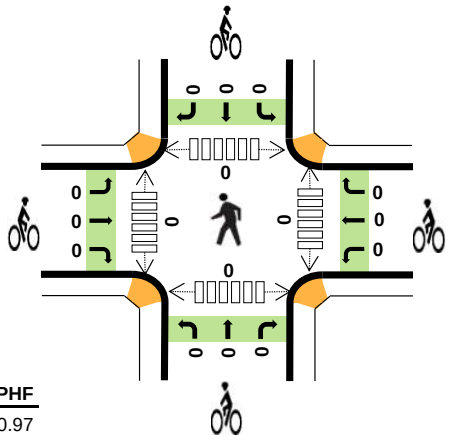
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Alumni Dr
Gibson Blvd

Date: 2/25/2025
Count Period: 6:00 AM to 7:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	1%	0.97
WB	2%	0.97
NB	0%	0.90
SB	4%	0.73
TOTAL	2%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				Driveway Northbound				Alumni Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		**6**	**7**	**284**	**12**	**0**	**8**	**628**	**7**	**0**	**4**	**0**	**10**	**0**	**5**	**0**	**11**	**982**	**0**
4:30 PM		**1**	**8**	**253**	**9**	**1**	**5**	**609**	**14**	**0**	**1**	**0**	**14**	**0**	**7**	**0**	**20**	**942**	**0**
4:45 PM		**4**	**6**	**285**	**9**	**1**	**9**	**602**	**5**	**0**	**2**	**0**	**12**	**0**	**5**	**0**	**7**	**947**	**0**
5:00 PM		**3**	**10**	**279**	**17**	**2**	**12**	**575**	**9**	**0**	**2**	**0**	**9**	**0**	**6**	**0**	**18**	**942**	**3,813**
Pk Hr	All	**14**	**31**	**1,101**	**47**	**4**	**34**	**2,414**	**35**	**0**	**9**	**0**	**45**	**0**	**23**	**0**	**56**	**3,813**	
	HV	**0**	**0**	**17**	**0**	**0**	**0**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**61**	
	HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**2%**	**3%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**5%**	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	**7**	**14**	**0**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**3**	**11**	**0**	**2**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**4**	**8**	**0**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**3**	**8**	**0**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**17**	**41**	**0**	**3**	***61***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	3	0	322	2	0	1	137	0	0	0	0	1	0	0	0	0	466	0
6:15 AM	2	0	501	1	0	0	167	0	0	0	0	0	0	0	0	0	671	0
6:30 AM	5	3	580	2	0	1	244	0	0	0	0	1	0	0	0	1	837	0
6:45 AM	4	1	606	1	0	2	243	0	0	0	0	0	0	1	0	1	859	2,833
7:00 AM	10	3	563	5	4	1	232	0	0	1	0	0	0	1	0	3	823	3,190
7:15 AM	9	1	538	1	1	1	245	0	0	2	0	0	0	0	0	0	798	3,317
7:30 AM	9	0	583	6	1	1	269	0	0	0	0	5	0	0	0	0	874	3,354
7:45 AM	6	0	621	2	1	0	283	0	0	1	0	1	0	0	0	0	915	3,410
8:00 AM	2	0	535	1	1	4	256	0	0	0	0	0	0	0	0	1	800	3,387
8:15 AM	7	0	433	4	0	2	250	0	0	1	0	3	0	0	0	1	701	3,290
8:30 AM	7	0	463	3	0	2	259	0	0	0	0	2	0	0	0	0	736	3,152
8:45 AM	10	2	396	3	0	2	246	0	0	4	0	2	0	0	0	1	666	2,903
9:00 AM	7	1	324	3	0	1	228	0	0	3	0	1	0	1	0	2	571	2,674
9:15 AM	6	1	365	7	0	4	225	1	0	4	0	5	0	2	0	1	621	2,594
9:30 AM	4	1	271	7	1	5	227	1	0	4	0	6	0	2	0	0	529	2,387
9:45 AM	3	3	276	3	0	6	228	0	0	6	0	5	0	0	0	3	533	2,254
10:00 AM	4	4	262	4	1	5	232	2	0	0	0	5	0	5	0	2	526	2,209
10:15 AM	5	9	295	7	1	5	231	0	0	4	0	6	0	2	0	4	569	2,157
10:30 AM	6	4	254	6	1	3	263	2	0	4	0	7	0	3	0	6	559	2,187
10:45 AM	11	10	256	0	0	2	228	0	0	1	0	5	0	2	0	10	525	2,179
11:00 AM	7	10	259	6	0	5	225	15	0	2	0	3	0	4	0	9	545	2,198
11:15 AM	6	9	233	7	0	7	264	13	0	4	0	8	0	5	0	17	573	2,202
11:30 AM	4	11	265	8	0	3	262	8	0	5	0	12	0	2	0	16	596	2,239
11:45 AM	9	12	283	9	1	9	289	12	0	3	0	6	0	17	0	16	666	2,380
12:00 PM	6	13	267	15	0	6	316	26	0	2	0	13	0	10	0	14	688	2,523
12:15 PM	5	10	277	15	1	11	325	14	0	7	0	15	0	6	0	29	715	2,665
12:30 PM	6	9	268	12	1	9	283	14	0	6	0	10	0	10	0	17	645	2,714
12:45 PM	9	9	271	8	1	9	344	8	0	1	0	13	0	7	0	20	700	2,748
1:00 PM	3	14	244	6	0	5	308	10	0	4	0	10	0	6	0	19	629	2,689
1:15 PM	6	7	249	13	0	8	338	14	0	6	0	9	0	4	0	18	672	2,646
1:30 PM	5	9	245	9	0	11	317	5	0	2	0	12	0	5	0	17	637	2,638
1:45 PM	3	6	246	8	2	7	316	11	0	8	2	9	0	0	0	11	629	2,567
2:00 PM	6	6	239	4	0	5	384	8	0	4	0	11	0	4	0	14	685	2,623
2:15 PM	3	6	223	3	3	5	356	7	0	4	0	6	0	2	0	14	632	2,583
2:30 PM	2	4	256	6	0	9	481	8	0	3	0	4	0	4	0	15	792	2,738
2:45 PM	3	10	268	8	0	11	499	7	0	6	0	10	0	2	0	8	832	2,941
3:00 PM	4	10	248	4	1	2	448	7	0	3	0	8	0	3	0	17	755	3,011
3:15 PM	1	6	315	9	0	8	472	7	0	0	0	7	0	1	0	13	839	3,218
3:30 PM	4	10	311	8	2	5	497	10	0	3	0	10	0	4	0	17	881	3,307
3:45 PM	5	13	349	7	0	7	502	5	0	4	0	13	0	2	0	12	919	3,394
4:00 PM	0	5	281	8	0	7	572	11	0	2	0	8	0	3	0	14	911	3,550
4:15 PM	**6**	**7**	**284**	**12**	**0**	**8**	**628**	**7**	**0**	**4**	**0**	**10**	**0**	**5**	**0**	**11**	**982**	**3,693**
4:30 PM	**1**	**8**	**253**	**9**	**1**	**5**	**609**	**14**	**0**	**1**	**0**	**14**	**0**	**7**	**0**	**20**	**942**	**3,754**
4:45 PM	**4**	**6**	**285**	**9**	**1**	**9**	**602**	**5**	**0**	**2**	**0**	**12**	**0**	**5**	**0**	**7**	**947**	**3,782**
5:00 PM	**3**	**10**	**279**	**17**	**2**	**12**	**575**	**9**	**0**	**2**	**0**	**9**	**0**	**6**	**0**	**18**	**942**	**3,813**
5:15 PM	3	9	325	13	0	7	492	15	0	3	1	18	0	0	0	12	898	3,729
5:30 PM	1	9	255	6	0	6	475	14	0	5	0	9	0	7	0	20	807	3,594
5:45 PM	5	6	262	8	1	6	464	12	0	3	0	8	0	6	0	13	794	3,441
6:00 PM	3	9	205	5	0	8	469	16	0	4	0	8	0	4	0	18	749	3,248
6:15 PM	3	14	204	5	0	15	359	7	0	2	0	9	0	3	0	18	639	2,989
6:30 PM	7	18	171	6	0	8	284	8	0	6	0	12	0	4	0	15	539	2,721
6:45 PM	2	4	181	14	2	9	299	11	0	4	0	9	0	6	0	15	556	2,483
Count Total	255	332	####	345	31	290	####	344	0	150	3	370	0	173	0	530	37,315	
All	**14**	**31**	**1,101**	**47**	**4**	**34**	**2,414**	**35**	**0**	**9**	**0**	**45**	**0**	**23**	**0**	**56**	**3,813**	
Pk Hr HV	**0**	**0**	**17**	**0**	**0**	**0**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**61**	
HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**2%**	**3%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**5%**	**2%**	

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Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	6	1	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	5	0	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	14	3	0	0	*17*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	8	4	0	1	*13*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	13	12	0	0	*25*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	8	10	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	18	11	0	0	*29*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	10	18	1	0	*29*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	15	12	0	0	*27*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	10	9	0	1	*20*	0	1	0	0	*1*	0	0	0	0	*0*
8:30 AM	22	14	0	0	*36*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	21	15	0	0	*36*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	12	6	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
9:15 AM	15	10	0	1	*26*	0	0	0	0	*0*	0	0	0	0	*0*
9:30 AM	12	8	1	1	*22*	0	0	0	0	*0*	0	0	0	0	*0*
9:45 AM	9	13	1	0	*23*	0	0	0	0	*0*	0	0	0	0	*0*
10:00 AM	12	3	0	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
10:15 AM	12	10	0	0	*22*	0	0	0	0	*0*	0	0	0	0	*0*
10:30 AM	11	15	0	0	*26*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	16	10	0	1	*27*	0	0	0	0	*0*	0	0	0	0	*0*
11:00 AM	6	8	0	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	6	5	1	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	12	9	1	1	*23*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	10	11	0	1	*22*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	6	15	1	0	*22*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	6	12	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
12:30 PM	11	14	1	0	*26*	0	0	0	0	*0*	0	0	0	0	*0*
12:45 PM	11	8	1	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	10	13	1	1	*25*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	7	8	0	4	*19*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	11	11	0	2	*24*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	9	8	0	0	*17*	0	0	0	0	*0*	0	0	0	0	*0*
2:00 PM	12	10	1	0	*23*	0	1	0	0	*1*	0	0	0	0	*0*
2:15 PM	4	14	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	9	9	0	3	*21*	0	0	0	0	*0*	0	0	0	0	*0*
2:45 PM	8	11	1	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
3:00 PM	7	7	1	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	6	12	1	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	5	10	0	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	7	7	0	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	3	7	0	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**7**	**14**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**3**	**11**	**0**	**2**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**4**	**8**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**3**	**8**	**0**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	5	8	0	0	*13*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	5	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
6:00 PM	3	7	0	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 PM	2	3	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	448	464	13	21	*946*	0	2	0	0	*2*	0	0	0	0	*0*
Peak Hour	**17**	**41**	**0**	**3**	***61***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7	0
6:15 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
6:30 AM	0	0	14	0	0	0	3	0	0	0	0	0	0	0	0	0	17	0
6:45 AM	0	0	8	0	0	0	4	0	0	0	0	0	0	1	0	0	13	42
7:00 AM	0	1	12	0	0	0	12	0	0	0	0	0	0	0	0	0	25	60
7:15 AM	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0	18	73
7:30 AM	0	0	17	1	0	0	11	0	0	0	0	0	0	0	0	0	29	85
7:45 AM	0	0	10	0	0	0	18	0	0	1	0	0	0	0	0	0	29	101
8:00 AM	0	0	15	0	0	0	12	0	0	0	0	0	0	0	0	0	27	103
8:15 AM	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	1	20	105
8:30 AM	0	0	21	1	0	0	14	0	0	0	0	0	0	0	0	0	36	112
8:45 AM	0	1	20	0	0	0	15	0	0	0	0	0	0	0	0	0	36	119
9:00 AM	0	0	12	0	0	0	6	0	0	0	0	0	0	0	0	0	18	110
9:15 AM	0	0	15	0	0	0	10	0	0	0	0	0	0	1	0	0	26	116
9:30 AM	0	0	12	0	0	0	7	1	0	1	0	0	0	1	0	0	22	102
9:45 AM	0	0	9	0	0	0	13	0	0	1	0	0	0	0	0	0	23	89
10:00 AM	0	0	12	0	0	0	3	0	0	0	0	0	0	0	0	0	15	86
10:15 AM	0	0	12	0	0	0	10	0	0	0	0	0	0	0	0	0	22	82
10:30 AM	0	0	11	0	0	1	14	0	0	0	0	0	0	0	0	0	26	86
10:45 AM	0	0	16	0	0	0	10	0	0	0	0	0	0	0	0	1	27	90
11:00 AM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	14	89
11:15 AM	0	0	5	1	0	0	5	0	0	1	0	0	0	0	0	0	12	79
11:30 AM	0	1	11	0	0	0	9	0	0	0	0	1	0	0	0	1	23	76
11:45 AM	0	0	10	0	0	1	10	0	0	0	0	0	0	1	0	0	22	71
12:00 PM	0	0	6	0	0	0	15	0	0	1	0	0	0	0	0	0	22	79
12:15 PM	0	0	6	0	0	0	12	0	0	0	0	0	0	0	0	0	18	85
12:30 PM	0	0	11	0	0	0	12	2	0	0	0	1	0	0	0	0	26	88
12:45 PM	0	1	10	0	0	0	8	0	0	0	0	1	0	0	0	0	20	86
1:00 PM	0	2	8	0	0	0	13	0	0	1	0	0	0	0	0	1	25	89
1:15 PM	0	0	7	0	0	0	8	0	0	0	0	0	0	0	0	4	19	90
1:30 PM	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	2	24	88
1:45 PM	0	0	8	1	0	0	8	0	0	0	0	0	0	0	0	0	17	85
2:00 PM	0	0	12	0	0	0	10	0	0	1	0	0	0	0	0	0	23	83
2:15 PM	0	0	4	0	0	0	14	0	0	0	0	0	0	0	0	0	18	82
2:30 PM	0	0	9	0	0	0	8	1	0	0	0	0	0	2	0	1	21	79
2:45 PM	0	1	6	1	0	0	10	1	0	0	0	1	0	0	0	0	20	82
3:00 PM	0	0	7	0	0	0	7	0	0	0	0	1	0	0	0	0	15	74
3:15 PM	0	0	6	0	0	0	12	0	0	0	0	1	0	0	0	0	19	75
3:30 PM	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	15	69
3:45 PM	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	14	63
4:00 PM	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	10	58
4:15 PM	**0**	**0**	**7**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**60**
4:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**16**	**61**
4:45 PM	**0**	**0**	**4**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**59**
5:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**61**
5:15 PM	0	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	13	53
5:30 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	7	44
5:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	36
6:00 PM	0	0	3	0	0	0	5	2	0	0	0	0	0	0	0	0	10	34
6:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	24
6:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	6	23
6:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	23
Count Total	0	7	436	5	0	2	454	8	0	7	0	6	0	6	0	15	946	
Pk Hr Heavy	**0**	**0**	**17**	**0**	**0**	**0**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**61**	

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Count Summaries - Bikes

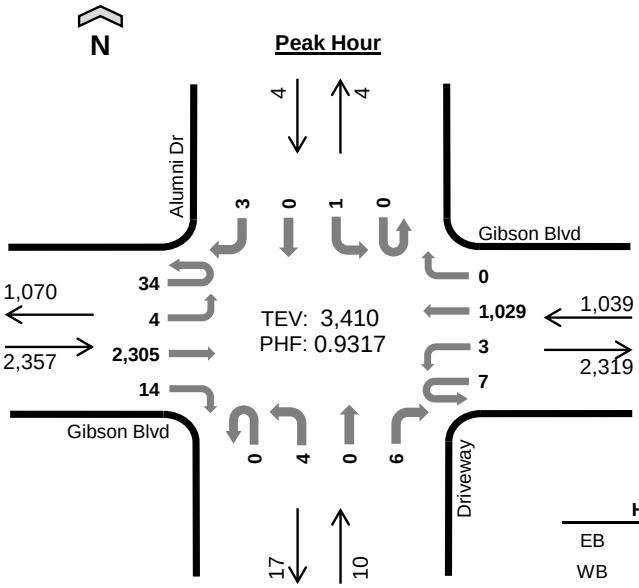
Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

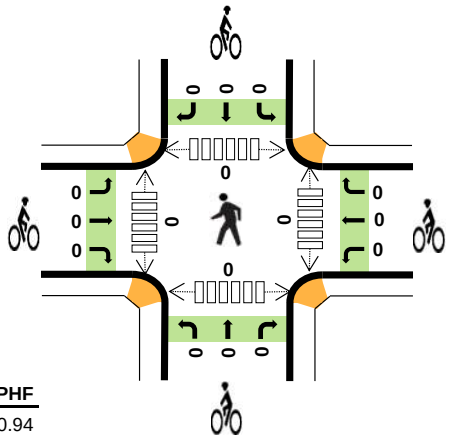
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Alumni Dr
Gibson Blvd

Date: 2/25/2025
Count Period: 6:00 AM to 10:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	2%	0.94
WB	5%	0.91
NB	10%	0.50
SB	0%	0.25
TOTAL	3%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				Driveway Northbound				Alumni Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		10	3	563	5	4	1	232	0	0	1	0	0	0	1	0	3	823	0
7:15 AM		9	1	538	1	1	1	245	0	0	2	0	0	0	0	0	0	798	0
7:30 AM		9	0	583	6	1	1	269	0	0	0	0	5	0	0	0	0	874	0
7:45 AM		6	0	621	2	1	0	283	0	0	1	0	1	0	0	0	0	915	3,410
Pk Hr	All	34	4	2,305	14	7	3	1,029	0	0	4	0	6	0	1	0	3	3,410	
	HV	0	1	47	1	0	0	51	0	0	1	0	0	0	0	0	0	101	
	HV%	0%	25%	2%	7%	0%	0%	5%	-	-	25%	-	0%	-	0%	-	0%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	13	12	0	0	*25*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	8	10	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	18	11	0	0	*29*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	10	18	1	0	*29*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	49	51	1	0	*101*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	3	0	322	2	0	1	137	0	0	0	0	1	0	0	0	0	466	0
6:15 AM	2	0	501	1	0	0	167	0	0	0	0	0	0	0	0	0	671	0
6:30 AM	5	3	580	2	0	1	244	0	0	0	0	1	0	0	0	1	837	0
6:45 AM	4	1	606	1	0	2	243	0	0	0	0	0	0	1	0	1	859	2,833
7:00 AM	**10**	**3**	**563**	**5**	**4**	**1**	**232**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	**823**	**3,190**
7:15 AM	**9**	**1**	**538**	**1**	**1**	**1**	**245**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**798**	**3,317**
7:30 AM	**9**	**0**	**583**	**6**	**1**	**1**	**269**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**874**	**3,354**
7:45 AM	**6**	**0**	**621**	**2**	**1**	**0**	**283**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**915**	**3,410**
8:00 AM	2	0	535	1	1	4	256	0	0	0	0	0	0	0	0	1	800	3,387
8:15 AM	7	0	433	4	0	2	250	0	0	1	0	3	0	0	0	1	701	3,290
8:30 AM	7	0	463	3	0	2	259	0	0	0	0	2	0	0	0	0	736	3,152
8:45 AM	10	2	396	3	0	2	246	0	0	4	0	2	0	0	0	1	666	2,903
9:00 AM	7	1	324	3	0	1	228	0	0	3	0	1	0	1	0	2	571	2,674
9:15 AM	6	1	365	7	0	4	225	1	0	4	0	5	0	2	0	1	621	2,594
9:30 AM	4	1	271	7	1	5	227	1	0	4	0	6	0	2	0	0	529	2,387
9:45 AM	3	3	276	3	0	6	228	0	0	6	0	5	0	0	0	3	533	2,254
Count Total	94	16	7,377	51	9	33	3,739	2	0	26	0	32	0	7	0	14	11,400	
Pk Hr All	**34**	**4**	**2,305**	**14**	**7**	**3**	**1,029**	**0**	**0**	**4**	**0**	**6**	**0**	**1**	**0**	**3**	**3,410**	
Pk Hr HV	**0**	**1**	**47**	**1**	**0**	**0**	**51**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**101**	
Pk Hr HV%	**0%**	**25%**	**2%**	**7%**	**0%**	**0%**	**5%**	**-**	**-**	**25%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	6	1	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	5	0	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	14	3	0	0	*17*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	8	4	0	1	*13*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	**13**	**12**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**8**	**10**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**18**	**11**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**10**	**18**	**1**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	15	12	0	0	*27*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	10	9	0	1	*20*	0	1	0	0	*1*	0	0	0	0	*0*
8:30 AM	22	14	0	0	*36*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	21	15	0	0	*36*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	12	6	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
9:15 AM	15	10	0	1	*26*	0	0	0	0	*0*	0	0	0	0	*0*
9:30 AM	12	8	1	1	*22*	0	0	0	0	*0*	0	0	0	0	*0*
9:45 AM	9	13	1	0	*23*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	198	146	3	4	*351*	0	1	0	0	*1*	0	0	0	0	*0*
Peak Hour	**49**	**51**	**1**	**0**	***101***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7	0
6:15 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
6:30 AM	0	0	14	0	0	0	3	0	0	0	0	0	0	0	0	0	17	0
6:45 AM	0	0	8	0	0	0	4	0	0	0	0	0	0	1	0	0	13	42
7:00 AM	**0**	**1**	**12**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**60**
7:15 AM	**0**	**0**	**8**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**73**
7:30 AM	**0**	**0**	**17**	**1**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**85**
7:45 AM	**0**	**0**	**10**	**0**	**0**	**0**	**18**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**101**
8:00 AM	0	0	15	0	0	0	12	0	0	0	0	0	0	0	0	0	27	103
8:15 AM	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	1	20	105
8:30 AM	0	0	21	1	0	0	14	0	0	0	0	0	0	0	0	0	36	112
8:45 AM	0	1	20	0	0	0	15	0	0	0	0	0	0	0	0	0	36	119
9:00 AM	0	0	12	0	0	0	6	0	0	0	0	0	0	0	0	0	18	110
9:15 AM	0	0	15	0	0	0	10	0	0	0	0	0	0	1	0	0	26	116
9:30 AM	0	0	12	0	0	0	7	1	0	1	0	0	0	1	0	0	22	102
9:45 AM	0	0	9	0	0	0	13	0	0	1	0	0	0	0	0	0	23	89
Count Total	0	2	194	2	0	0	145	1	0	3	0	0	0	3	0	1	351	
Pk Hr Heavy	**0**	**1**	**47**	**1**	**0**	**0**	**51**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**101**	

Count Summaries - Bikes

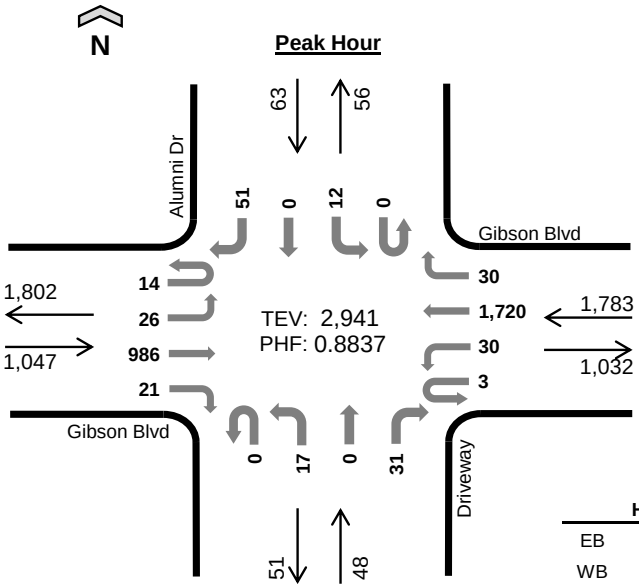
Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

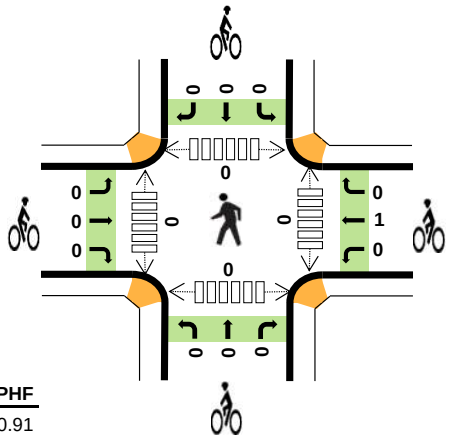
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Alumni Dr
Gibson Blvd

Date: 2/25/2025
Count Period: 10:00 AM to 3:00 PM
Peak Hour: 2:00 PM to 3:00 PM





	HV%	PHF
EB	3%	0.91
WB	2%	0.86
NB	4%	0.75
SB	5%	0.83
TOTAL	3%	0.88

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				Driveway Northbound				Alumni Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		6	6	239	4	0	5	384	8	0	4	0	11	0	4	0	14	685	0
2:15 PM		3	6	223	3	3	5	356	7	0	4	0	6	0	2	0	14	632	0
2:30 PM		2	4	256	6	0	9	481	8	0	3	0	4	0	4	0	15	792	0
2:45 PM		3	10	268	8	0	11	499	7	0	6	0	10	0	2	0	8	832	2,941
Pk Hr	All	14	26	986	21	3	30	1,720	30	0	17	0	31	0	12	0	51	2,941	
	HV	0	1	31	1	0	0	42	2	0	1	0	1	0	2	0	1	82	
	HV%	0%	4%	3%	5%	0%	0%	2%	7%	-	6%	-	3%	-	17%	-	2%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
2:00 PM	12	10	1	0	*23*	0	1	0	0	*1*	0	0	0	0	*0*
2:15 PM	4	14	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	9	9	0	3	*21*	0	0	0	0	*0*	0	0	0	0	*0*
2:45 PM	8	11	1	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	33	44	2	3	*82*	0	1	0	0	*1*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	4	4	262	4	1	5	232	2	0	0	0	5	0	5	0	2	526	0
10:15 AM	5	9	295	7	1	5	231	0	0	4	0	6	0	2	0	4	569	0
10:30 AM	6	4	254	6	1	3	263	2	0	4	0	7	0	3	0	6	559	0
10:45 AM	11	10	256	0	0	2	228	0	0	1	0	5	0	2	0	10	525	2,179
11:00 AM	7	10	259	6	0	5	225	15	0	2	0	3	0	4	0	9	545	2,198
11:15 AM	6	9	233	7	0	7	264	13	0	4	0	8	0	5	0	17	573	2,202
11:30 AM	4	11	265	8	0	3	262	8	0	5	0	12	0	2	0	16	596	2,239
11:45 AM	9	12	283	9	1	9	289	12	0	3	0	6	0	17	0	16	666	2,380
12:00 PM	6	13	267	15	0	6	316	26	0	2	0	13	0	10	0	14	688	2,523
12:15 PM	5	10	277	15	1	11	325	14	0	7	0	15	0	6	0	29	715	2,665
12:30 PM	6	9	268	12	1	9	283	14	0	6	0	10	0	10	0	17	645	2,714
12:45 PM	9	9	271	8	1	9	344	8	0	1	0	13	0	7	0	20	700	2,748
1:00 PM	3	14	244	6	0	5	308	10	0	4	0	10	0	6	0	19	629	2,689
1:15 PM	6	7	249	13	0	8	338	14	0	6	0	9	0	4	0	18	672	2,646
1:30 PM	5	9	245	9	0	11	317	5	0	2	0	12	0	5	0	17	637	2,638
1:45 PM	3	6	246	8	2	7	316	11	0	8	2	9	0	0	0	11	629	2,567
2:00 PM	**6**	**6**	**239**	**4**	**0**	**5**	**384**	**8**	**0**	**4**	**0**	**11**	**0**	**4**	**0**	**14**	**685**	**2,623**
2:15 PM	**3**	**6**	**223**	**3**	**3**	**5**	**356**	**7**	**0**	**4**	**0**	**6**	**0**	**2**	**0**	**14**	**632**	**2,583**
2:30 PM	**2**	**4**	**256**	**6**	**0**	**9**	**481**	**8**	**0**	**3**	**0**	**4**	**0**	**4**	**0**	**15**	**792**	**2,738**
2:45 PM	**3**	**10**	**268**	**8**	**0**	**11**	**499**	**7**	**0**	**6**	**0**	**10**	**0**	**2**	**0**	**8**	**832**	**2,941**
Count Total	109	172	5,160	154	12	135	6,261	184	0	76	2	174	0	100	0	276	12,815	
Pk Hr All	**14**	**26**	**986**	**21**	**3**	**30**	**1,720**	**30**	**0**	**17**	**0**	**31**	**0**	**12**	**0**	**51**	**2,941**	
Pk Hr HV	**0**	**1**	**31**	**1**	**0**	**0**	**42**	**2**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**82**	
Pk Hr HV%	**0%**	**4%**	**3%**	**5%**	**0%**	**0%**	**2%**	**7%**	**-**	**6%**	**-**	**3%**	**-**	**17%**	**-**	**2%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
10:00 AM	12	3	0	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
10:15 AM	12	10	0	0	*22*	0	0	0	0	*0*	0	0	0	0	*0*
10:30 AM	11	15	0	0	*26*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	16	10	0	1	*27*	0	0	0	0	*0*	0	0	0	0	*0*
11:00 AM	6	8	0	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	6	5	1	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	12	9	1	1	*23*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	10	11	0	1	*22*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	6	15	1	0	*22*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	6	12	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
12:30 PM	11	14	1	0	*26*	0	0	0	0	*0*	0	0	0	0	*0*
12:45 PM	11	8	1	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	10	13	1	1	*25*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	7	8	0	4	*19*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	11	11	0	2	*24*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	9	8	0	0	*17*	0	0	0	0	*0*	0	0	0	0	*0*
2:00 PM	**12**	**10**	**1**	**0**	**23**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
2:15 PM	**4**	**14**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2:30 PM	**9**	**9**	**0**	**3**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2:45 PM	**8**	**11**	**1**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	189	204	8	13	*414*	0	1	0	0	*1*	0	0	0	0	*0*
Peak Hour	**33**	**44**	**2**	**3**	***82***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	12	0	0	0	3	0	0	0	0	0	0	0	0	0	15	0
10:15 AM	0	0	12	0	0	0	10	0	0	0	0	0	0	0	0	0	22	0
10:30 AM	0	0	11	0	0	1	14	0	0	0	0	0	0	0	0	0	26	0
10:45 AM	0	0	16	0	0	0	10	0	0	0	0	0	0	0	0	1	27	90
11:00 AM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	14	89
11:15 AM	0	0	5	1	0	0	5	0	0	1	0	0	0	0	0	0	12	79
11:30 AM	0	1	11	0	0	0	9	0	0	0	0	1	0	0	0	1	23	76
11:45 AM	0	0	10	0	0	1	10	0	0	0	0	0	0	1	0	0	22	71
12:00 PM	0	0	6	0	0	0	15	0	0	1	0	0	0	0	0	0	22	79
12:15 PM	0	0	6	0	0	0	12	0	0	0	0	0	0	0	0	0	18	85
12:30 PM	0	0	11	0	0	0	12	2	0	0	0	1	0	0	0	0	26	88
12:45 PM	0	1	10	0	0	0	8	0	0	0	0	1	0	0	0	0	20	86
1:00 PM	0	2	8	0	0	0	13	0	0	1	0	0	0	0	0	1	25	89
1:15 PM	0	0	7	0	0	0	8	0	0	0	0	0	0	0	0	4	19	90
1:30 PM	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	2	24	88
1:45 PM	0	0	8	1	0	0	8	0	0	0	0	0	0	0	0	0	17	85
2:00 PM	**0**	**0**	**12**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**83**
2:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**82**
2:30 PM	**0**	**0**	**9**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**21**	**79**
2:45 PM	**0**	**1**	**6**	**1**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**20**	**82**
Count Total	0	5	181	3	0	2	198	4	0	4	0	4	0	3	0	10	414	
Pk Hr Heavy	**0**	**1**	**31**	**1**	**0**	**0**	**42**	**2**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**82**	

Count Summaries - Bikes

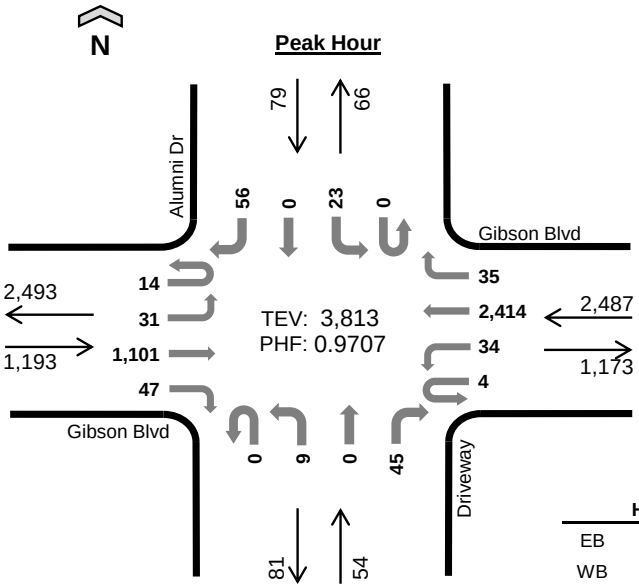
Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
2:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
2:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
2:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

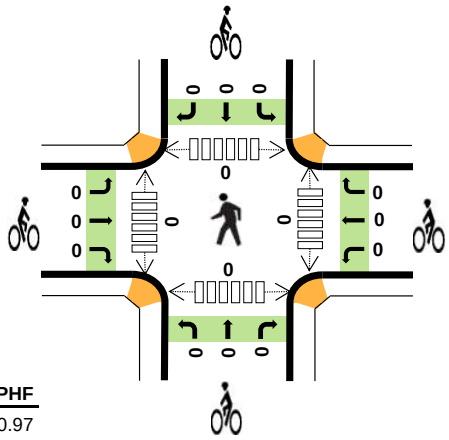
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Alumni Dr
Gibson Blvd

Date: 2/25/2025
Count Period: 3:00 PM to 7:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	1%	0.97
WB	2%	0.97
NB	0%	0.90
SB	4%	0.73
TOTAL	2%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				Driveway Northbound				Alumni Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		**6**	**7**	**284**	**12**	**0**	**8**	**628**	**7**	**0**	**4**	**0**	**10**	**0**	**5**	**0**	**11**	**982**	**0**
4:30 PM		**1**	**8**	**253**	**9**	**1**	**5**	**609**	**14**	**0**	**1**	**0**	**14**	**0**	**7**	**0**	**20**	**942**	**0**
4:45 PM		**4**	**6**	**285**	**9**	**1**	**9**	**602**	**5**	**0**	**2**	**0**	**12**	**0**	**5**	**0**	**7**	**947**	**0**
5:00 PM		**3**	**10**	**279**	**17**	**2**	**12**	**575**	**9**	**0**	**2**	**0**	**9**	**0**	**6**	**0**	**18**	**942**	**3,813**
Pk Hr	All	**14**	**31**	**1,101**	**47**	**4**	**34**	**2,414**	**35**	**0**	**9**	**0**	**45**	**0**	**23**	**0**	**56**	**3,813**	
	HV	**0**	**0**	**17**	**0**	**0**	**0**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**61**	
	HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**2%**	**3%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**5%**	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	**7**	**14**	**0**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**3**	**11**	**0**	**2**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**4**	**8**	**0**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**3**	**8**	**0**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**17**	**41**	**0**	**3**	***61***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	4	10	248	4	1	2	448	7	0	3	0	8	0	3	0	17	755	0
3:15 PM	1	6	315	9	0	8	472	7	0	0	0	7	0	1	0	13	839	0
3:30 PM	4	10	311	8	2	5	497	10	0	3	0	10	0	4	0	17	881	0
3:45 PM	5	13	349	7	0	7	502	5	0	4	0	13	0	2	0	12	919	3,394
4:00 PM	0	5	281	8	0	7	572	11	0	2	0	8	0	3	0	14	911	3,550
4:15 PM	**6**	**7**	**284**	**12**	**0**	**8**	**628**	**7**	**0**	**4**	**0**	**10**	**0**	**5**	**0**	**11**	**982**	**3,693**
4:30 PM	**1**	**8**	**253**	**9**	**1**	**5**	**609**	**14**	**0**	**1**	**0**	**14**	**0**	**7**	**0**	**20**	**942**	**3,754**
4:45 PM	**4**	**6**	**285**	**9**	**1**	**9**	**602**	**5**	**0**	**2**	**0**	**12**	**0**	**5**	**0**	**7**	**947**	**3,782**
5:00 PM	**3**	**10**	**279**	**17**	**2**	**12**	**575**	**9**	**0**	**2**	**0**	**9**	**0**	**6**	**0**	**18**	**942**	**3,813**
5:15 PM	3	9	325	13	0	7	492	15	0	3	1	18	0	0	0	12	898	3,729
5:30 PM	1	9	255	6	0	6	475	14	0	5	0	9	0	7	0	20	807	3,594
5:45 PM	5	6	262	8	1	6	464	12	0	3	0	8	0	6	0	13	794	3,441
6:00 PM	3	9	205	5	0	8	469	16	0	4	0	8	0	4	0	18	749	3,248
6:15 PM	3	14	204	5	0	15	359	7	0	2	0	9	0	3	0	18	639	2,989
6:30 PM	7	18	171	6	0	8	284	8	0	6	0	12	0	4	0	15	539	2,721
6:45 PM	2	4	181	14	2	9	299	11	0	4	0	9	0	6	0	15	556	2,483
Count Total	52	144	4,208	140	10	122	7,747	158	0	48	1	164	0	66	0	240	13,100	
Pk Hr All	**14**	**31**	**1,101**	**47**	**4**	**34**	**2,414**	**35**	**0**	**9**	**0**	**45**	**0**	**23**	**0**	**56**	**3,813**	
Pk Hr HV	**0**	**0**	**17**	**0**	**0**	**0**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**61**	
Pk Hr HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**2%**	**3%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**5%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:00 PM	7	7	1	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	6	12	1	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	5	10	0	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	7	7	0	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	3	7	0	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**7**	**14**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**3**	**11**	**0**	**2**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**4**	**8**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**3**	**8**	**0**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	5	8	0	0	*13*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	5	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
6:00 PM	3	7	0	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 PM	2	3	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	61	114	2	4	*181*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**17**	**41**	**0**	**3**	***61***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	7	0	0	0	7	0	0	0	0	1	0	0	0	0	15	0
3:15 PM	0	0	6	0	0	0	12	0	0	0	0	1	0	0	0	0	19	0
3:30 PM	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	15	0
3:45 PM	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	14	63
4:00 PM	0	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	10	58
4:15 PM	**0**	**0**	**7**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**60**
4:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**16**	**61**
4:45 PM	**0**	**0**	**4**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**59**
5:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**61**
5:15 PM	0	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	13	53
5:30 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	7	44
5:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	36
6:00 PM	0	0	3	0	0	0	5	2	0	0	0	0	0	0	0	0	10	34
6:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	24
6:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	6	23
6:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	23
Count Total	0	0	61	0	0	0	111	3	0	0	0	2	0	0	0	4	181	
Pk Hr Heavy	**0**	**0**	**17**	**0**	**0**	**0**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**61**	

Count Summaries - Bikes

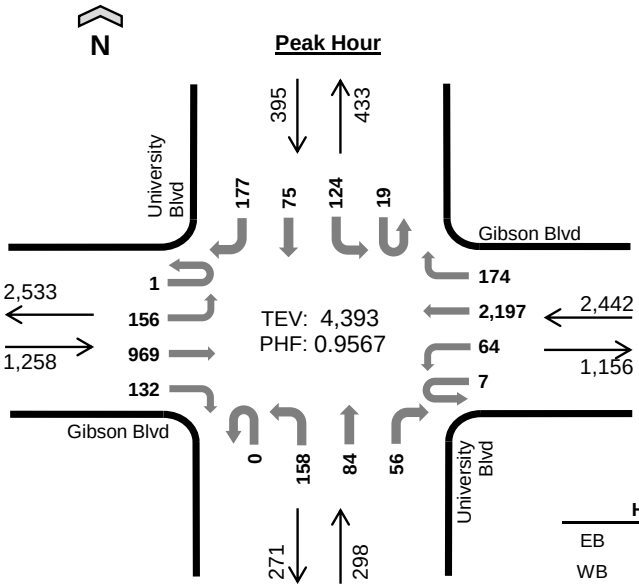
Interval Start	Gibson Blvd				Gibson Blvd				Driveway				Alumni Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

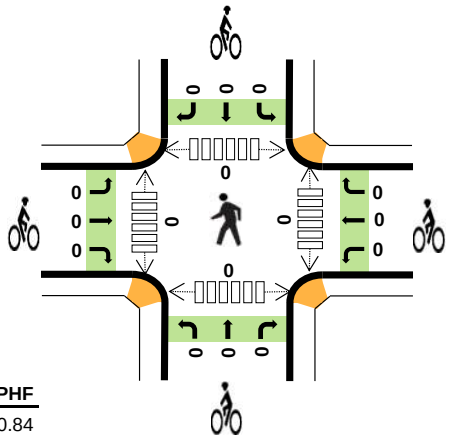
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University Blvd
Gibson Blvd

Date: 2/25/2025
Count Period: 6:00 AM to 7:00 PM
Peak Hour: 3:45 PM to 4:45 PM





	HV%	PHF
EB	2%	0.84
WB	2%	0.95
NB	1%	0.96
SB	1%	0.91
TOTAL	2%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start		Gibson Blvd Eastbound				Gibson Blvd Westbound				University Blvd Northbound				University Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM		**0**	**51**	**290**	**34**	**1**	**25**	**512**	**52**	**0**	**44**	**22**	**11**	**8**	**38**	**17**	**43**	**1,148**	**0**
4:00 PM		**0**	**36**	**232**	**36**	**2**	**17**	**515**	**39**	**0**	**34**	**24**	**12**	**1**	**36**	**24**	**47**	**1,055**	**0**
4:15 PM		**0**	**41**	**239**	**27**	**2**	**11**	**594**	**37**	**0**	**43**	**15**	**20**	**8**	**28**	**21**	**35**	**1,121**	**0**
4:30 PM		**1**	**28**	**208**	**35**	**2**	**11**	**576**	**46**	**0**	**37**	**23**	**13**	**2**	**22**	**13**	**52**	**1,069**	**4,393**
Pk Hr	All	**1**	**156**	**969**	**132**	**7**	**64**	**2,197**	**174**	**0**	**158**	**84**	**56**	**19**	**124**	**75**	**177**	**4,393**	
	HV	**0**	**4**	**15**	**0**	**0**	**1**	**40**	**2**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**1**	**66**	
	HV%	**0%**	**3%**	**2%**	**0%**	**0%**	**2%**	**2%**	**1%**	**-**	**0%**	**1%**	**2%**	**0%**	**1%**	**0%**	**1%**	**2%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:45 PM	**12**	**11**	**1**	**1**	***25***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:00 PM	**2**	**9**	**0**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**1**	**13**	**1**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**4**	**10**	**0**	**1**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**19**	**43**	**2**	**2**	***66***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	3	331	9	1	4	112	7	0	14	2	8	0	5	0	10	506	0
6:15 AM	0	14	437	16	0	8	140	7	0	26	2	7	0	12	4	7	680	0
6:30 AM	0	7	487	13	1	7	158	9	0	42	5	21	0	10	2	17	779	0
6:45 AM	0	18	570	10	3	4	254	12	0	30	5	7	0	26	5	20	964	2,929
7:00 AM	0	19	503	23	2	7	172	10	0	27	9	11	0	21	3	13	820	3,243
7:15 AM	3	25	505	12	2	5	236	20	0	27	6	7	1	26	2	16	893	3,456
7:30 AM	0	29	514	28	1	4	229	23	0	37	13	11	1	40	7	22	959	3,636
7:45 AM	0	50	545	22	2	14	268	27	0	31	15	15	2	40	5	11	1,047	3,719
8:00 AM	0	25	478	29	0	14	207	23	0	54	20	9	3	27	6	11	906	3,805
8:15 AM	0	14	393	25	2	10	228	25	0	48	17	13	3	31	5	15	829	3,741
8:30 AM	1	28	388	24	0	12	197	22	0	39	19	18	3	25	13	24	813	3,595
8:45 AM	0	36	335	17	3	7	239	28	0	24	13	11	0	31	7	18	769	3,317
9:00 AM	0	30	267	12	2	9	185	16	0	23	3	14	1	17	5	23	607	3,018
9:15 AM	1	25	307	21	1	8	223	12	0	24	9	11	3	24	8	13	690	2,879
9:30 AM	1	15	251	17	1	4	225	24	0	20	10	10	1	27	8	19	633	2,699
9:45 AM	0	15	238	22	0	15	215	16	0	16	8	12	1	29	5	14	606	2,536
10:00 AM	0	18	224	11	0	6	197	17	0	27	12	9	0	23	11	14	569	2,498
10:15 AM	0	30	216	21	1	10	214	18	0	18	12	12	5	32	8	19	616	2,424
10:30 AM	1	23	266	15	1	13	267	28	0	25	15	12	2	23	8	16	715	2,506
10:45 AM	0	15	202	21	0	15	209	19	0	33	10	9	2	19	12	21	587	2,487
11:00 AM	1	19	185	26	0	14	213	30	0	28	13	18	7	32	9	24	619	2,537
11:15 AM	0	40	186	25	0	30	261	27	0	30	15	12	5	41	21	17	710	2,631
11:30 AM	1	30	200	33	1	30	216	18	0	24	20	19	7	34	13	26	672	2,588
11:45 AM	0	40	210	50	6	19	272	25	0	47	21	38	7	36	16	31	818	2,819
12:00 PM	1	39	223	40	2	17	293	27	0	41	17	19	8	47	28	33	835	3,035
12:15 PM	0	32	241	32	5	31	273	29	0	56	35	37	9	47	20	36	883	3,208
12:30 PM	1	22	236	39	2	27	257	29	0	39	30	29	4	48	21	33	817	3,353
12:45 PM	1	30	221	37	2	14	282	19	0	34	24	17	6	28	11	31	757	3,292
1:00 PM	0	31	235	39	3	10	268	16	0	42	11	20	5	28	16	27	751	3,208
1:15 PM	2	32	250	32	4	13	322	27	0	35	23	8	6	31	23	28	836	3,161
1:30 PM	0	38	222	21	1	14	264	19	0	45	13	15	5	47	13	26	743	3,087
1:45 PM	1	20	211	31	4	15	262	30	0	37	14	15	5	40	17	34	736	3,066
2:00 PM	1	31	269	24	0	16	326	24	0	23	14	11	5	37	13	30	824	3,139
2:15 PM	0	24	209	26	2	16	346	22	0	39	19	8	6	30	7	25	779	3,082
2:30 PM	1	25	211	28	2	8	409	26	0	35	10	15	6	34	11	30	851	3,190
2:45 PM	1	30	241	20	1	11	437	26	0	29	16	14	5	54	17	40	942	3,396
3:00 PM	1	23	214	27	1	10	441	35	0	35	17	10	4	25	14	40	897	3,469
3:15 PM	1	31	258	22	0	11	478	47	0	43	17	20	3	40	13	41	1,025	3,715
3:30 PM	4	36	226	36	0	9	493	47	0	69	33	11	5	35	16	38	1,058	3,922
3:45 PM	**0**	**51**	**290**	**34**	**1**	**25**	**512**	**52**	**0**	**44**	**22**	**11**	**8**	**38**	**17**	**43**	**1,148**	**4,128**
4:00 PM	**0**	**36**	**232**	**36**	**2**	**17**	**515**	**39**	**0**	**34**	**24**	**12**	**1**	**36**	**24**	**47**	**1,055**	**4,286**
4:15 PM	**0**	**41**	**239**	**27**	**2**	**11**	**594**	**37**	**0**	**43**	**15**	**20**	**8**	**28**	**21**	**35**	**1,121**	**4,382**
4:30 PM	**1**	**28**	**208**	**35**	**2**	**11**	**576**	**46**	**0**	**37**	**23**	**13**	**2**	**22**	**13**	**52**	**1,069**	**4,393**
4:45 PM	3	44	220	42	1	14	523	43	0	38	21	24	6	22	22	30	1,053	4,298
5:00 PM	1	32	207	34	5	29	496	42	0	49	22	16	6	26	19	47	1,031	4,274
5:15 PM	0	40	275	43	1	21	453	39	0	40	23	16	13	30	20	42	1,056	4,209
5:30 PM	0	34	225	37	4	22	458	41	0	40	24	15	3	22	16	16	957	4,097
5:45 PM	0	54	217	21	3	20	437	26	0	30	23	10	2	21	13	29	906	3,950
6:00 PM	0	37	181	34	2	17	387	21	0	39	10	11	9	27	13	32	820	3,739
6:15 PM	1	38	151	21	2	15	313	22	0	27	14	10	5	18	12	29	678	3,361
6:30 PM	0	28	140	38	0	15	233	24	0	49	16	15	3	21	14	26	622	3,026
6:45 PM	2	26	138	25	6	10	251	12	0	36	7	13	9	20	14	31	600	2,720
Count Total	32	1,501	####	1,383	90	718	####	1,330	0	1,822	811	749	211	1,533	641	1,372	42,657	
Pk Hr All	**1**	**156**	**969**	**132**	**7**	**64**	**2,197**	**174**	**0**	**158**	**84**	**56**	**19**	**124**	**75**	**177**	**4,393**	
Pk Hr HV	**0**	**4**	**15**	**0**	**0**	**1**	**40**	**2**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**1**	**66**	
Pk Hr HV%	**0%**	**3%**	**2%**	**0%**	**0%**	**2%**	**2%**	**1%**	**-**	**0%**	**1%**	**2%**	**0%**	**1%**	**0%**	**1%**	**2%**	

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Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	9	3	0	1	*13*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	6	0	0	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	14	4	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	15	7	1	1	*24*	0	0	0	1	*1*	0	0	0	0	*0*
7:00 AM	10	9	0	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	8	12	1	2	*23*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	16	12	3	2	*33*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	10	20	1	1	*32*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	16	13	2	1	*32*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	16	12	1	2	*31*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	19	11	0	2	*32*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	18	19	1	4	*42*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	13	5	1	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
9:15 AM	15	12	0	1	*28*	0	0	0	0	*0*	0	0	0	0	*0*
9:30 AM	13	7	1	5	*26*	0	0	0	0	*0*	0	0	0	0	*0*
9:45 AM	15	13	2	1	*31*	0	0	0	0	*0*	0	0	0	0	*0*
10:00 AM	14	6	0	3	*23*	0	0	0	0	*0*	0	0	0	0	*0*
10:15 AM	13	12	0	2	*27*	0	0	0	0	*0*	0	0	0	0	*0*
10:30 AM	15	18	1	3	*37*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	13	10	0	1	*24*	0	0	0	0	*0*	0	0	0	0	*0*
11:00 AM	9	9	0	1	*19*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	6	8	0	3	*17*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	9	10	1	3	*23*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	12	10	1	2	*25*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	5	16	0	2	*23*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	7	11	0	5	*23*	0	0	1	0	*1*	0	0	0	0	*0*
12:30 PM	9	12	0	2	*23*	0	0	0	0	*0*	0	0	0	0	*0*
12:45 PM	10	7	1	2	*20*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	8	17	5	0	*30*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	7	10	1	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	10	12	0	3	*25*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	7	11	0	1	*19*	0	0	0	0	*0*	0	0	0	0	*0*
2:00 PM	12	11	1	4	*28*	0	1	0	1	*2*	0	0	0	0	*0*
2:15 PM	4	17	0	2	*23*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	11	11	0	4	*26*	0	0	0	0	*0*	0	0	0	0	*0*
2:45 PM	10	12	0	1	*23*	1	0	0	1	*2*	0	0	0	0	*0*
3:00 PM	7	8	1	1	*17*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	11	14	0	1	*26*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	5	13	0	0	*18*	0	0	1	0	*1*	0	0	0	0	*0*
3:45 PM	**12**	**11**	**1**	**1**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**2**	**9**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**1**	**13**	**1**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**4**	**10**	**0**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	4	5	0	0	*9*	0	0	1	0	*1*	0	0	0	0	*0*
5:00 PM	5	7	0	1	*13*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	5	7	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	5	4	0	0	*9*	1	0	0	0	*1*	0	0	0	0	*0*
5:45 PM	1	7	0	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
6:00 PM	5	3	0	3	*11*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 PM	1	5	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 PM	0	2	0	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 PM	0	7	0	1	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	472	514	28	81	*1095*	2	1	3	3	*9*	0	0	0	0	*0*
Peak Hour	**19**	**43**	**2**	**2**	***66***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Gibson Blvd				Gibson Blvd				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	9	0	0	0	3	0	0	0	0	0	0	1	0	0	13	0
6:15 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	8	0
6:30 AM	0	0	14	0	0	1	3	0	0	0	0	0	0	0	0	0	18	0
6:45 AM	0	0	15	0	0	0	6	1	0	0	1	0	0	1	0	0	24	63
7:00 AM	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	0	19	69
7:15 AM	0	0	8	0	1	0	10	1	0	1	0	0	0	1	0	1	23	84
7:30 AM	0	2	13	1	0	1	10	1	0	1	2	0	0	2	0	0	33	99
7:45 AM	0	1	9	0	0	0	17	3	0	1	0	0	0	1	0	0	32	107
8:00 AM	0	0	15	1	0	1	10	2	0	1	1	0	0	1	0	0	32	120
8:15 AM	0	0	16	0	0	0	11	1	0	0	1	0	0	2	0	0	31	128
8:30 AM	0	2	17	0	0	0	10	1	0	0	0	0	0	1	0	1	32	127
8:45 AM	0	1	16	1	0	0	19	0	0	1	0	0	0	3	0	1	42	137
9:00 AM	0	1	12	0	0	0	4	1	0	1	0	0	0	0	0	0	19	124
9:15 AM	0	0	14	1	0	0	12	0	0	0	0	0	0	0	0	1	28	121
9:30 AM	0	1	12	0	0	0	7	0	0	0	0	1	0	2	2	1	26	115
9:45 AM	0	2	13	0	0	0	12	1	0	1	1	0	0	1	0	0	31	104
10:00 AM	0	1	13	0	0	0	6	0	0	0	0	0	0	2	0	1	23	108
10:15 AM	0	0	13	0	0	1	9	2	0	0	0	0	0	1	0	1	27	107
10:30 AM	1	0	14	0	0	0	17	1	0	1	0	0	0	2	0	1	37	118
10:45 AM	0	1	10	2	0	0	9	1	0	0	0	0	0	0	0	1	24	111
11:00 AM	0	0	9	0	0	0	8	1	0	0	0	0	0	0	0	1	19	107
11:15 AM	0	0	6	0	0	0	7	1	0	0	0	0	0	3	0	0	17	97
11:30 AM	0	1	7	1	0	0	7	3	0	0	1	0	0	2	0	1	23	83
11:45 AM	0	1	11	0	0	0	7	3	0	1	0	0	0	1	0	1	25	84
12:00 PM	0	2	3	0	0	0	16	0	0	0	0	0	0	2	0	0	23	88
12:15 PM	0	0	6	1	0	0	11	0	0	0	0	0	0	5	0	0	23	94
12:30 PM	0	0	8	1	0	0	12	0	0	0	0	0	0	0	0	2	23	94
12:45 PM	0	0	9	1	0	0	7	0	0	0	1	0	0	2	0	0	20	89
1:00 PM	0	1	5	2	0	0	16	1	0	2	2	1	0	0	0	0	30	96
1:15 PM	0	0	7	0	0	0	8	2	0	1	0	0	0	0	0	0	18	91
1:30 PM	0	0	10	0	0	0	11	1	0	0	0	0	0	1	0	2	25	93
1:45 PM	0	1	6	0	0	1	8	2	0	0	0	0	0	0	0	1	19	92
2:00 PM	0	2	10	0	0	0	9	2	0	0	0	1	0	3	0	1	28	90
2:15 PM	0	0	4	0	0	0	16	1	0	0	0	0	0	2	0	0	23	95
2:30 PM	0	0	11	0	0	0	10	1	0	0	0	0	0	2	0	2	26	96
2:45 PM	0	1	9	0	0	0	10	2	0	0	0	0	0	1	0	0	23	100
3:00 PM	0	1	6	0	0	1	6	1	0	0	1	0	0	0	0	1	17	89
3:15 PM	0	2	9	0	0	0	12	2	0	0	0	0	0	1	0	0	26	92
3:30 PM	0	1	4	0	0	0	11	2	0	0	0	0	0	0	0	0	18	84
3:45 PM	**0**	**3**	**9**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**25**	**86**
4:00 PM	**0**	**0**	**2**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**80**
4:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**15**	**69**
4:30 PM	**0**	**1**	**3**	**0**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**66**
4:45 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	50
5:00 PM	0	2	3	0	0	0	7	0	0	0	0	0	0	1	0	0	13	52
5:15 PM	0	0	4	1	0	0	7	0	0	0	0	0	0	0	0	0	12	49
5:30 PM	0	1	3	1	0	0	4	0	0	0	0	0	0	0	0	0	9	43
5:45 PM	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	8	42
6:00 PM	0	2	3	0	0	0	2	1	0	0	0	0	0	2	0	1	11	40
6:15 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	34
6:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	1	5	30
6:45 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	1	8	30
Count Total	1	34	423	14	1	7	462	44	0	12	12	4	0	54	2	25	1,095	
Pk Hr Heavy	**0**	**4**	**15**	**0**	**0**	**1**	**40**	**2**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**1**	**66**	

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Count Summaries - Bikes

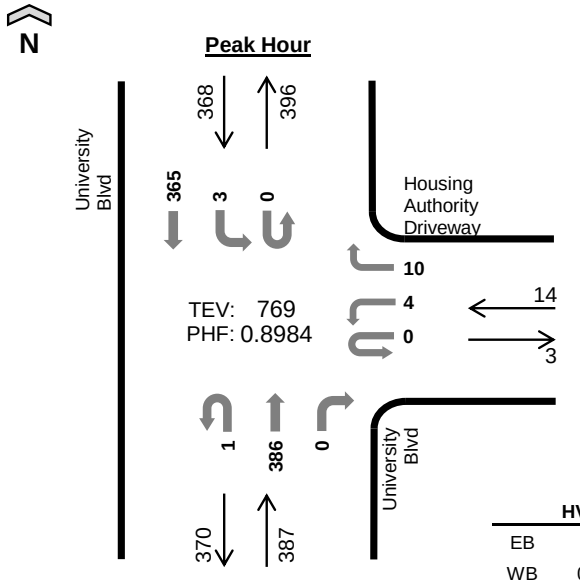
Interval Start	Gibson Blvd				Gibson Blvd				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	0	0	0	1	0	0	0	3	0	0	0	3	0	9	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

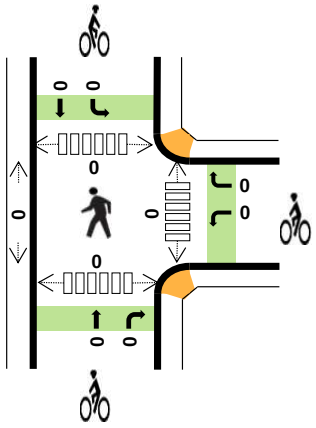
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University Blvd
Housing Authority Driveway

Date: 2/25/2025
Count Period: 6:00 AM to 7:00 PM
Peak Hour: 3:45 PM to 4:45 PM





	HV%	PHF
EB	--	--
WB	0%	0.70
NB	2%	0.74
SB	1%	0.77
TOTAL	1%	0.90

Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Housing Authority Driveway				University Blvd				University Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**130**	**0**	**0**	**1**	**79**	**0**	**214**	**0**
4:00 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**81**	**0**	**0**	**0**	**119**	**0**	**203**	**0**
4:15 PM		**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**84**	**0**	**0**	**0**	**76**	**0**	**163**	**0**
4:30 PM		**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**91**	**0**	**0**	**2**	**91**	**0**	**189**	**769**
Pk Hr	All	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**10**	**1**	**0**	**386**	**0**	**0**	**3**	**365**	**0**	**769**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**8**	
	HV%	-	-	-	-	-	**0%**	-	**0%**	**0%**	-	**2%**	-	-	**0%**	**1%**	-	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:45 PM	**0**	**0**	**4**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:00 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**0**	**0**	**6**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	n/a				Housing Authority Driveway				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	12	1	0	0	8	0	21	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	29	0	0	1	15	0	45	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	36	1	0	2	14	0	53	0
6:45 AM	0	0	0	0	0	0	0	1	0	0	38	0	0	2	24	0	65	184
7:00 AM	0	0	0	0	0	0	0	0	0	0	50	1	0	4	18	0	73	236
7:15 AM	0	0	0	0	0	0	0	0	0	0	76	0	0	0	31	0	107	298
7:30 AM	0	0	0	0	0	0	0	1	0	0	77	1	0	6	46	0	131	376
7:45 AM	0	0	0	0	0	0	0	0	0	0	112	1	0	1	41	0	155	466
8:00 AM	0	0	0	0	0	0	0	0	0	0	68	0	0	4	35	0	107	500
8:15 AM	0	0	0	0	0	0	0	1	0	0	83	0	0	3	38	0	125	518
8:30 AM	0	0	0	0	0	1	0	1	0	0	86	2	0	1	55	0	146	533
8:45 AM	0	0	0	0	0	0	0	1	1	0	87	1	1	3	42	0	136	514
9:00 AM	0	0	0	0	0	1	0	4	0	0	54	2	1	2	28	0	92	499
9:15 AM	0	0	0	0	0	1	0	1	2	0	51	1	1	1	28	0	86	460
9:30 AM	0	0	0	0	0	2	0	2	0	0	37	1	0	2	43	0	87	401
9:45 AM	0	0	0	0	0	0	0	2	1	0	35	1	0	3	31	0	73	338
10:00 AM	0	0	0	0	0	3	0	2	0	0	45	0	1	4	44	0	99	345
10:15 AM	0	0	0	0	0	1	0	2	0	0	62	2	0	0	48	0	115	374
10:30 AM	0	0	0	0	0	0	0	0	0	0	72	0	0	0	36	0	108	395
10:45 AM	0	0	0	0	0	0	0	2	0	0	44	1	0	0	44	0	91	413
11:00 AM	0	0	0	0	0	1	0	1	0	0	44	1	0	1	66	0	114	428
11:15 AM	0	0	0	0	0	2	0	2	1	0	68	2	0	2	61	0	138	451
11:30 AM	0	0	0	0	0	1	0	2	0	0	66	2	0	1	62	0	134	477
11:45 AM	0	0	0	0	0	1	0	1	0	0	77	1	2	2	78	0	162	548
12:00 PM	0	0	0	0	0	1	0	1	0	0	75	0	0	1	91	0	169	603
12:15 PM	0	0	0	0	0	3	0	1	0	0	96	3	0	2	86	0	191	656
12:30 PM	0	0	0	0	0	3	0	1	0	0	83	0	1	2	65	0	155	677
12:45 PM	0	0	0	0	0	1	0	4	0	0	72	2	1	2	61	0	143	658
1:00 PM	0	0	0	0	0	0	0	1	1	0	59	1	0	0	52	0	114	603
1:15 PM	0	0	0	0	0	3	0	4	1	0	84	3	0	1	67	0	163	575
1:30 PM	0	0	0	0	0	3	0	1	0	0	59	4	0	3	56	0	126	546
1:45 PM	0	0	0	0	0	3	0	3	0	0	61	1	0	1	81	0	150	553
2:00 PM	0	0	0	0	0	0	0	0	0	0	60	2	0	0	72	0	134	573
2:15 PM	0	0	0	0	0	1	0	4	0	0	64	1	0	1	45	0	116	526
2:30 PM	0	0	0	0	0	0	0	1	1	0	52	1	0	2	75	0	132	532
2:45 PM	0	0	0	0	0	0	0	2	0	0	68	2	0	2	79	0	153	535
3:00 PM	0	0	0	0	0	1	0	6	0	0	73	1	0	1	58	0	140	541
3:15 PM	0	0	0	0	0	1	0	2	0	0	81	1	0	2	84	0	171	596
3:30 PM	0	0	0	0	0	0	0	1	0	0	102	1	0	1	74	0	179	643
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**130**	**0**	**0**	**1**	**79**	**0**	**214**	**704**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**81**	**0**	**0**	**0**	**119**	**0**	**203**	**767**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**84**	**0**	**0**	**0**	**76**	**0**	**163**	**759**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**91**	**0**	**0**	**2**	**91**	**0**	**189**	**769**
4:45 PM	0	0	0	0	0	2	0	2	2	0	86	1	0	0	77	0	170	725
5:00 PM	0	0	0	0	0	0	0	2	0	0	77	0	0	0	94	0	173	695
5:15 PM	0	0	0	0	0	1	0	0	0	0	85	0	0	0	93	0	179	711
5:30 PM	0	0	0	0	0	1	0	0	0	0	88	0	0	0	70	0	159	681
5:45 PM	0	0	0	0	0	0	0	0	0	0	76	0	0	0	63	0	139	650
6:00 PM	0	0	0	0	0	2	0	0	0	0	61	0	0	0	67	0	130	607
6:15 PM	0	0	0	0	0	1	0	0	0	0	48	0	0	0	50	0	99	527
6:30 PM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	45	0	93	461
6:45 PM	0	0	0	0	0	0	0	0	0	0	40	0	0	0	54	0	94	416
Count Total	0	0	0	0	0	45	0	72	11	0	3,493	46	8	69	2,960	0	6,704	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**10**	**1**	**0**	**386**	**0**	**0**	**3**	**365**	**0**	**769**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**8**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**0%**	**-**	**2%**	**-**	**-**	**0%**	**1%**	**-**	**1%**	

TJ Wethington
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Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
6:00 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	0	1	*1*	0	0	0	1	*1*	0	0	0	0	*0*
6:45 AM	0	0	1	0	*1*	0	0	0	1	*1*	0	0	0	0	*0*
7:00 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	5	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	3	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
9:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
9:15 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
9:30 AM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
9:45 AM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
10:00 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
10:15 AM	0	0	3	2	*5*	0	0	1	0	*1*	0	0	0	0	*0*
10:30 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
10:45 AM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
11:00 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	0	0	2	4	*6*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	0	0	4	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	0	0	4	3	*7*	0	0	1	0	*1*	0	0	0	0	*0*
12:30 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
12:45 PM	0	0	1	2	*3*	0	0	0	1	*1*	0	0	0	0	*0*
1:00 PM	0	0	3	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	0	0	4	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
2:00 PM	0	0	1	1	*2*	0	0	0	1	*1*	0	0	0	0	*0*
2:15 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
2:45 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
3:00 PM	0	0	5	0	*5*	0	0	1	0	*1*	0	0	0	0	*0*
3:15 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	0	0	3	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	**0**	**0**	**4**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	1	*1*	0	0	1	0	*1*	0	0	0	0	*0*
5:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	0	0	0	*0*
6:00 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	75	66	*141*	0	0	5	5	*10*	0	0	0	0	*0*
Peak Hour	**0**	**0**	**6**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Housing Authority Driveway				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6	9
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	11
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	13
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	16
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	15
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	18
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	13
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	11
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	8
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	10
10:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	5	13
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	13
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	13
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	12
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	13
11:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	15
11:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	17
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	21
12:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	22
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	15
1:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	13
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	9
1:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9	15
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	14
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	15
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	15
2:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	10
3:00 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	13
3:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	15
3:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	16
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**5**	**17**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**13**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**10**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	0	0	0	0	0	0	0	0	0	70	5	0	0	66	0	141	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**8**	

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Count Summaries - Bikes

Interval Start	n/a				Housing Authority Driveway				University Blvd				University Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

Bowman

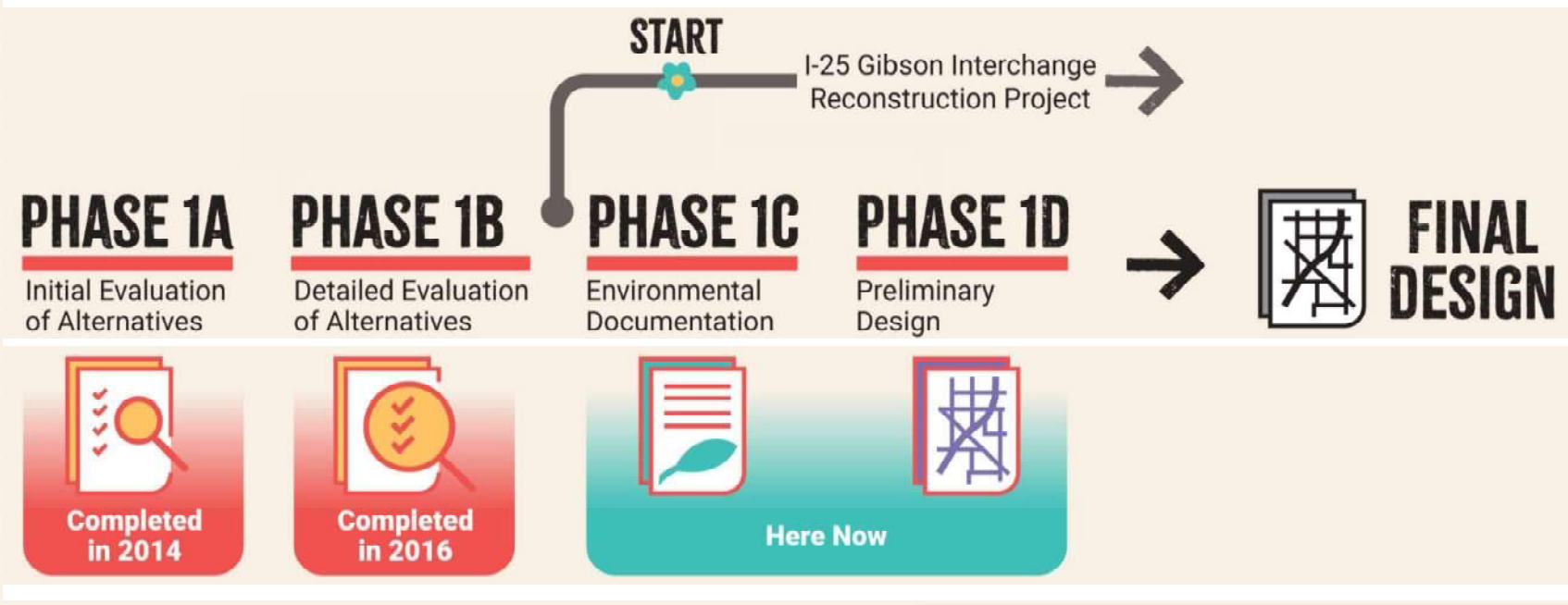
Appendix D
I-25 Gibson Interchange Reconstruction Project
Background Information

Public Meeting

Sept. 17, 2024

The presentation will be about 30 minutes and will be recorded and made available on the project website.

NMDOT Project Development



Aging infrastructure on I-25 over Gibson Boulevard and a poor-performing interchange configuration **make this project a priority.**

Improvements

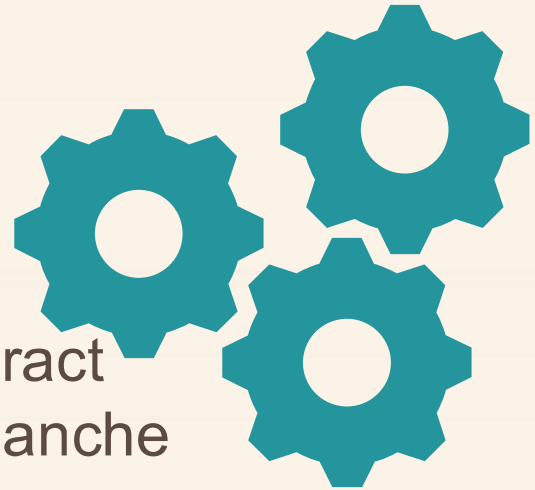
- A new I-25 bridge over Gibson Boulevard, including a new interchange design.
- Minor enhancements to Gibson Boulevard between Edith Boulevard and University Boulevard.
- Additional lanes and ramp improvements along I-25 between Sunport Boulevard and Avenida Cesar Chavez.
- Improvements to bicycle and pedestrian facilities.



Design-Build Delivery

1. NMDOT will hire a design-build team in 2026-2027

2. The selected team will design and construct the project under one contract after the completion of the I-25 Comanche to Montgomery project



Leads to innovative solutions for the best value

Schedule

Part One

The schedule is subject to change as the project progresses.

March 2023
Project Kickoff

April – Fall 2023
Initial Data Gathered

Feb. – March 2024
Public Meeting/Comment Period

Spring – Summer 2024
Design Concept Updated

Sept. – Oct. 2024
Public Meeting/Comment Period

Schedule

Part Two

The schedule is subject to change as the project progresses.

Fall 2024 – 2025
Finalize Design Concept and Property Coordination for Right-of-Way

Design-Build RFP Released

Design-Build Proposals Due

Design-Builder Under Contract

Construction Start

Design Concept

I-25 (Sunport Boulevard to Gibson Boulevard)



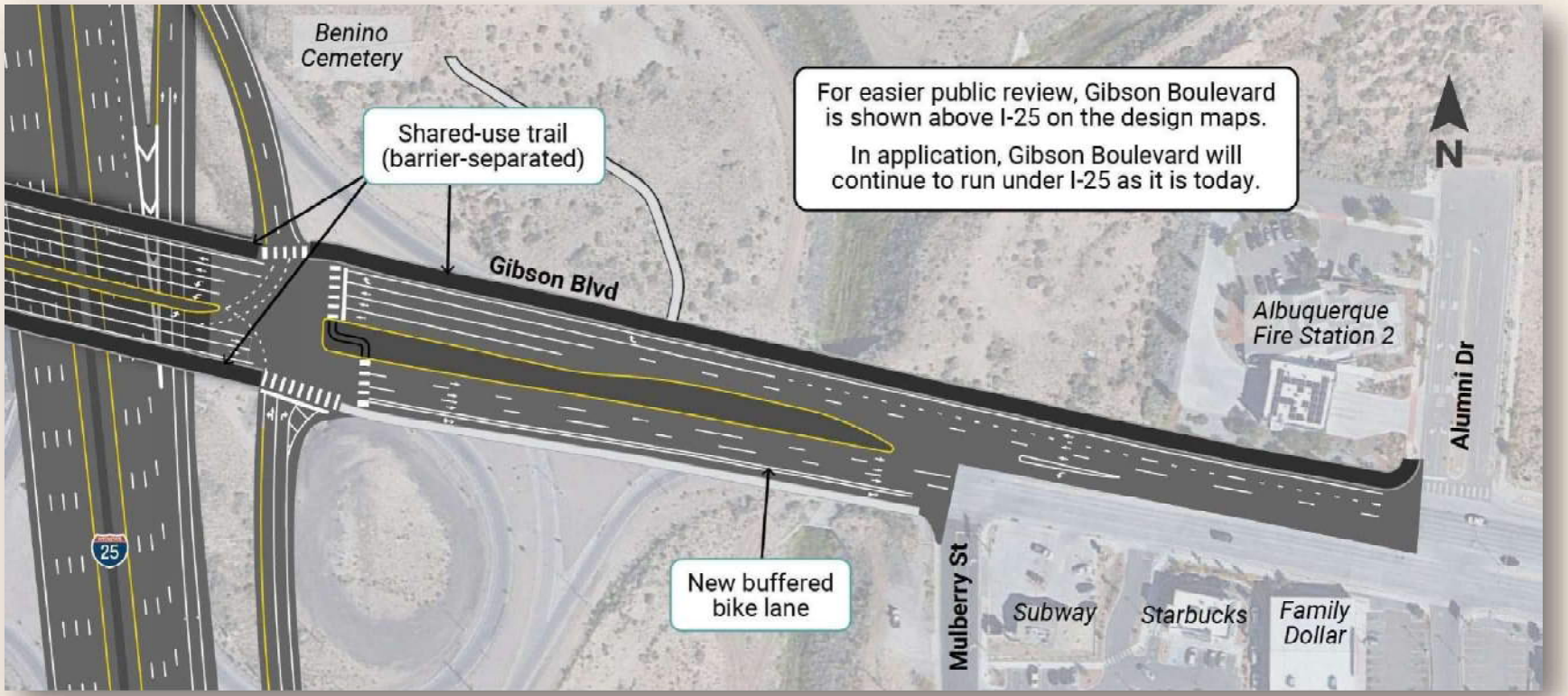
Design is subject to change and will be refined after public input and data analysis.

I-25 (Gibson Boulevard to Avenida Cesar Chavez)



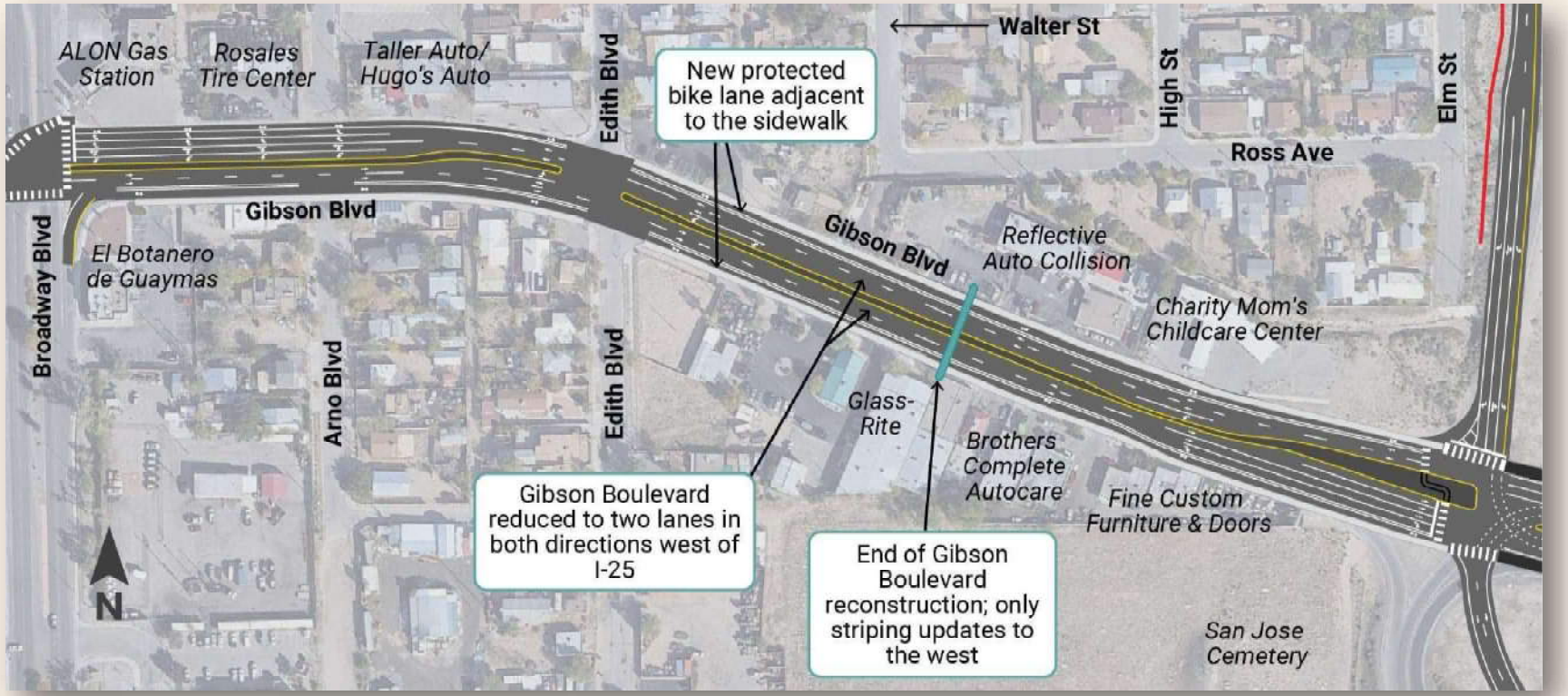
Design is subject to change and will be refined after public input and data analysis.

Gibson Boulevard (East of I-25)



Design is subject to change and will be refined after public input and data analysis.

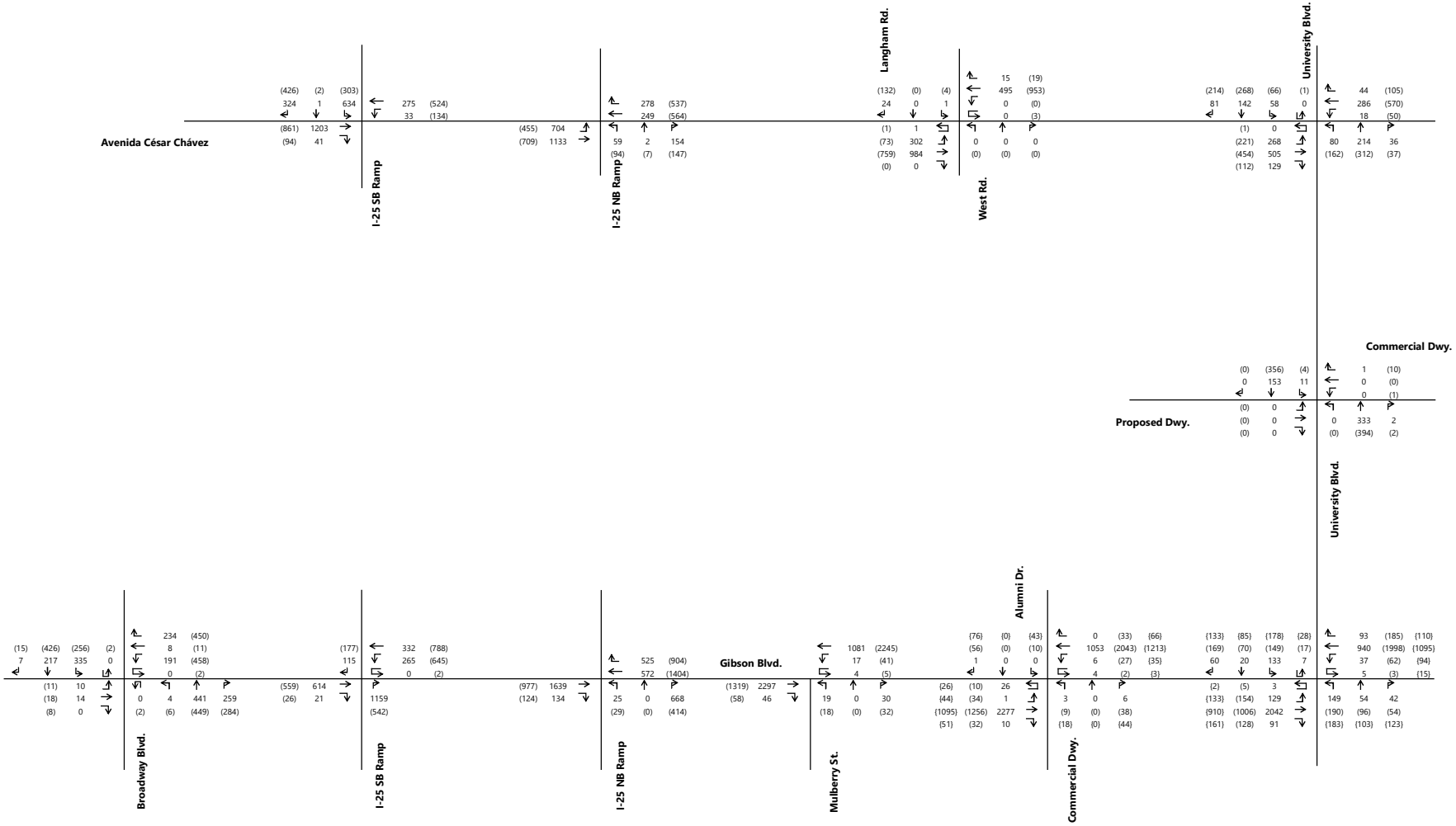
Gibson Boulevard (West of I-25)



Design is subject to change and will be refined after public input and data analysis.

Bowman

Appendix E
Traffic Volume and Trip Distribution Exhibits



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

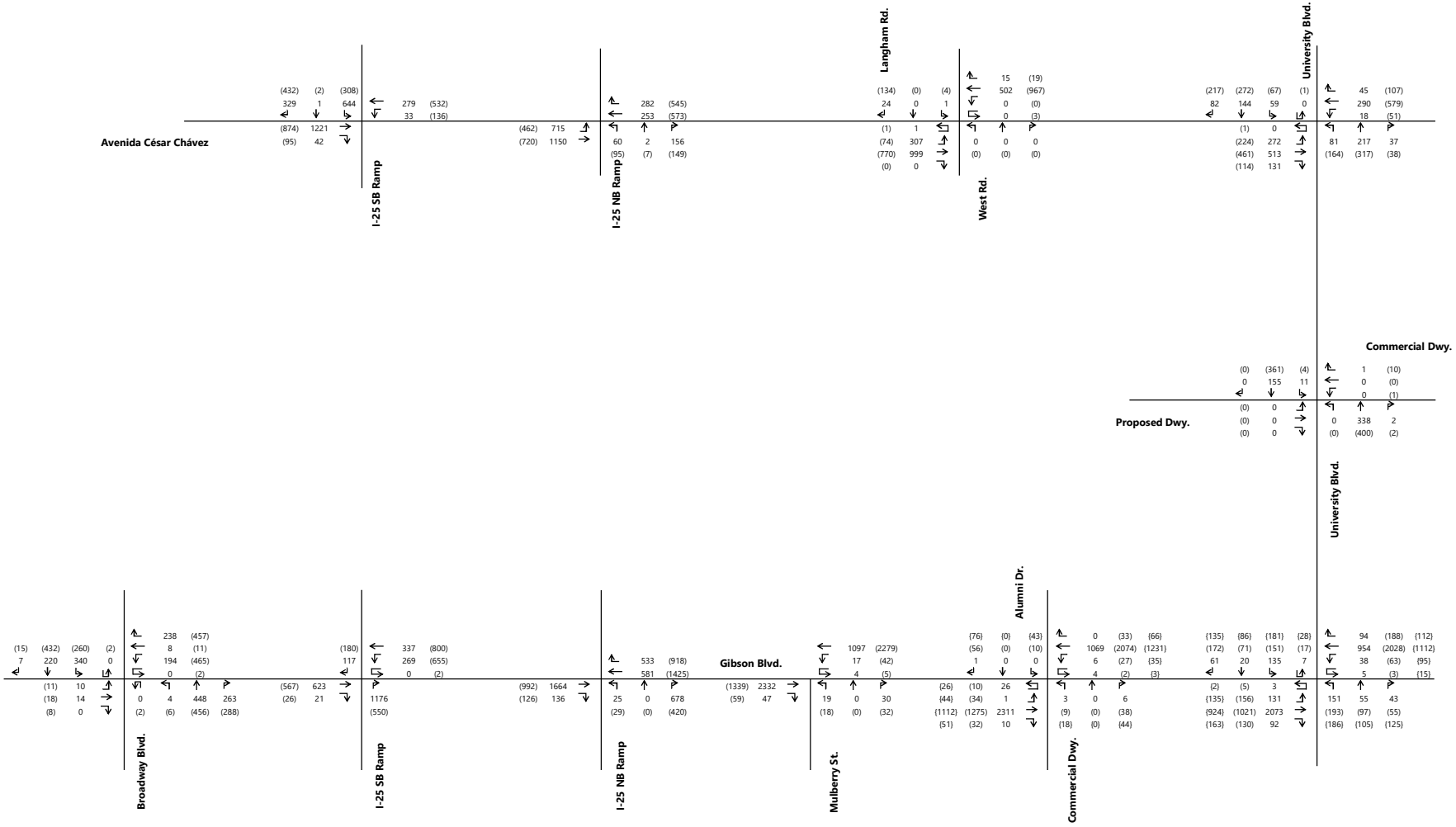
Bowman

2025 Existing
Peak Hour Traffic Volumes

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
1

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

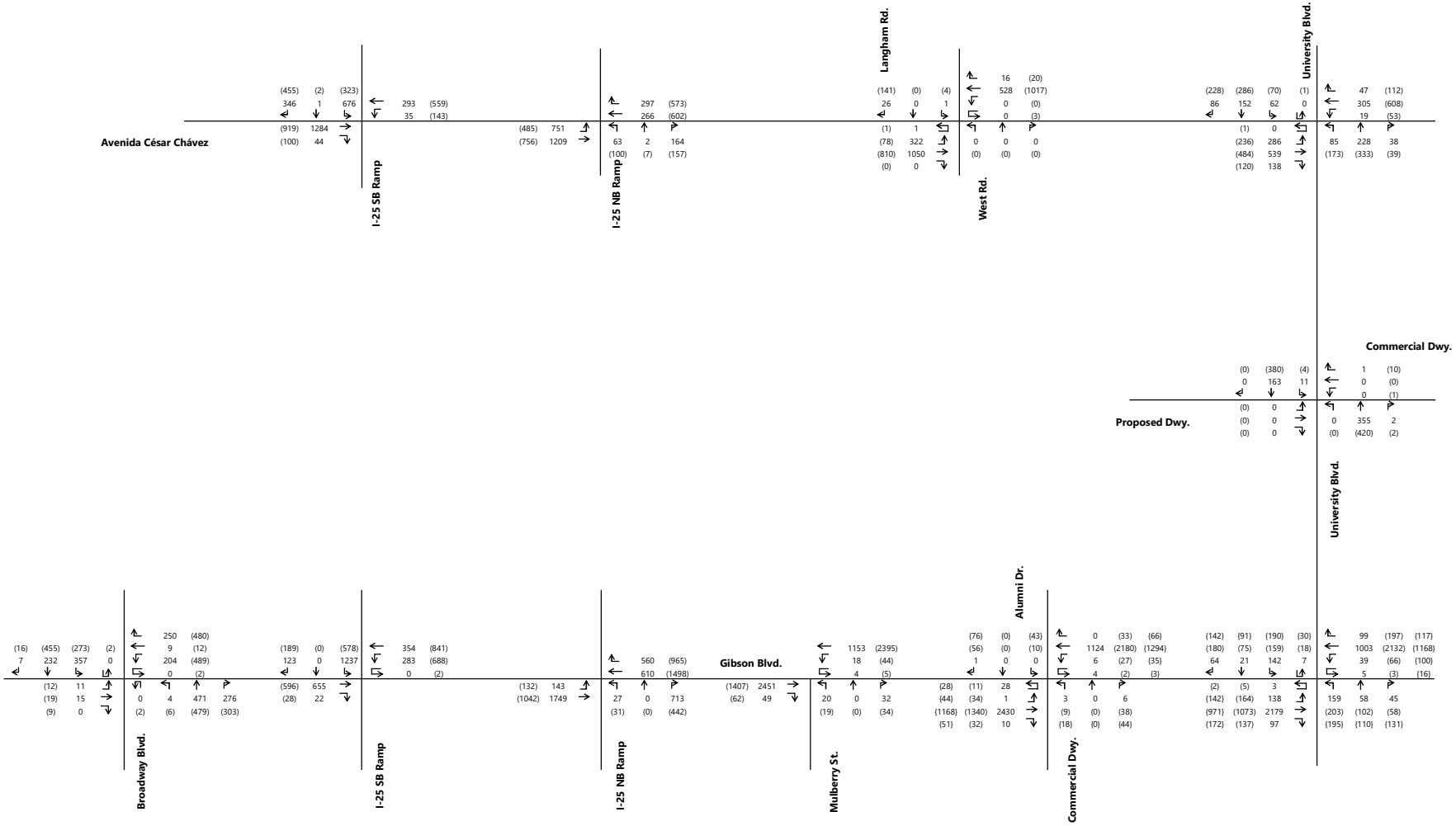
Bowman

2028 Background
Peak Hour Traffic Volumes

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
2

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

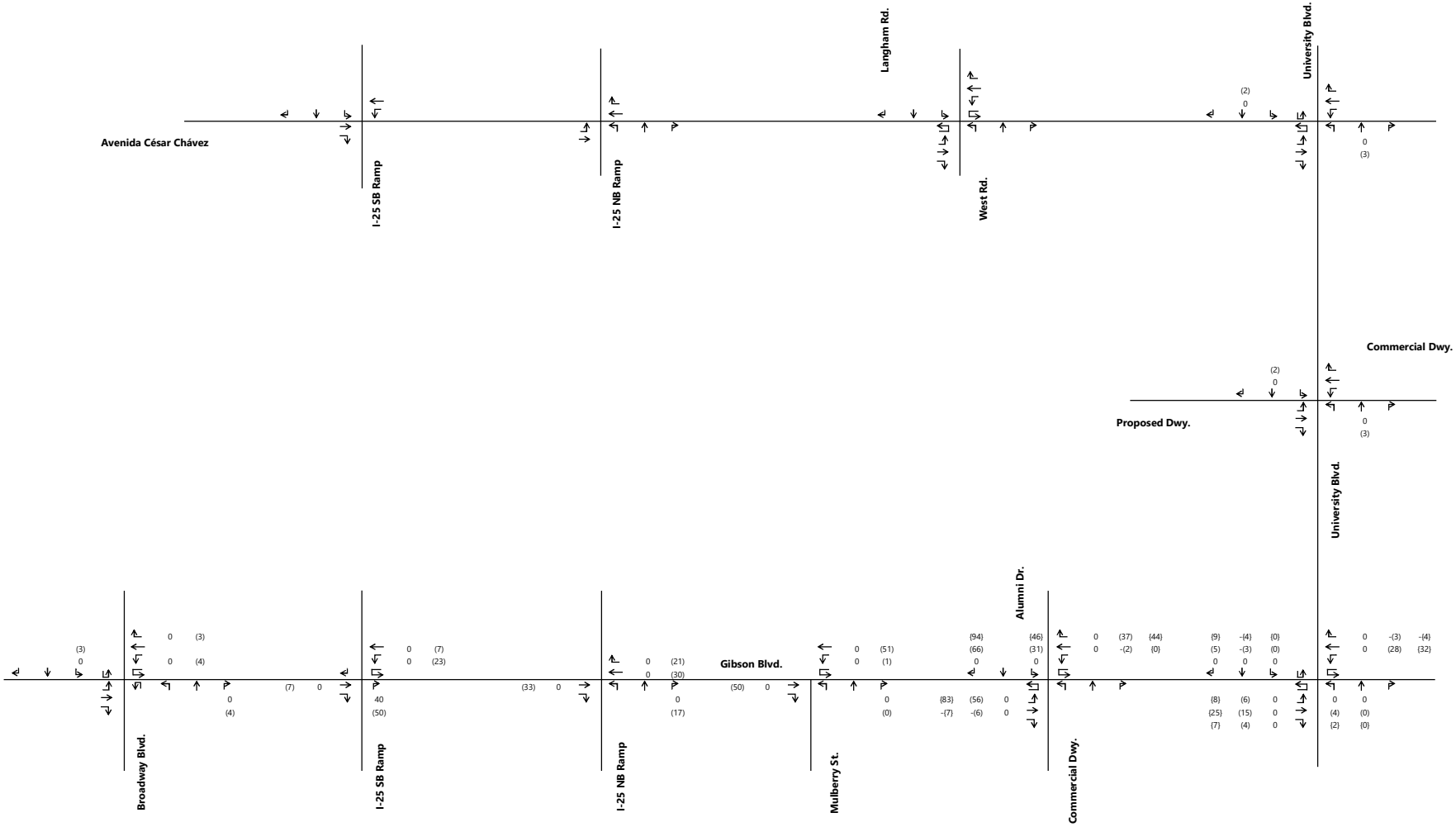
Bowman

2038 Background
Peak Hour Traffic Volumes

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
3

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

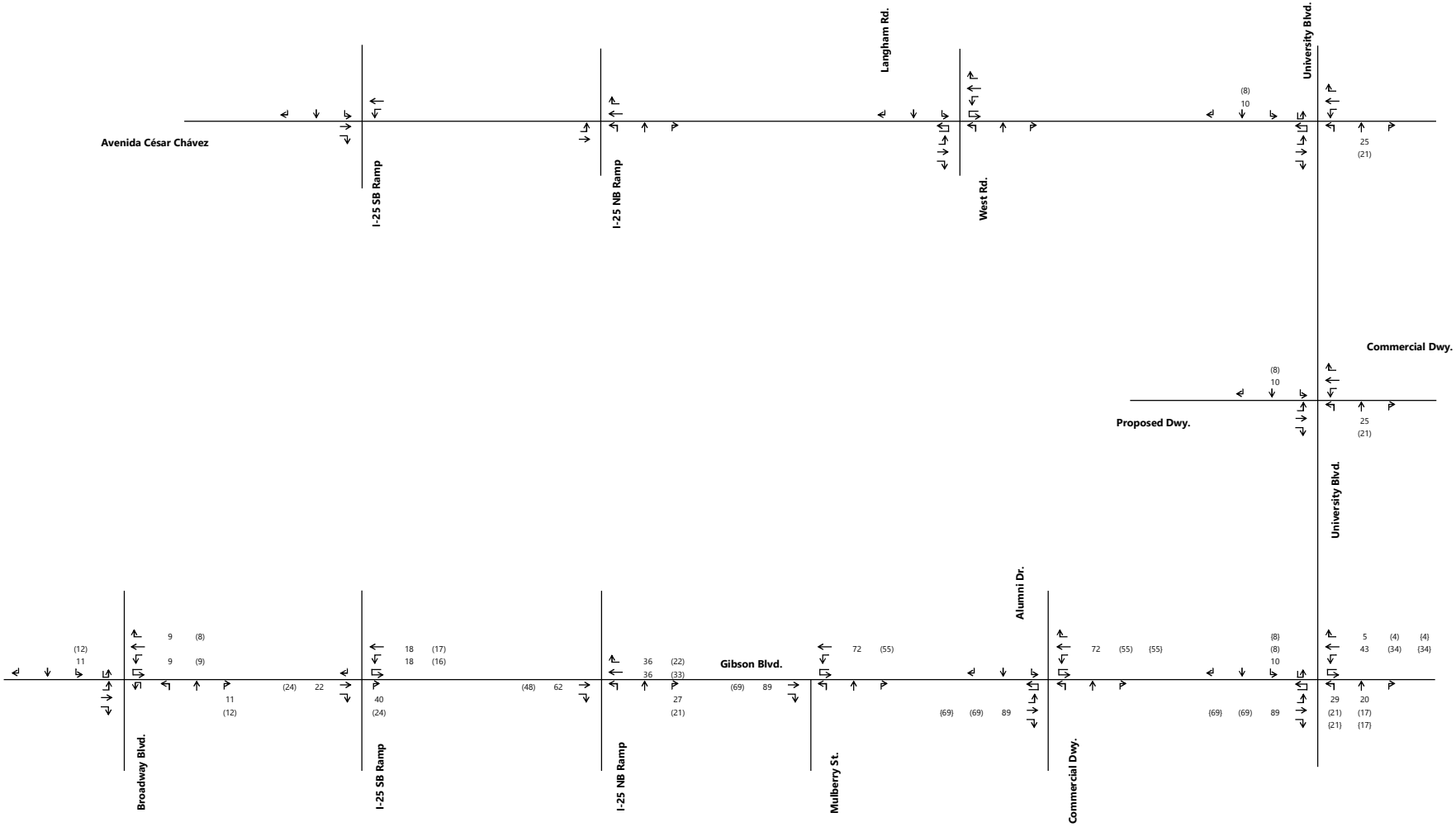
Bowman

In-N-Out Restaurant
Peak Hour Traffic Volumes

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
4

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

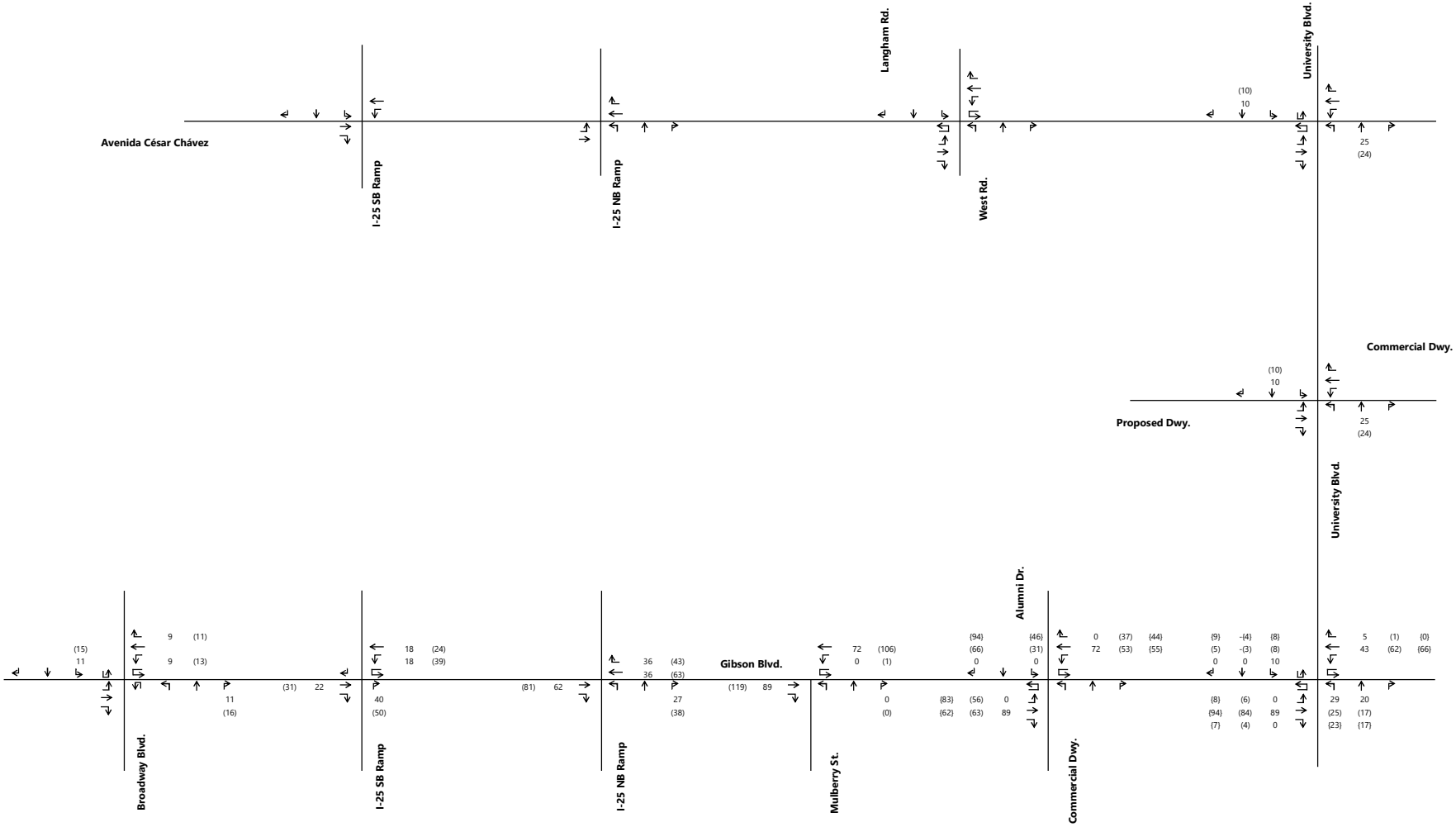
Bowman

Gibson and Yale Commercial
Peak Hour Traffic Volumes

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
5

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

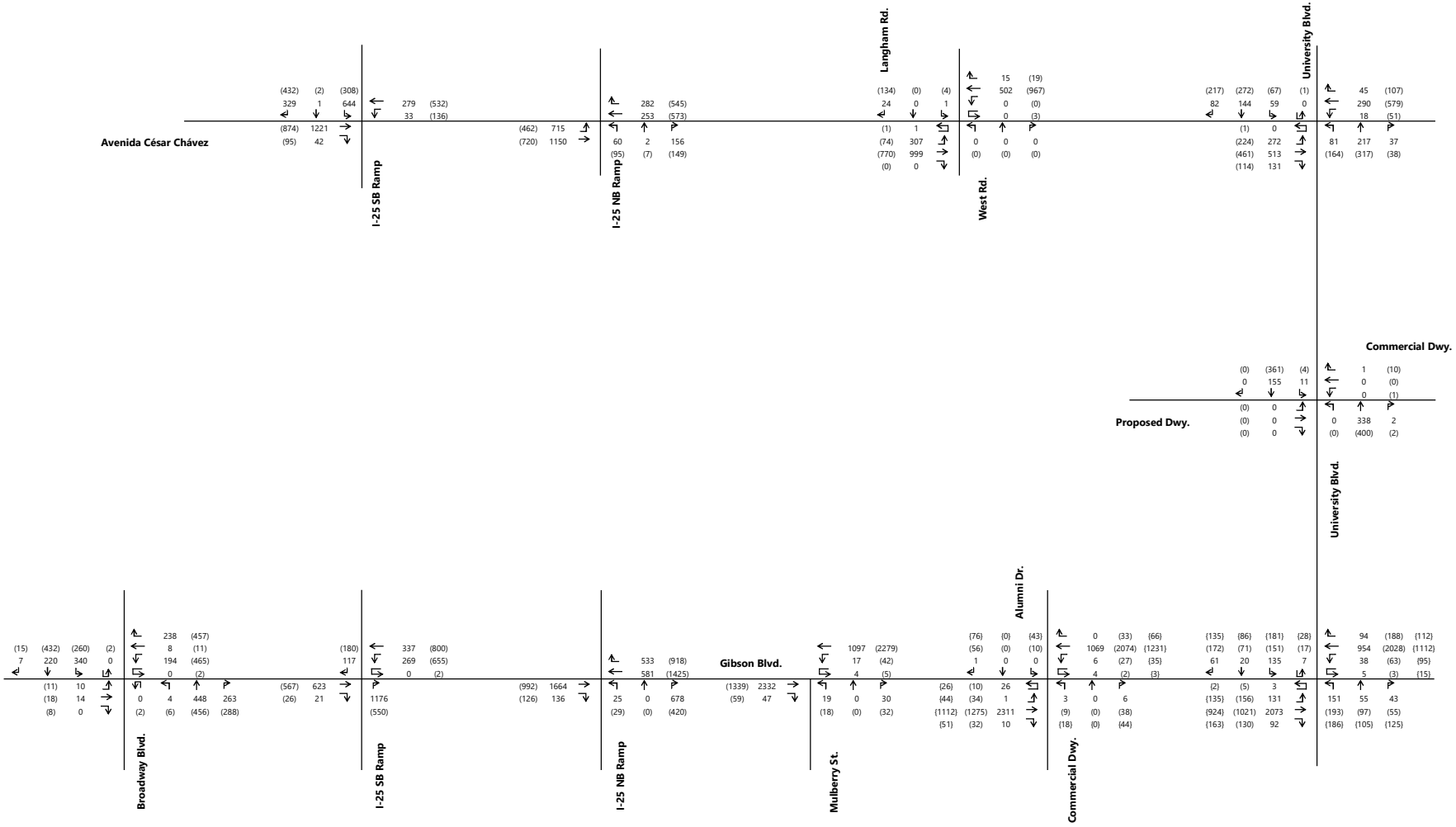
Bowman

Total Background Development
Peak Hour Traffic Volumes

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
6

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

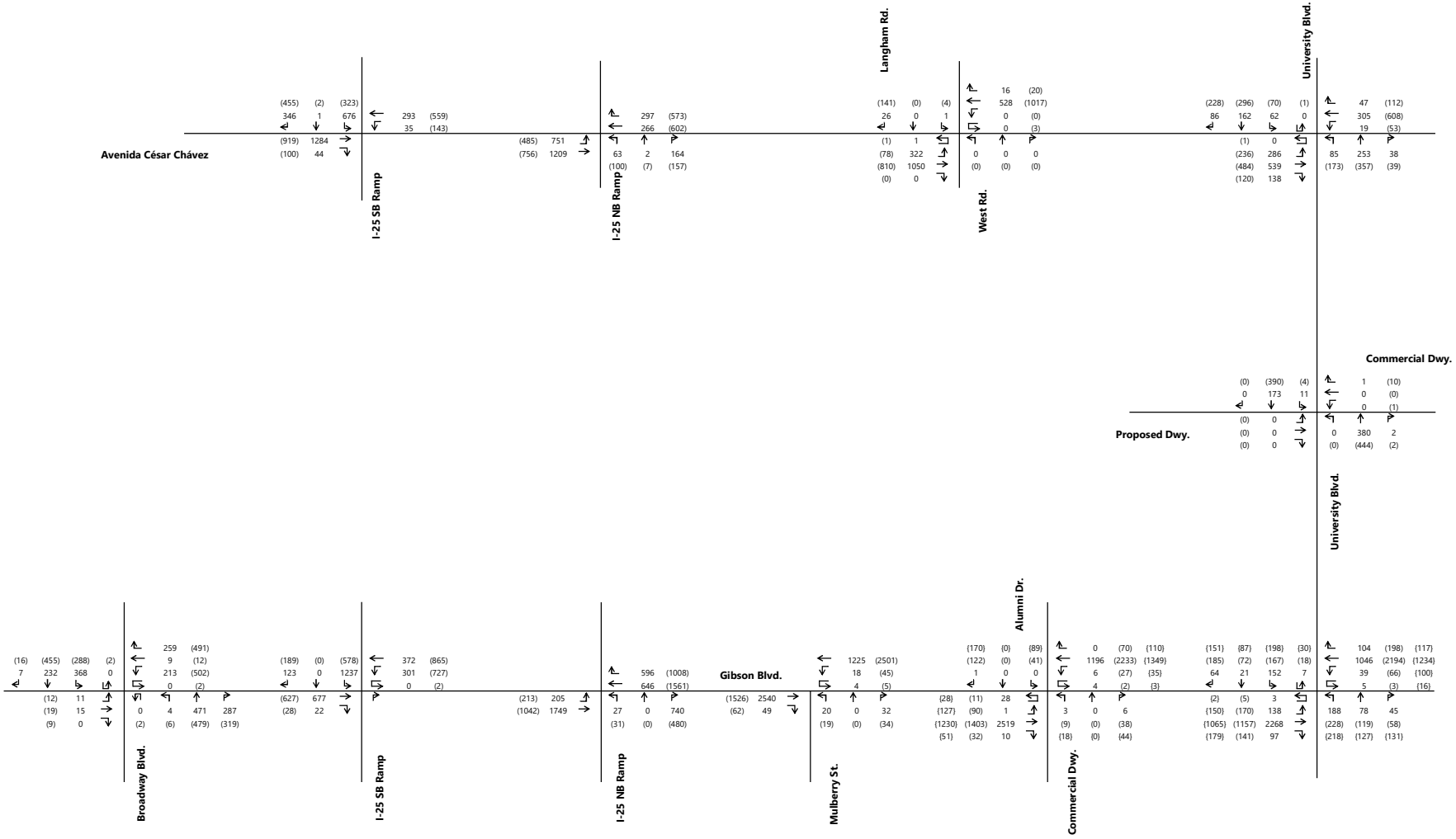
Bowman

2028 No Build
Peak Hour Traffic Volumes

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
7

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

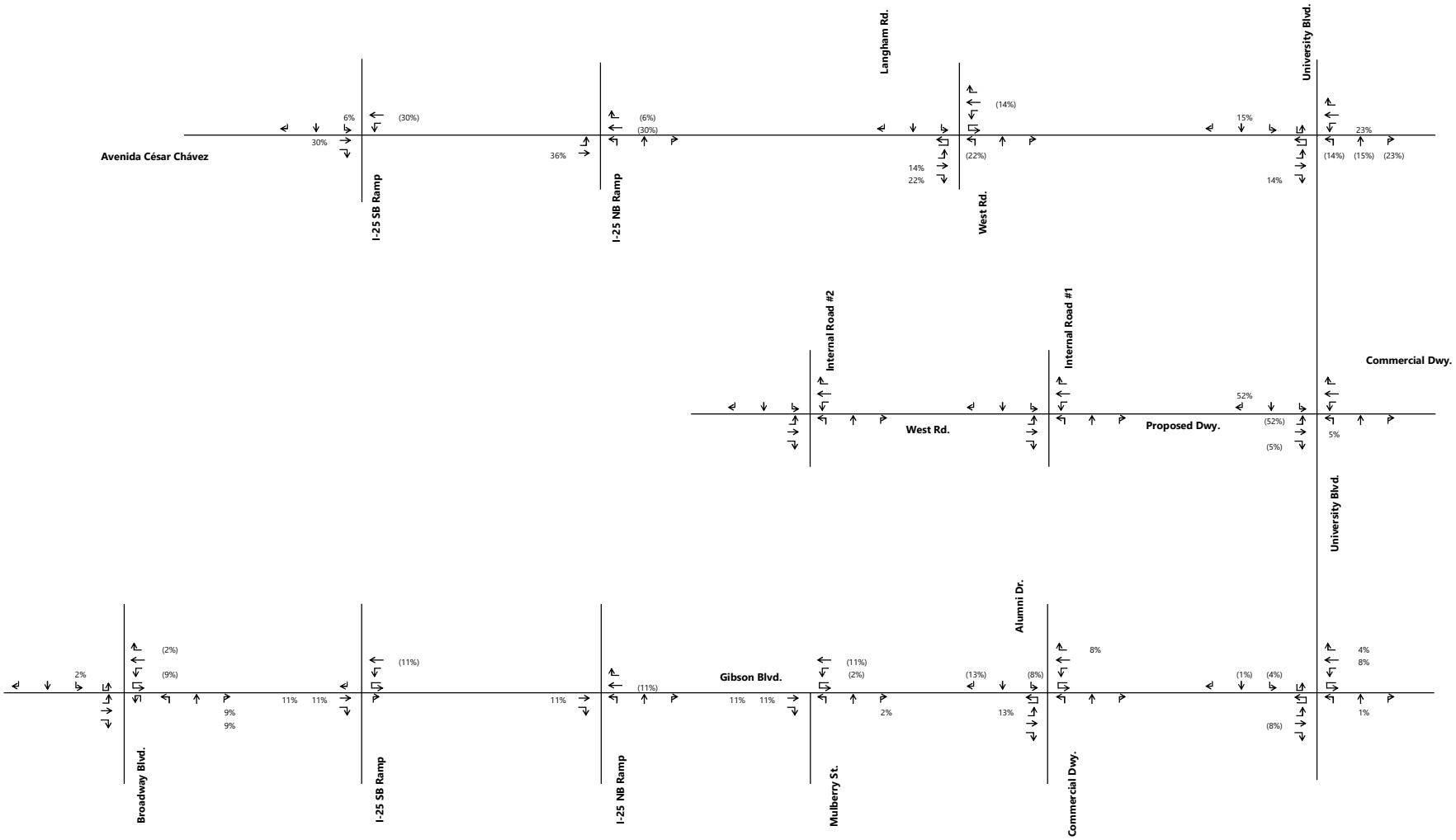
Bowman

2038 No Build
Peak Hour Traffic Volumes

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
8

PROJECT NO.
460223-01-001



Legend

12% - Entering Distribution

(12%) - Exiting Distribution

Bowman

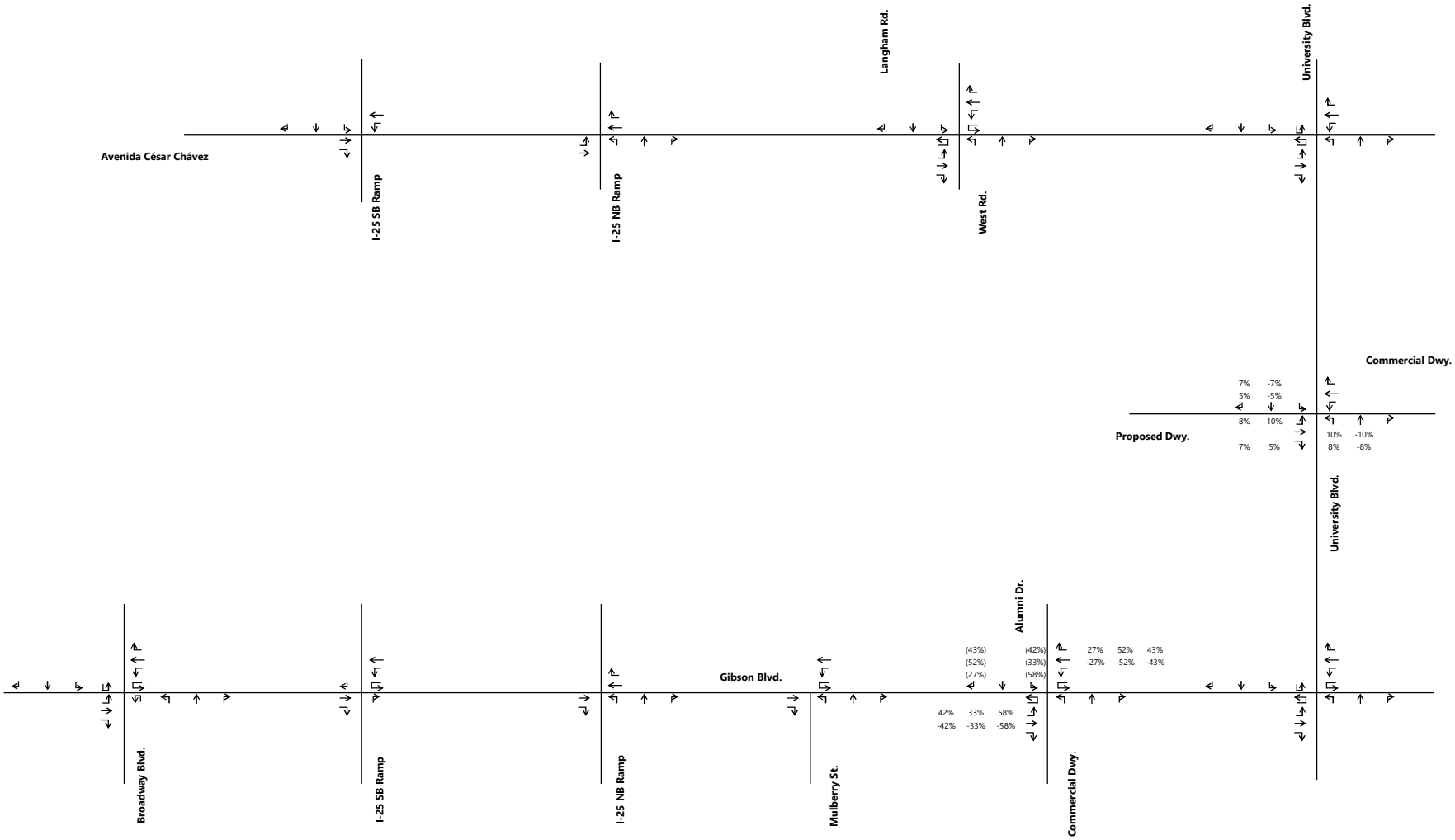
Primary Site Trip Distribution

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT

9

PROJECT NO.
460223-01-001



Legend

12% - Entering Distribution

(12%) - Exiting Distribution

Bowman

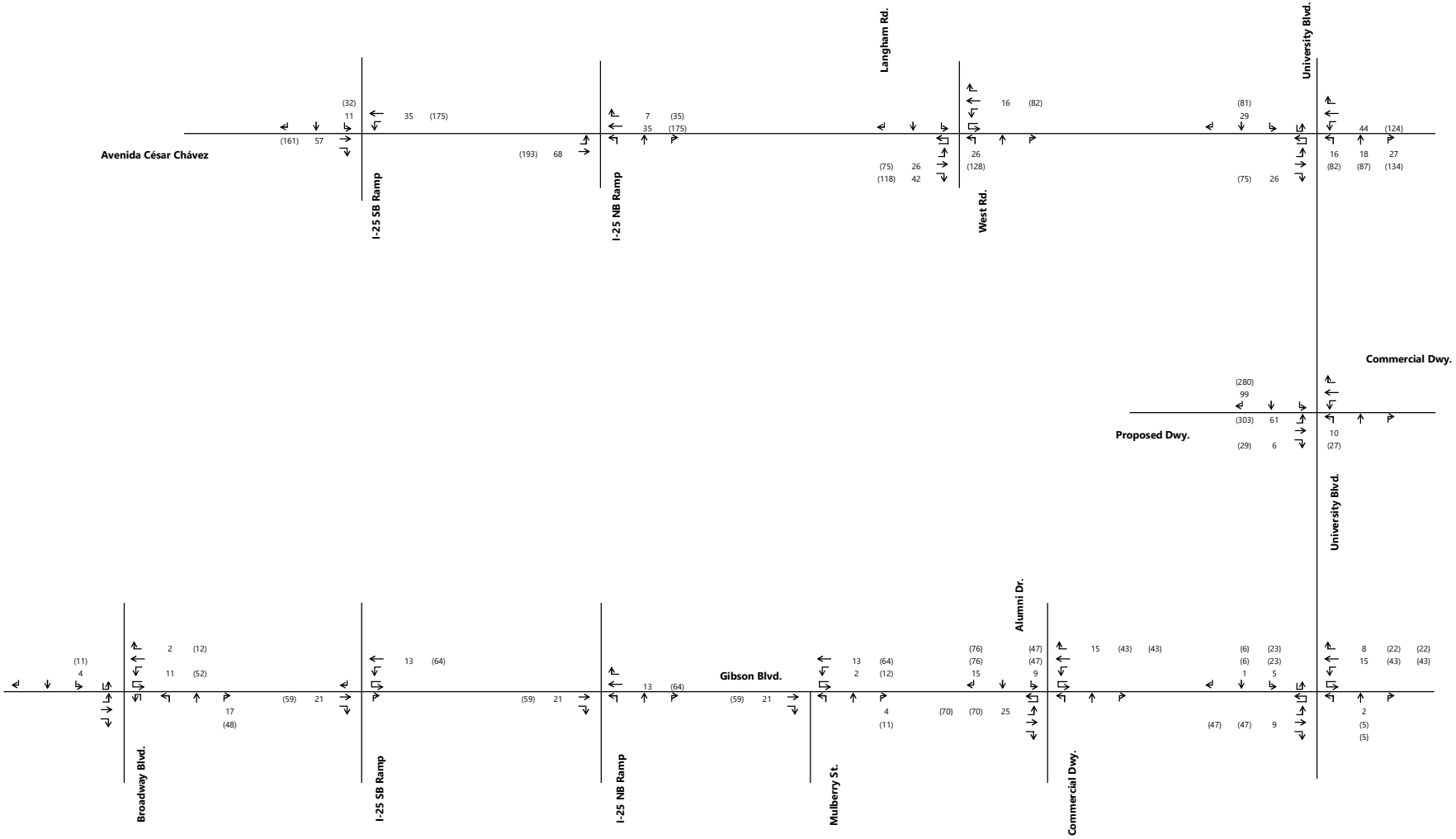
Pass-By Site Trip Distribution

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT

10

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

Bowman

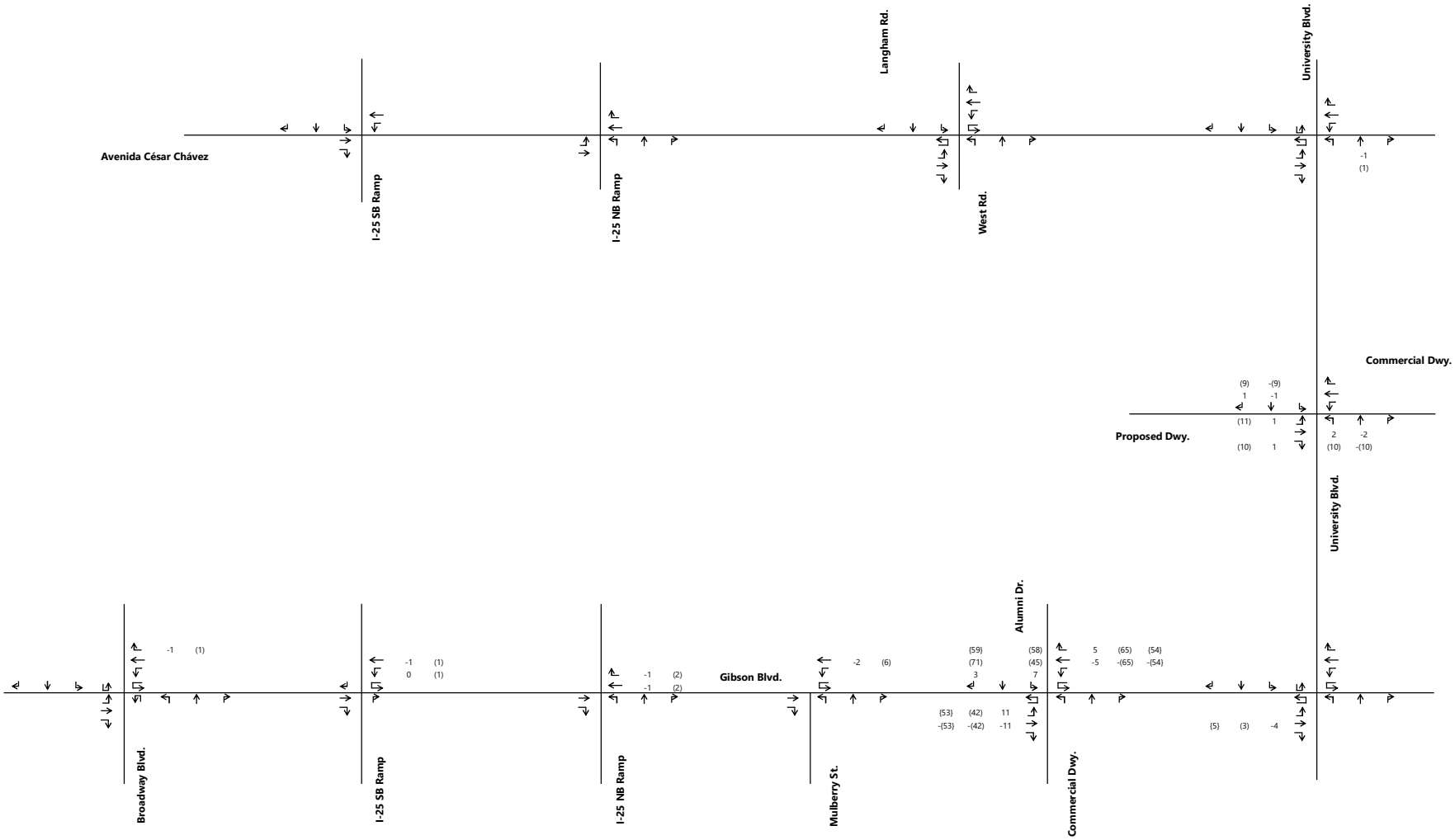
Primary Site Generated Trips

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT

11

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

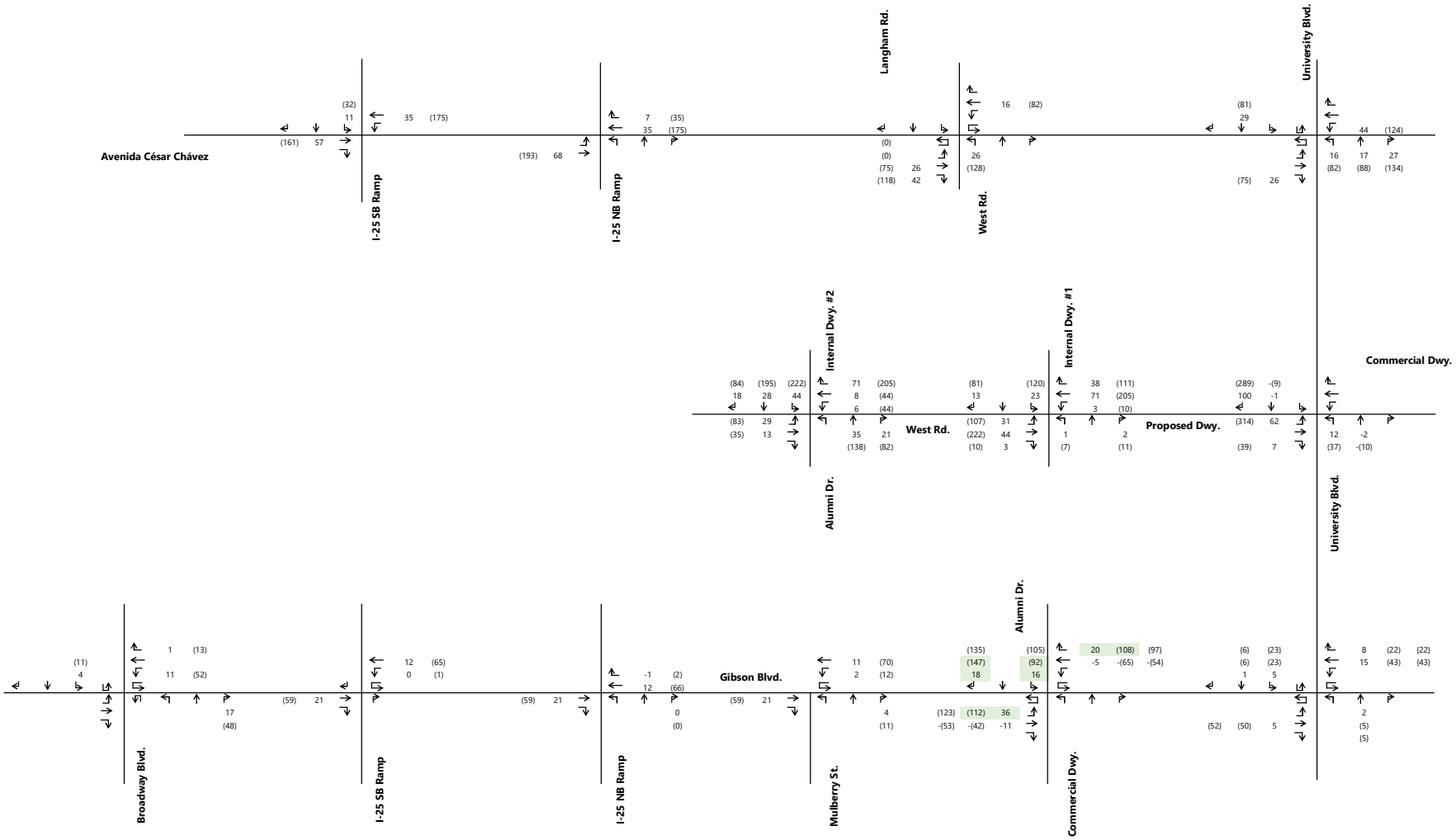
Bowman

Pass-By Peak Hour Site Trips

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
12

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

Bowman

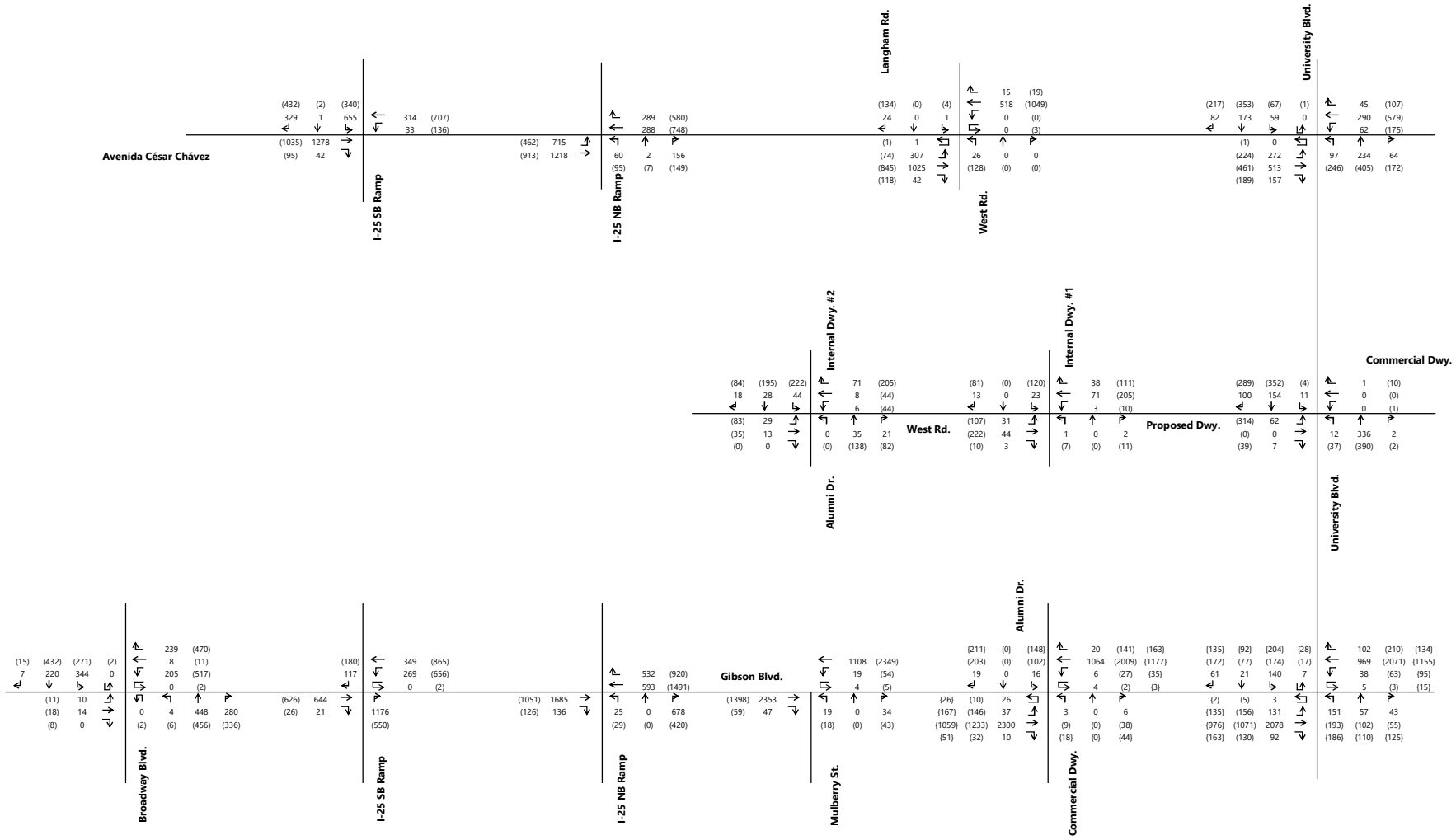
Total Development Site Trips

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT

13

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

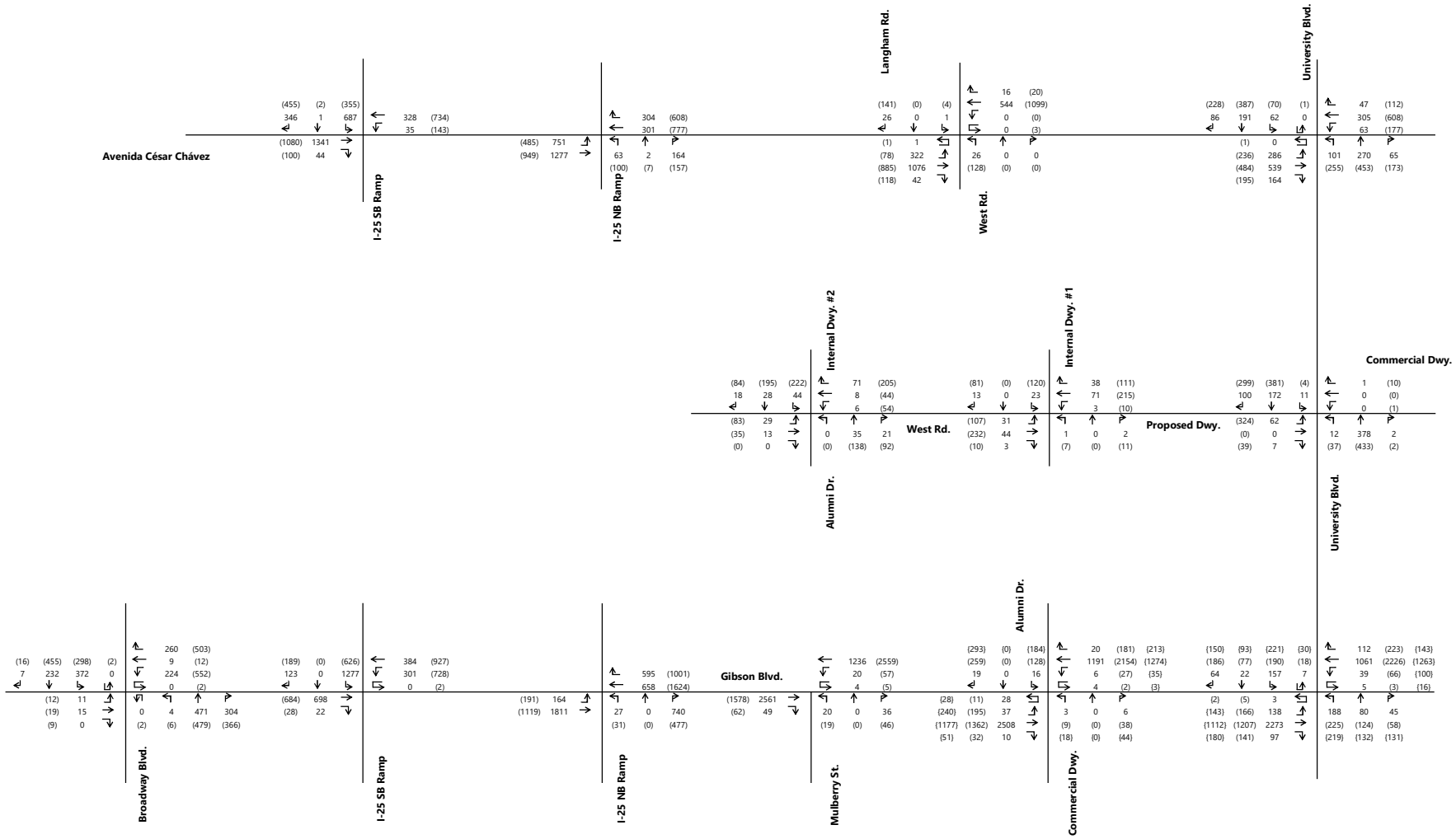
Bowman

2028 Build
Peak Hour Traffic Volumes

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
14

PROJECT NO.
460223-01-001



Legend

123 - AM Peak Hour Traffic Volumes

(123) - PM Peak Hour Traffic Volumes

{123} - MD Peak Hour Traffic Volumes

Bowman

2038 Build
Peak Hour Traffic Volumes

Lobo Crossing TIA
City of Albuquerque, NM

EXHIBIT
15

PROJECT NO.
460223-01-001

Bowman

Appendix F
Background Development Information

Traffic Impact Study (TIS)
Gibson In-N-Out

Draft Report

October 2024

Prepared for:

In-N-Out Burger

Prepared By:

LEE ENGINEERING

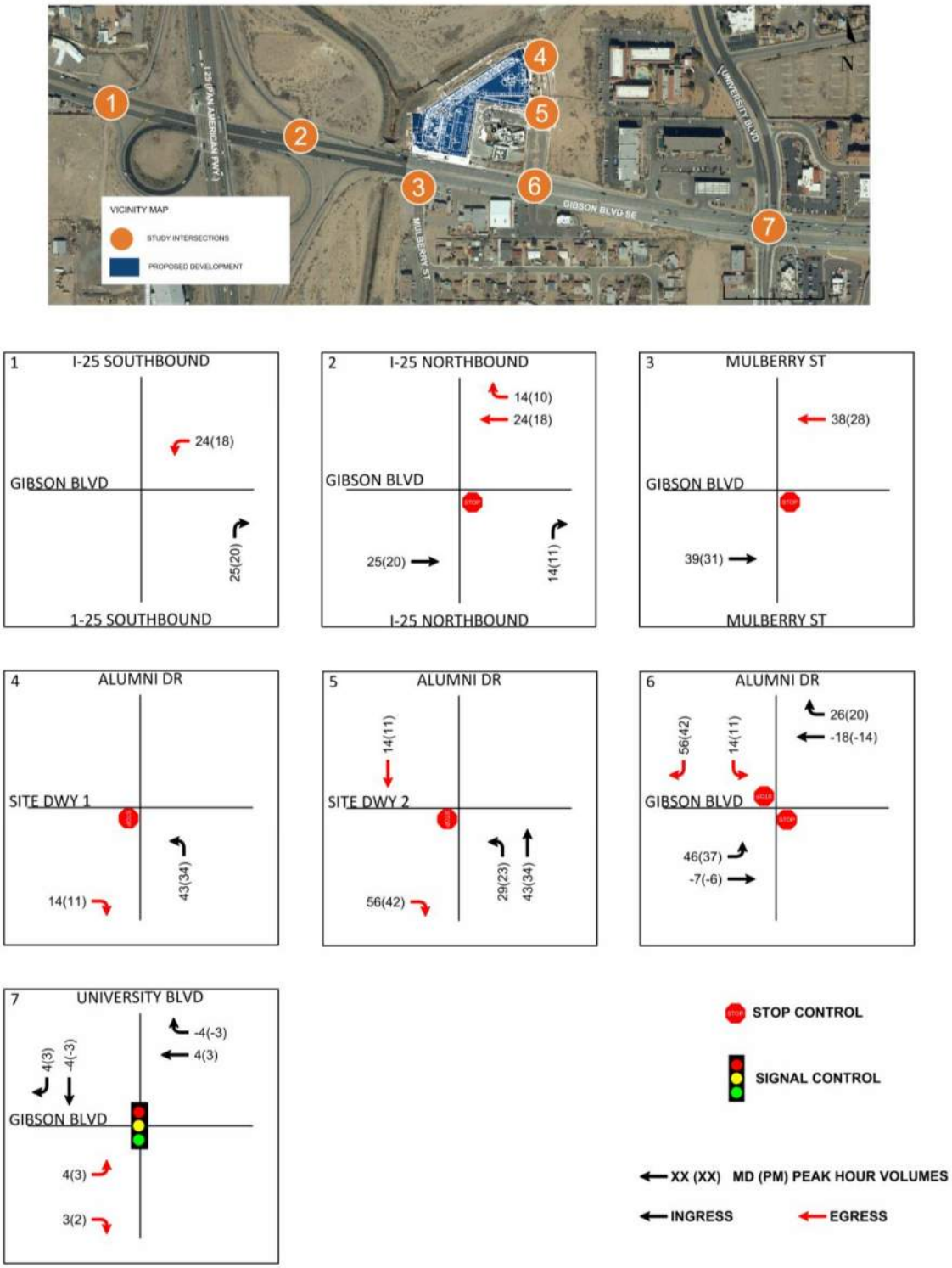


Figure 5: Pass-by Trip Volumes

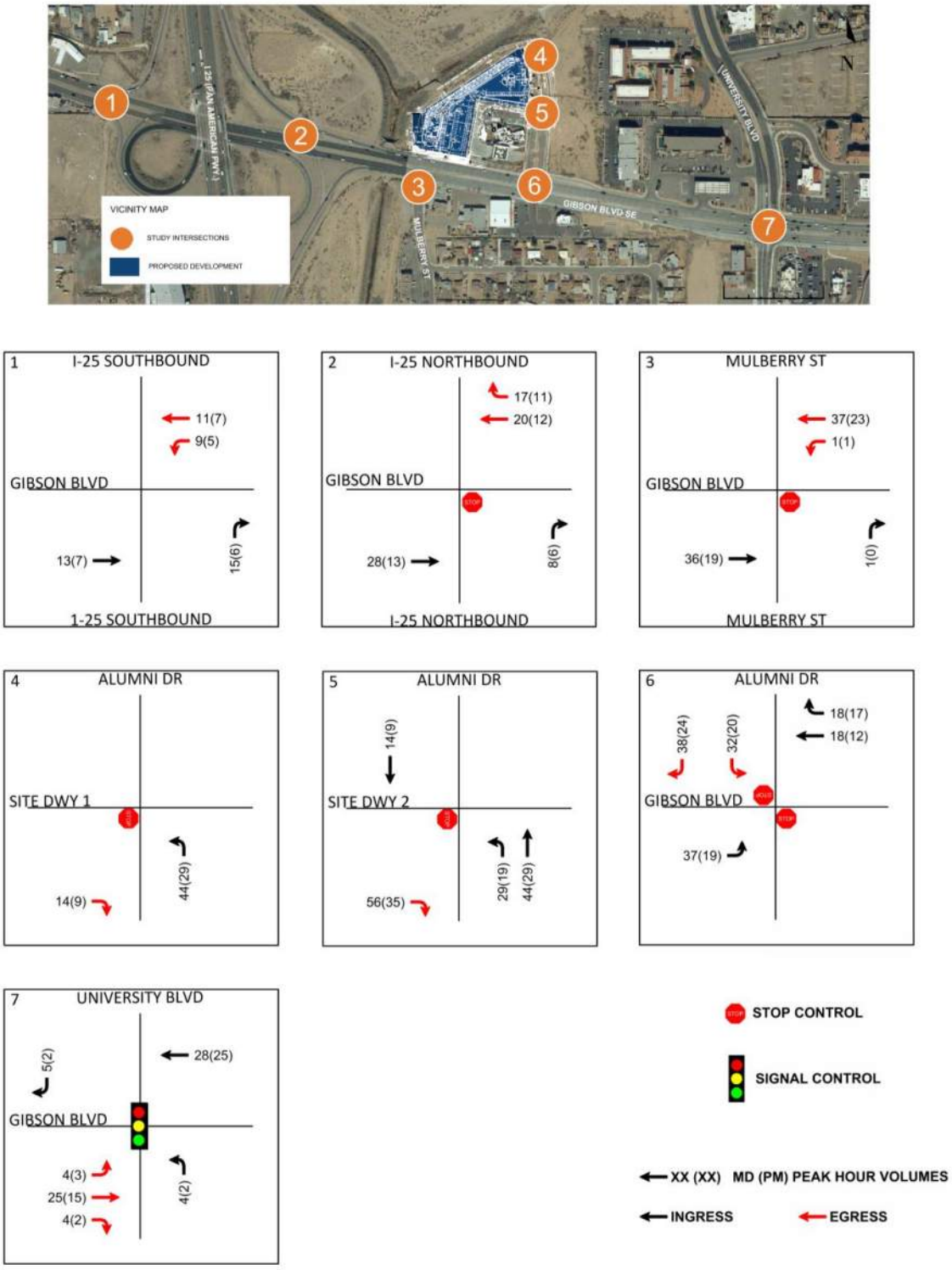


Figure 7: Direct Trip Volumes

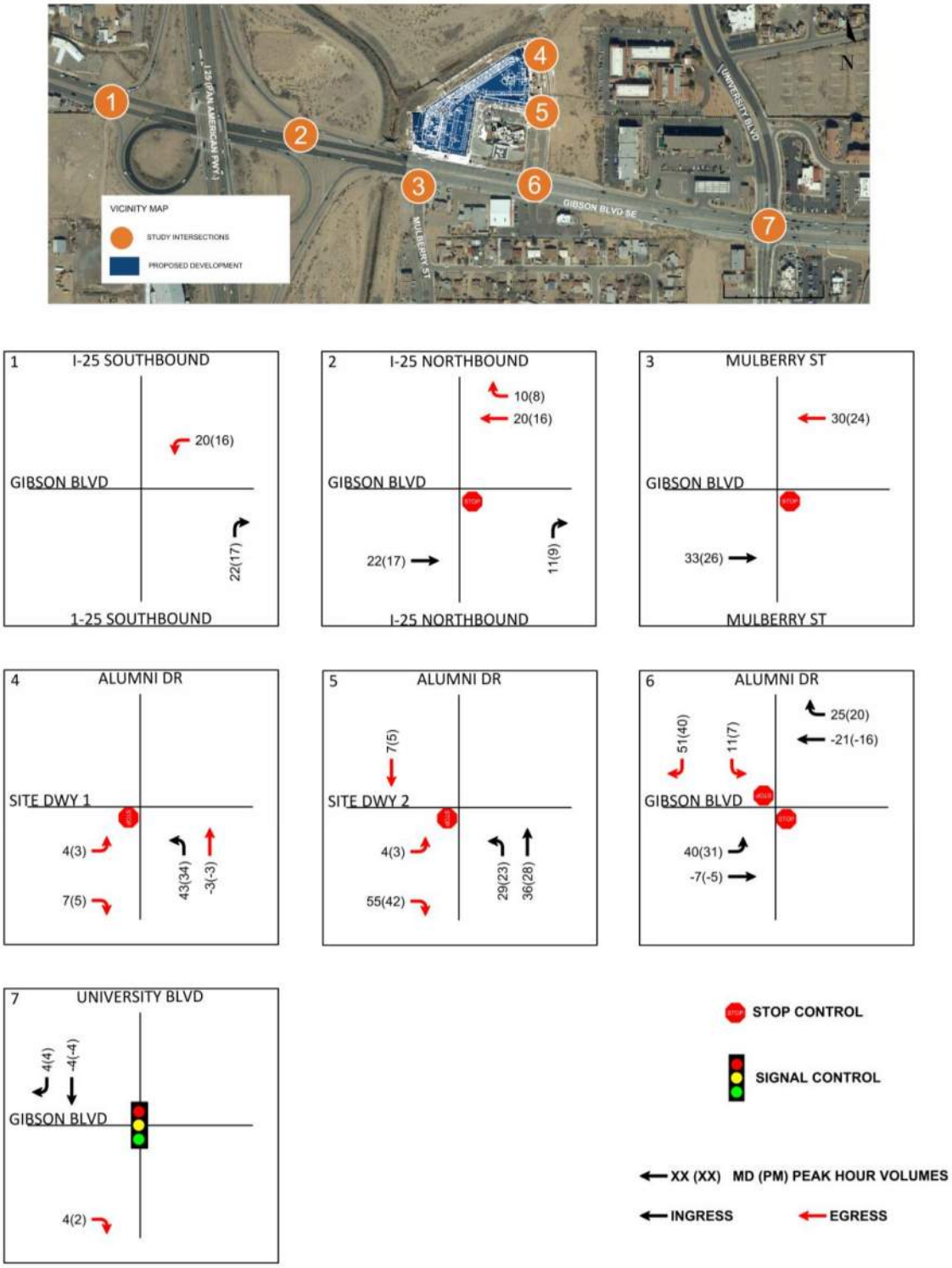


Figure 9: Horizon Year Pass-By Trip Volumes

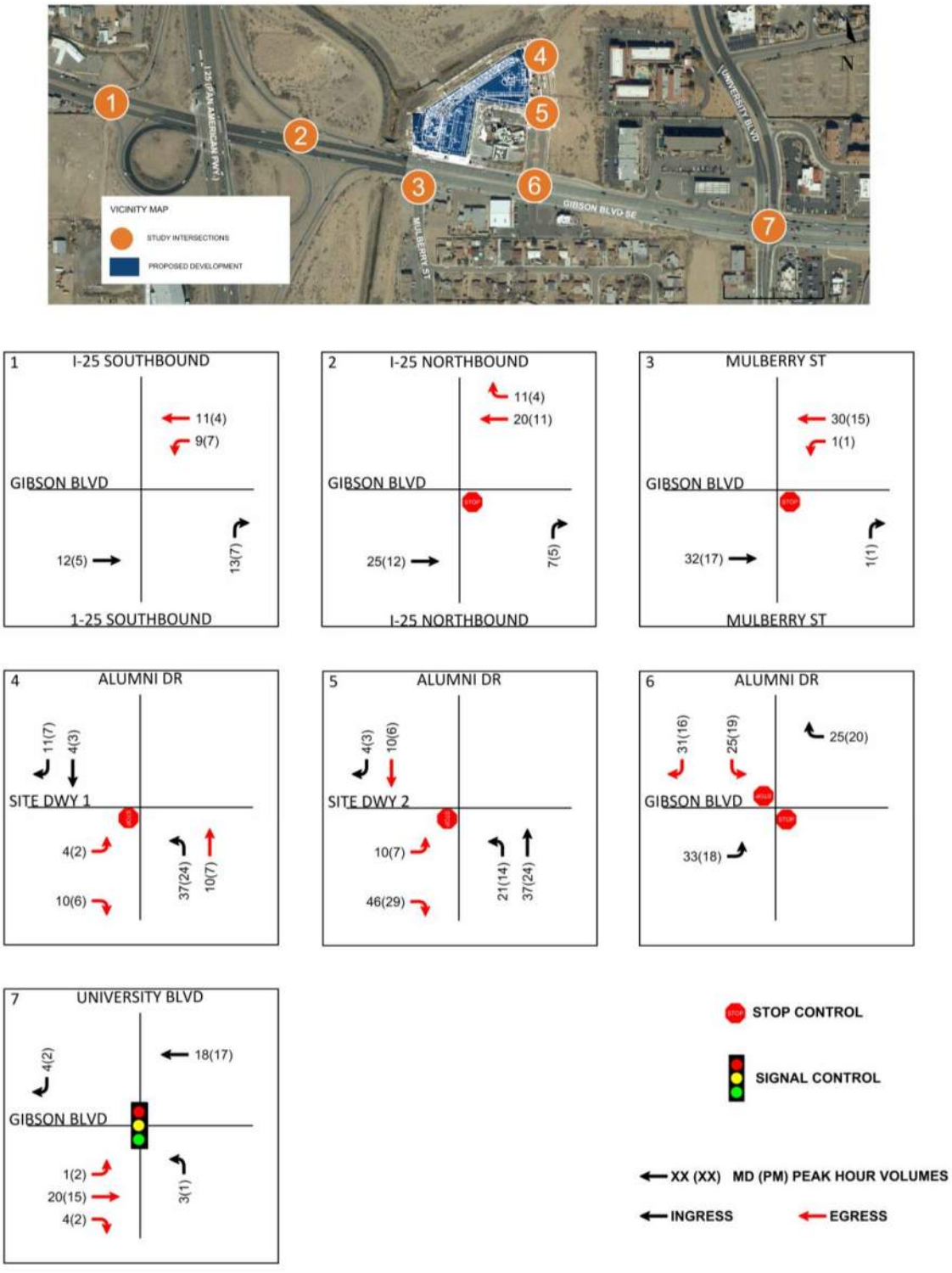


Figure 11: Horizon Year Direct Trip Volumes

TRAFFIC IMPACT STUDY

GIBSON & YALE COMMERCIAL

Albuquerque, New Mexico

PREPARED FOR:
Prime Properties

PREPARED BY:
Brian Horan, PE
Daniela Gonzalez

Galloway & Company, Inc.
6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111

DATE:
August 6, 2021
Revised: September 29, 2021



HT#M15D021
Received 10/5/2021

As shown in Table 5-1, the site in total is anticipated to generate 397 weekday AM, and 359 weekday PM peak hour pass-by trips. Therefore, these trips would be drawn from the existing road network and assigned to the future site entrances accordingly. Pass-by trip assignments at key study intersections are shown on Figure 5-2.

Net Site Trips

The vehicle trips that would be generated by the proposed development plan are summarized in Table 5-1. As shown in Table 5-1, the site would generate upon completion and full occupancy, 484 net new weekday AM and 479 net new weekday PM peak hour vehicle trips as well as 8,325 net new weekday daily trips.

Site Trip Distributions

The distribution of the anticipated trips generated by the completion of the proposed development was based on an examination of existing traffic counts and local knowledge. Existing travel patterns indicate the following distribution is appropriate in the forecasting of future site traffic:

- To/from the west on Gibson Boulevard: 35%
- To/from the north on Yale Boulevard: 20%
- To/from the east on Gibson Boulevard: 30%
- To/from the south on Yale Boulevard: 15%

Site Trip Assignments

The assignment of the new vehicle trips generated upon the future build-out of the development project was based on the above distribution. The trips assignments are depicted on Figure 5-3.

Table 1

Gibson Yale

Site Trip Generation Comparison

Land Use	Land Use Code	Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Trips
Approved [1]										
Gas Station with Convenience Store	945	20	FP	127	122	249	143	137	280	4,107
Pass-by (AM 62%/PM 56%)				(79)	(76)	(155)	(80)	(77)	(157)	(2,300)
Total				48	46	94	63	60	123	1,807
Coffee with Drive-Thru [2]	938	950	SF	64	64	128	40	39	79	1,900
Fast Food Restaurant with Drive-Thru	934	3,751	SF	77	74	151	64	59	123	1,767
Pass-by (AM 49%/PM 50%)				(38)	(36)	(74)	(32)	(30)	(62)	(884)
Total				39	38	77	32	29	61	883
Fast Casual Restaurant	930	5,500	SF	7	4	11	43	35	78	1,733
Fast Food Restaurant with Drive-Thru	934	4,250	SF	87	84	171	72	67	139	2,002
Pass-by (AM 49%/PM 50%)				(43)	(41)	(84)	(36)	(34)	(70)	(1,001)
Total				44	43	87	36	33	69	1,001
Fast Food Restaurant with Drive-Thru	934	4,250	SF	87	84	171	72	67	139	2,002
Pass-by (AM 49%/PM 50%)				(43)	(41)	(84)	(36)	(34)	(70)	(1,001)
Total				44	43	87	36	33	69	1,001
Total Trips				449	432	881	434	404	838	13,511
Total Pass-by Trips				(203)	(194)	(397)	(184)	(175)	(359)	(5,186)
Net New Trips				**246**	**238**	**484**	**250**	**229**	**479**	**8,325**
Proposed [3]										
Convenience Store/Gas Station	945	20	FP	316	316	632	269	269	538	6,915
Pass-by's (76%AM / 75%PM)				(240)	(240)	(480)	(202)	(202)	(404)	(5,186)
Total				76	76	152	67	67	135	1,729
Coffee with Drive-Thru [2]	938	950	SF	64	64	128	40	39	79	1,900
Fast Food Restaurant with Drive-Thru	934	3,000	SF	68	66	134	51	48	99	1,402
Pass-by (AM 50%/PM 55%)				(34)	(33)	(67)	(28)	(26)	(54)	(771)
Total				34	33	67	23	22	45	631
Quick Lubrication Vehicle Shop	941	1,440	SF	6	2	8	5	8	13	100
Fast Food Restaurant with Drive-Thru	934	2,600	SF	59	57	116	45	41	86	1,215
Pass-by (AM 50%/PM 55%)				(30)	(29)	(59)	(25)	(23)	(48)	(668)
Total				29	28	57	20	18	38	547
Automated Car Wash	948	1	TUNNEL	39	39	78	39	39	78	853
Fast Food Restaurant with Drive-Thru	934	3,203	SF	73	70	143	55	51	106	1,497
Pass-by (AM 50%/PM 55%)				(37)	(35)	(72)	(30)	(28)	(58)	(823)
Total				36	35	71	25	23	48	674
Total Trips				625	614	1,239	504	495	999	13,882
Total Pass-by Trips				(341)	(337)	(678)	(285)	(279)	(564)	(7,448)
Net New Trips				**284**	**277**	**561**	**219**	**216**	**435**	**6,433**
Difference (Proposed minus Approved)				**38**	**39**	**76**	**(31)**	**(13)**	**(44)**	**(1,892)**

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 10th Edition

(2) AM Peak Generation Rate for Dutch Brothers Coffee shop is based on recent survey of Dutch Brothers coffee shops. This survey related trip generation rates to adjacent street traffic volumes finding that approximately 3.35 AM peak hour trips were generated per thousand side street vehicles. TAQA reports the 2016 AWDT on Gibson Blvd as 38,355 vpd. Therefore, the Dutch Brothers use should generate 3.35 x 38.355 = 128 (64 entering/ 64 exiting) trips per hour.

(3) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition

Bowman

Appendix G
Gravity Model for Trip Distribution

2010 Data Analysis Subzones (DASZ)

Bernalillo County, NM

DASZ and DASZ Number

Roadways

Indian Reservation Boundary

County Boundary

Source: MRCOG 2011
Printed: March 2014

MRMPO
Mid-Region Metropolitan Planning Organization

MR COG

0 1 2 Miles

0 4 8 Miles

See Map Above

BERNALILLO CO.

Sandia Indian Reservation

ALBUQUERQUE

Petroglyph National Monument

Isleta Indian Reservation

Kirtland AFB

LOS RANCHOS DE ALBUQUERQUE

6% From N on I-25

15% From N on University Boulevard

30% From W on Avenida Cesar Chavez

23% From E on Avenida Cesar Chavez

2% From N on Broadway Boulevard

12% From E on Gibson Boulevard

1% From S on University Boulevard

9% From S on Broadway Boulevard

0% From S on I-25

2% From S on Mulberry Street

2040 SOCIOECONOMIC FORECAST IN THE MRCOG REGION

DASZ2010	COUNTY	POP16	HHPOP16	HH16	DU16	SF16	MF16	EMP16	BASIC16	RETAIL16	SERVICE16	POP40	HHPOP40	HH40	DU40	SF40	MF40	EMP40	BASIC40	RETAIL40	SERVICE40	Acres	MODEL AREA	AMPA	REMI	e_river
From East on Avenida César Chávez																										
8041	BERNALILLO	2913	2913	1811	1959	686	1273	1149	57	790	302	4088	4088	1692	2032	384	1648	1309	90	757	462	199.668	1	1	1	1
8062	BERNALILLO	3074	3074	1357	1421	601	820	145	19	27	99	3195	3195	1329	1421	430	991	289	28	44	217	215.5848	1	1	1	1
8072	BERNALILLO	1225	1225	519	585	334	251	443	4	138	301	1248	1248	523	585	306	279	536	7	140	389	100.9312	1	1	1	1
8502	BERNALILLO	1215	1215	549	580	517	63	135	8	7	120	1359	1359	565	597	542	55	161	8	8	145	170.9915	1	1	1	1
8511	BERNALILLO	1092	1092	565	598	417	181	872	117	458	297	1453	1453	598	634	429	205	989	111	435	443	147.3331	1	1	1	1
8512	BERNALILLO	372	372	198	224	95	129	153	2	99	52	619	619	264	295	193	102	190	7	102	81	67.84985	1	1	1	1
8561	BERNALILLO	2625	2625	1308	1430	1303	127	279	30	33	216	3573	3573	1389	1517	1320	197	337	35	42	260	365.2326	1	1	1	1
											Total Population Projections	**14911**	**/**	**23%**												
From East on Gibson Boulevard																										
8061	BERNALILLO	1252	1137	538	639	355	284	925	55	131	739	1658	1496	608	715	374	341	1119	95	157	867	199.105	1	1	1	1
8072	BERNALILLO	1225	1225	519	585	334	251	443	4	138	301	1248	1248	523	585	306	279	536	7	140	389	100.9312	1	1	1	1
8081	BERNALILLO	63	63	26	27	27	0	1504	277	105	1122	64	64	26	27	27	0	1753	292	145	1316	150.2815	1	1	1	1
8411	BERNALILLO	0	0	0	0	0	0	5219	5219	0	0	0	0	0	0	0	0	5543	5540	0	0	2318.148	1	1	1	1
8501	BERNALILLO	1978	1978	830	919	350	569	219	10	54	155	2393	2393	946	1044	110	934	266	21	55	190	167.8609	1	1	1	1
8553	BERNALILLO	2497	2491	1152	1253	1025	228	193	21	31	141	2857	2849	1163	1253	663	590	215	24	37	154	306.0957	1	1	1	1
											Total Population Projections	**7596**	**/**	**12%**												
From West on Avenida César Chávez																										
5005	BERNALILLO	447	447	294	338	2	336	728	52	15	661	1143	1143	491	551	0	551	1049	85	43	921	24.26921	1	1	1	1
5006	BERNALILLO	10	10	5	6	0	6	1859	41	118	1700	186	186	71	77	0	77	2046	66	132	1848	12.01758	1	1	1	1
5007	BERNALILLO	133	133	66	75	1	74	582	21	180	381	497	497	189	208	0	208	861	50	200	611	12.11759	1	1	1	1
5008	BERNALILLO	152	152	87	88	0	88	1226	166	181	879	533	533	195	205	1	204	1444	181	207	1056	22.56871	1	1	1	1
5009	BERNALILLO	413	238	168	176	38	138	858	26	22	810	822	577	249	263	38	225	1058	52	37	969	23.85378	1	1	1	1
5012	BERNALILLO	45	6	14	17	1	16	1132	0	12	1120	172	117	44	49	1	48	1413	50	37	1326	23.68776	1	1	1	1
5101	BERNALILLO	1604	1604	648	727	567	160	345	134	38	173	1729	1729	669	727	426	301	474	147	60	267	157.0289	1	1	1	1
5102	BERNALILLO	454	450	171	198	186	12	162	119	0	43	497	492	198	227	165	62	243	145	6	92	77.55327	1	1	1	1
5103	BERNALILLO	666	571	342	379	222	157	606	11	197	398	964	831	368	379	112	267	685	24	206	455	80.78782	1	1	1	1
5111	BERNALILLO	1133	1133	329	368	339	29	349	75	24	250	1152	1152	409	454	359	95	462	93	36	333	118.1409	1	1	1	1
5112	BERNALILLO	1630	1625	505	569	469	100	160	16	49	95	1582	1575	591	662	458	204	247	21	57	169	154.404	1	1	1	1
5121	BERNALILLO	2677	2402	1004	1128	729	399	746	33	97	616	3730	3345	1287	1434	714	720	1280	105	144	1031	331.0449	1	1	1	1
5131	BERNALILLO	121	121	48	53	53	0	93	0	0	93	136	136	54	59	46	13	102	2	1	99	139.9377	1	1	1	1
5132	BERNALILLO	1721	1721	1002	1119	628	491	597	355	25	217	2669	2669	1100	1225	241	984	719	349	49	321	109.7544	1	1	1	1
5301	BERNALILLO	21	19	6	7	7	0	772	660	69	43	64	61	23	25	16	9	899	683	79	137	383.844	1	1	1	1
5613	BERNALILLO	1191	1191	410	466	423	43	90	9	56	25	1188	1188	451	466	316	150	230	23	62	145	169.8031	1	1	3	0
5622	BERNALILLO	2574	2574	951	1118	934	184	335	87	69	179	3648	3648	1369	1569	1144	425	444	103	88	253	605.3827	1	1	3	0
											Total Population Projections	**19345**	**/**	**30%**												
From North on University Boulevard																										
8011	BERNALILLO	1701	98	39	43	43	0	5958	156	354	5448	2593	283	114	124	40	84	6473	159	361	5953	231.494	1	1	1	1
8021	BERNALILLO	862	812	592	668	280	388	386	15	116	255	1907	1837	750	839	49	790	623	52	138	433	64.52197	1	1	1	1
8022	BERNALILLO	956	956	549	588	345	243	640	6	39	595	1317	1317	562	588	321	267	706	15	44	647	130.6078	1	1	1	1
8031	BERNALILLO	1255	1251	775	917	119	798	5948	47	116	5785	2191	2186	878	1028	82	946	6464	134	148	6182	130.6417	1	1	1	1
8032	BERNALILLO	2	0	0	0	0	0	37	0	0	37	3	0	0	0	0	0	41	0	0	41	18.578	1	1	1	1
8051	BERNALILLO	0	0	0	0	0	0	592	58	0	534	0	0	0	0	0	0	661	76	14	571	77.10555	1	1	1	1
8052	BERNALILLO	436	436	165	201	0	201	171	0	15	156	497	497	172	209	0	209	172	0	13	159	42.13236	1	1	1	1
8171	BERNALILLO	999	999	478	524	508	16	1167	78	537	552	1357	1357	520	569	486	83	1264	91	545	628	158.5353	1	1	1	1
											Total Population Projections	**9865**	**/**	**15%**												
From North on Broadway Boulevard																										
5111	BERNALILLO	1133	1133	329	368	339	29	349	75	24	250	1152	1152	409	454	359	95	462	93	36	333	118.1409	1	1	1	1
5112	BERNALILLO	1630	1625	505	569	469	100	160	16	49	95	1582	1575	591	662	458	204	247	21	57	169	154.404	1	1	1	1
											Total Population Projections	**1367**	**/**	**2%**												

2040 SOCIOECONOMIC FORECAST IN THE MRCOG REGION

DASZ2010	COUNTY	POP16	HHPOP16	HH16	DU16	SF16	MF16	EMP16	BASIC16	RETAIL16	SERVICE16	POP40	HHPOP40	HH40	DU40	SF40	MF40	EMP40	BASIC40	RETAIL40	SERVICE40	Acres	MODEL AREA	AMPA	REMI	e_river
From North on I-25																										
5001	BERNALILLO	0	0	0	0	0	0	2448	581	5	1862	277	277	107	116	0	116	2634	597	15	2022	17.83539	1	1	1	1
5002	BERNALILLO	0	0	0	0	0	0	187	37	0	150	483	483	181	195	0	195	371	40	21	310	19.04011	1	1	1	1
5003	BERNALILLO	0	0	0	0	0	0	2604	358	330	1916	181	181	67	72	0	72	3176	403	382	2391	26.36368	1	1	1	1
5011	BERNALILLO	0	0	0	0	0	0	351	104	20	227	754	754	283	306	0	306	748	152	62	534	17.4333	1	1	1	1
5273	BERNALILLO	656	350	187	198	77	121	3342	6	73	3263	1077	648	261	278	81	197	3710	50	108	3552	94.85552	1	1	1	1
5272	BERNALILLO	0	0	0	0	0	0	800	16	64	720	98	98	37	40	0	40	904	44	75	785	24.41311	1	1	1	1
5271	BERNALILLO	465	418	309	344	189	155	838	12	11	815	1119	1053	419	463	85	378	1002	41	33	928	51.43557	1	1	1	1
										Total Population Projections		**3989**	**/**	**6%**												
From South on University Boulevard																										
8082	BERNALILLO	989	989	309	357	337	20	1361	217	79	1065	1097	1097	426	483	366	117	1605	216	106	1283	300.4986	1	1	1	1
										Total Population Projections		**878**	**/**	**1%**												
From South on I-25																										
8402	BERNALILLO	0	0	0	0	0	0	598	539	7	52	0	0	0	0	0	0	643	462	10	171	405.5253	1	1	1	1
8412	BERNALILLO	0	0	0	0	0	0	4818	3761	126	931	0	0	0	0	0	0	5075	3736	156	1183	719.56	1	1	1	1
8413	BERNALILLO	0	0	0	0	0	0	159	76	0	83	74	74	26	28	28	0	1212	323	80	809	1191.211	1	1	1	1
										Total Population Projections		**74**	**/**	**0%**												
From South on Mulberry Street																										
8082	BERNALILLO	989	989	309	357	337	20	1361	217	79	1065	1097	1097	426	483	366	117	1605	216	106	1283	300.4986	1	1	1	1
8401	BERNALILLO	422	422	208	231	123	108	549	74	133	342	674	674	268	296	0	296	725	103	152	470	200.8121	1	1	1	1
										Total Population Projections		**893**	**/**	**2%**												
From South on Broadway Boulevard																										
5311	BERNALILLO	1575	1573	484	534	529	5	237	177	17	43	1801	1799	660	724	655	69	357	182	26	149	214.6448	1	1	1	1
5312	BERNALILLO	196	196	60	72	72	0	542	318	41	183	196	196	74	87	52	35	748	370	57	321	242.7741	1	1	1	1
5321	BERNALILLO	0	0	0	0	0	0	362	286	7	69	0	0	0	0	0	0	690	377	38	275	538.8239	1	1	3	1
5322	BERNALILLO	0	0	0	0	0	0	79	62	0	17	0	0	0	0	0	0	361	115	21	225	509.3463	1	1	3	1
5331	BERNALILLO	498	498	159	165	162	3	268	89	153	26	519	519	198	207	172	35	448	147	167	134	746.5499	1	1	3	1
5634	BERNALILLO	2532	2532	799	846	664	182	105	9	6	90	3059	3059	1140	1214	947	267	148	15	11	122	405.8764	1	1	3	0
										Total Population Projections		**5575**	**/**	**9%**												

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Appendix H
Site Access Turn Lane Warrant Evaluations

NMDOT Site Access Management Manual Chapter 7 - Speed Change Lanes

Intersection **University Blvd. and Proposed Full-Access Dwy./Albuquerque Housing Authority Dwy.**	**Condition Met?**	**Auxiliary Turn Lane Warranted?**
Exclusive Right Turn Lane Warrant Conditions		
Right Turn Design Volume ≥ 300 DHV and volume in the outside travel lane ≥ 300 DHV	Yes	Yes
Right Turn Volume ≥ 150 DHV and v/c ratio for adjacent through movement ≥ 0.85	No	
Right Turn Volume ≥ 100 DHV and the posted speed limit ≥ 45 mph	No	
Exclusive Left Turn Lane Warrant Conditions		
Intersection along state highway where new or modified traffic signal control will be implemented	No	No
For Access Categories UPA, UMA, RPA and RMA, dual exclusive left-turn lanes should be considered at signalized intersections where the left-turn volume ≥ 250 DHV and the v/c ratio for a single-lane left-turn movement ≥ 0.95 for the left-turn movement.	No	

City of Albuquerque Development Process Manual - Chapter 23, Section 3.9.7 – Median and Turn Lane Design

Table 17.B-2
Criteria for Deceleration Lanes on
URBAN MULTI-LANE HIGHWAYS

Turning Volume [1] (vph)	LEFT-TURN DECELERATION LANE Minimum Volume in the Adjacent Through Lane (vphpl) [2]			RIGHT-TURN DECELERATION LANE Minimum Volume in the Adjacent Through Lane (vphpl) [2]		
	≤ 30 mph	35 to 40 mph	45 to 55 mph	≤ 30 mph	35 to 40 mph	45 to 55 mph
< 5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	Not Required	490	420	1,200	730	450
10	420	370	300	820	490	320
15	360	290	220	600	350	240
20	310	230	160	460	260	180
25	270	190	130	360	230	150
30	240	160	110	290	200	130
35	210	130	100	260	180	120
40	180	120	Required	240	170	110
45	160	110	Required	220	160	Required
50	140	Required	Required	200	Required	Required
55	120	Required	Required	190	Required	Required
≥ 56	Required	Required	Required	Required	Required	Required
	Left-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes: • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more			*Right-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:* • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more		

Notes:
1. *Use linear interpolation for turning volumes between 5 and 55 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

Bowman

Appendix I
Traffic Signal Warrant Evaluations

2028 Traffic Signal Warrants

Gibson Boulevard and Alumni Boulevard

Standard:

04 **The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Option:

05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

06 *The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.*

Standard:

07 **The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and

B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

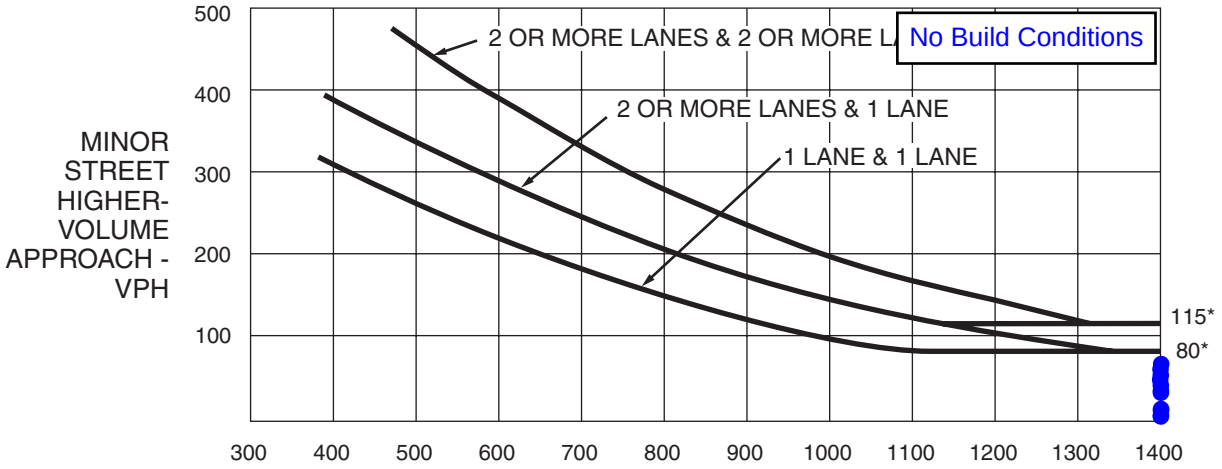
[a] Basic minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

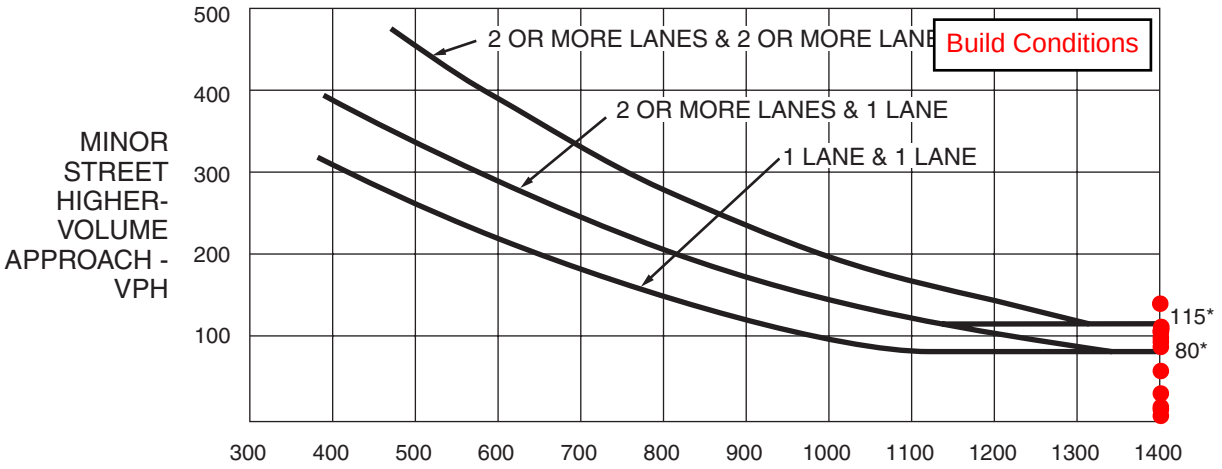
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



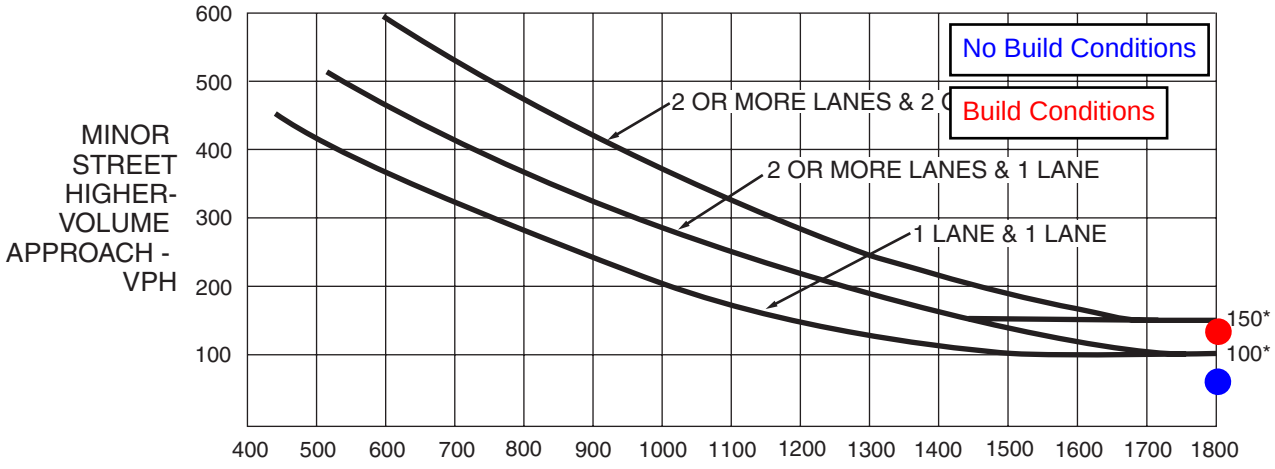
*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

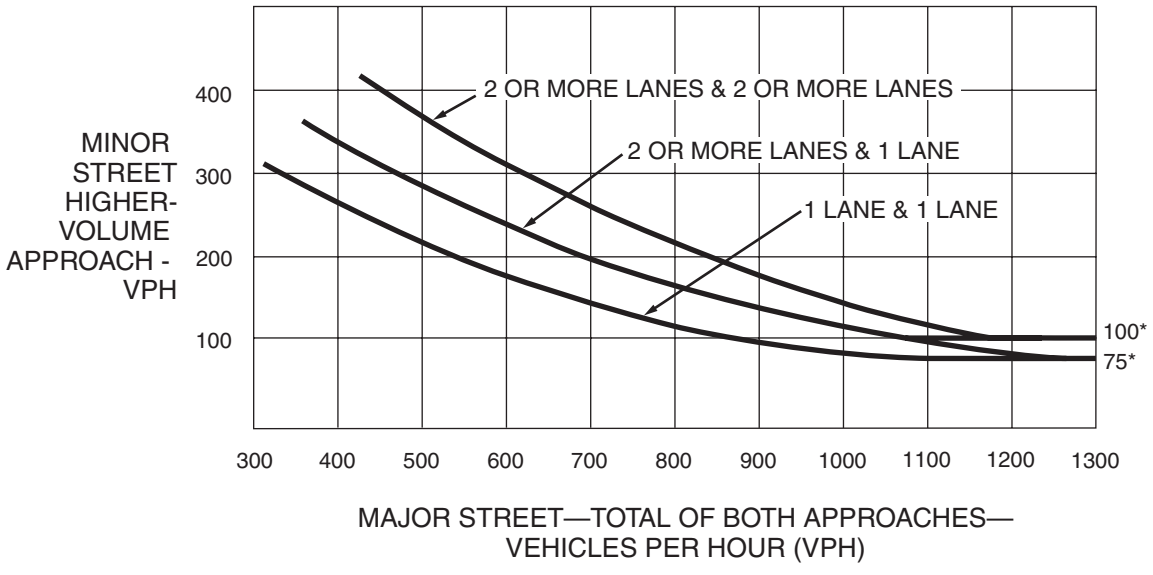
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

2038 Traffic Signal Warrants

Gibson Boulevard and Alumni Boulevard

Standard:

04 **The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Option:

05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

06 *The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.*

Standard:

07 **The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and

B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

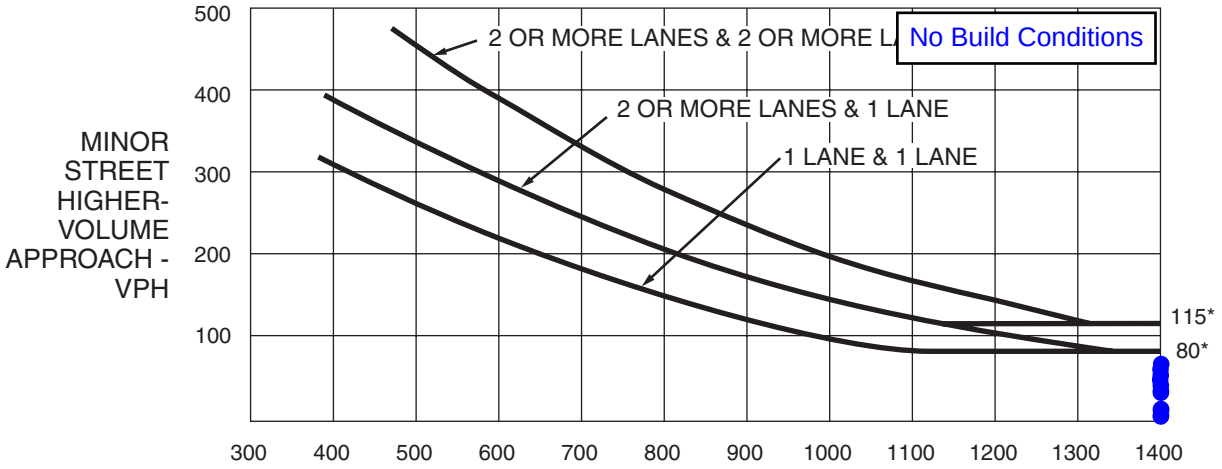
[a] Basic minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

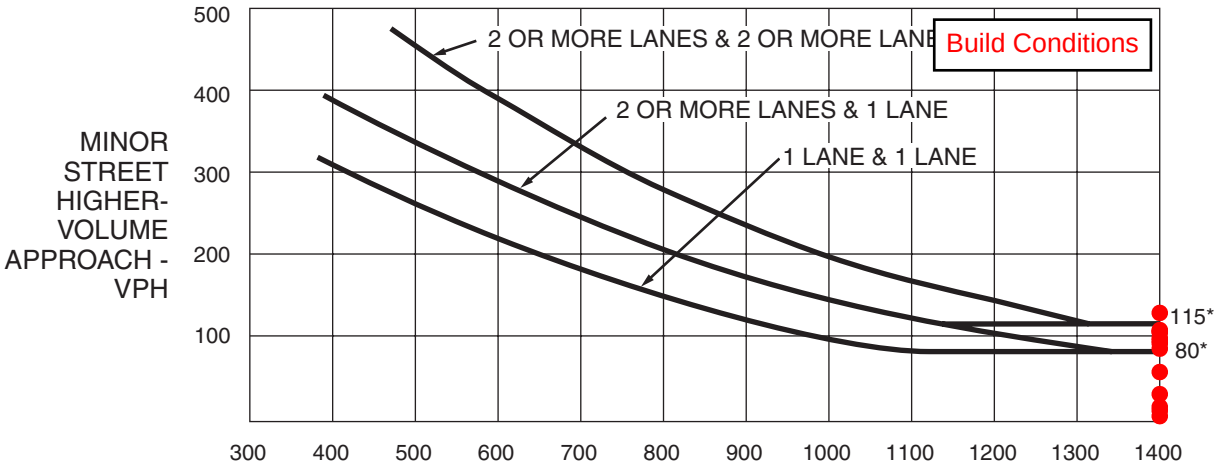
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



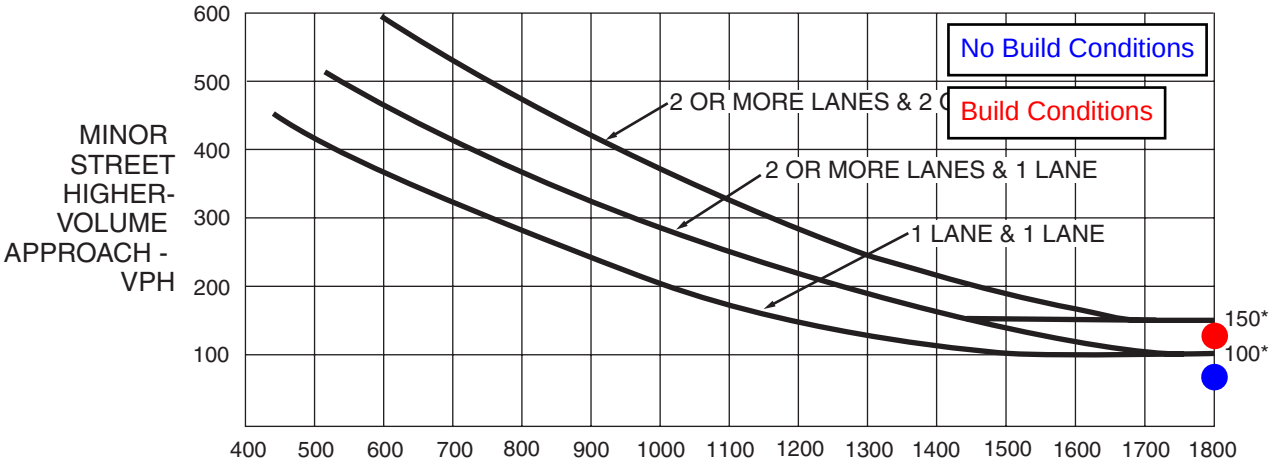
*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

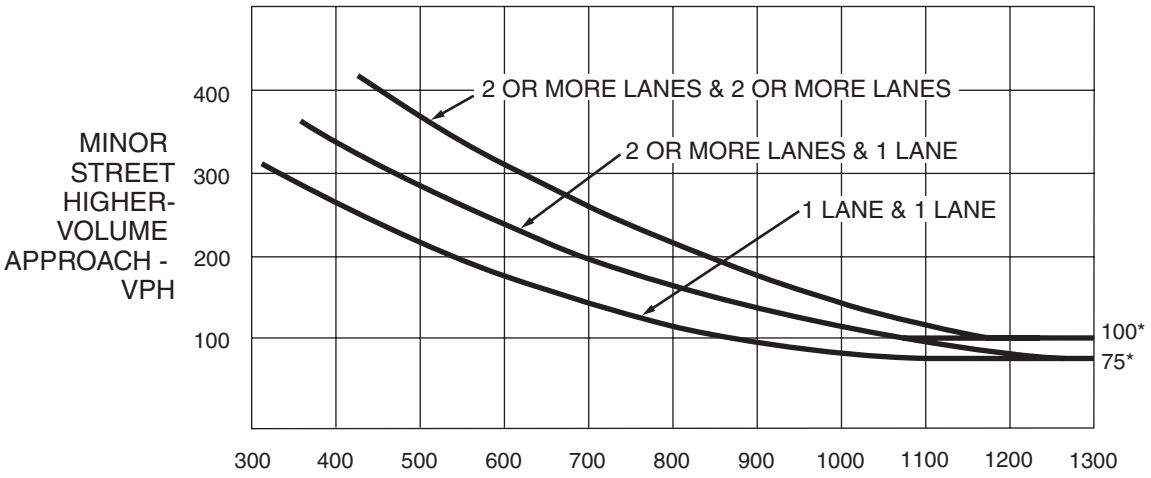
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2025 Existing Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	18	2,009	6	4	791	0	0	0	2	1	0	2	2,833
7:00	38	2,305	14	10	1,029	0	4	0	6	1	0	3	3,410
8:00	28	1,827	11	11	1,011	0	5	0	7	0	0	3	2,903
9:00	26	1,236	20	17	908	2	17	0	17	5	0	6	2,254
10:00	53	1,067	17	18	954	4	9	0	23	12	0	22	2,179
11:00	68	1,040	30	25	1,040	48	14	0	29	28	0	58	2,380
12:00	67	1,083	50	38	1,268	62	16	0	51	33	0	80	2,748
13:00	53	984	36	33	1,279	40	20	2	40	15	0	65	2,567
14:00	40	986	21	33	1,720	30	17	0	31	12	0	51	2,941
15:00	53	1,223	28	25	1,919	29	10	0	38	10	0	59	3,394
16:00	37	1,103	38	31	2,411	37	9	0	44	20	0	52	3,782
17:00	46	1,121	44	34	2,006	50	13	1	44	19	0	63	3,441
18:00	60	761	30	42	1,411	42	16	0	38	17	0	66	2,483
Total	587	16,745	345	321	17,747	344	150	3	370	173	0	530	37,315

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2028 Background Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	18	2,039	6	4	803	0	0	0	2	1	0	2	2,875
7:00	38	2,340	14	10	1,045	0	4	0	6	1	0	3	3,461
8:00	28	1,855	11	11	1,026	0	5	0	7	0	0	3	2,946
9:00	26	1,255	20	17	922	2	17	0	17	5	0	6	2,287
10:00	53	1,083	17	18	968	4	9	0	23	12	0	22	2,209
11:00	68	1,056	30	25	1,056	48	14	0	29	28	0	58	2,412
12:00	67	1,099	50	38	1,287	62	16	0	51	33	0	80	2,783
13:00	53	999	36	33	1,298	40	20	2	40	15	0	65	2,601
14:00	40	1,001	21	33	1,746	30	17	0	31	12	0	51	2,982
15:00	53	1,241	28	25	1,948	29	10	0	38	10	0	59	3,441
16:00	37	1,120	38	31	2,447	37	9	0	44	20	0	52	3,835
17:00	46	1,138	44	34	2,036	50	13	1	44	19	0	63	3,488
18:00	60	772	30	42	1,432	42	16	0	38	17	0	66	2,515
Total	587	16,998	345	321	18,014	344	150	3	370	173	0	530	37,835

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2038 Background Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	18	2,144	6	4	844	0	0	0	2	1	0	2	3,021
7:00	38	2,459	14	10	1,098	0	4	0	6	1	0	3	3,633
8:00	28	1,949	11	11	1,079	0	5	0	7	0	0	3	3,093
9:00	26	1,319	20	17	969	2	17	0	17	5	0	6	2,398
10:00	53	1,138	17	18	1,018	4	9	0	23	12	0	22	2,314
11:00	68	1,110	30	25	1,110	48	14	0	29	28	0	58	2,520
12:00	67	1,156	50	38	1,353	62	16	0	51	33	0	80	2,906
13:00	53	1,050	36	33	1,365	40	20	2	40	15	0	65	2,719
14:00	40	1,052	21	33	1,835	30	17	0	31	12	0	51	3,122
15:00	53	1,305	28	25	2,048	29	10	0	38	10	0	59	3,605
16:00	37	1,177	38	31	2,573	37	9	0	44	20	0	52	4,018
17:00	46	1,196	44	34	2,140	50	13	1	44	19	0	63	3,650
18:00	60	812	30	42	1,506	42	16	0	38	17	0	66	2,629
Total	587	17,867	345	321	18,938	344	150	3	370	173	0	530	39,628

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2028 Total Background Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	0	50			36	0				0		0	86
7:00	0	65			47	0				0		0	112
8:00	0	67			53	0				0		0	120
9:00	0	60			50	0				0		0	110
10:00	0	59			48	0				0		0	107
11:00	47	73			62	25				23		46	276
12:00	62	77			73	32				38		71	353
13:00	41	67			60	21				27		53	269
14:00	28	61			56	18				20		38	221
15:00	26	64			54	18				18		34	214
16:00	28	59			49	18				18		33	205
17:00	32	54			50	22				20		40	218
18:00	35	52			49	24				23		44	227
Total	299	808	0	0	687	178	0	0	0	187	0	359	2,518

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2038 Total Background Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	0	50			36	0				0		0	86
7:00	0	65			47	0				0		0	112
8:00	0	67			53	0				0		0	120
9:00	0	60			50	0				0		0	110
10:00	0	59			48	0				0		0	107
11:00	41	73			48	29				18		40	249
12:00	54	77			55	38				28		64	316
13:00	36	67			48	25				20		47	243
14:00	24	61			48	20				18		32	203
15:00	23	64			46	20				15		28	196
16:00	24	59			41	20				15		27	186
17:00	28	54			40	25				18		32	197
18:00	31	52			39	27				21		37	207
Total	261	808	0	0	599	204	0	0	0	153	0	307	2,332

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2028 No Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	18	2,089	6	4	839	0	0	0	2	1	0	2	2,961
7:00	38	2,405	14	10	1,092	0	4	0	6	1	0	3	3,573
8:00	28	1,922	11	11	1,079	0	5	0	7	0	0	3	3,066
9:00	26	1,315	20	17	972	2	17	0	17	5	0	6	2,397
10:00	53	1,142	17	18	1,016	4	9	0	23	12	0	22	2,316
11:00	115	1,129	30	25	1,118	73	14	0	29	51	0	104	2,688
12:00	129	1,176	50	38	1,360	94	16	0	51	71	0	151	3,136
13:00	94	1,066	36	33	1,358	61	20	2	40	42	0	118	2,870
14:00	68	1,062	21	33	1,802	48	17	0	31	32	0	89	3,203
15:00	79	1,305	28	25	2,002	47	10	0	38	28	0	93	3,655
16:00	65	1,179	38	31	2,496	55	9	0	44	38	0	85	4,040
17:00	78	1,192	44	34	2,086	72	13	1	44	39	0	103	3,706
18:00	95	824	30	42	1,481	66	16	0	38	40	0	110	2,742
Total	886	17,806	345	321	18,701	522	150	3	370	360	0	889	40,353

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2038 No Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	18	2,194	6	4	880	0	0	0	2	1	0	2	3,107
7:00	38	2,524	14	10	1,145	0	4	0	6	1	0	3	3,745
8:00	28	2,016	11	11	1,132	0	5	0	7	0	0	3	3,213
9:00	26	1,379	20	17	1,019	2	17	0	17	5	0	6	2,508
10:00	53	1,197	17	18	1,066	4	9	0	23	12	0	22	2,421
11:00	115	1,183	30	25	1,172	73	14	0	29	51	0	104	2,796
12:00	129	1,233	50	38	1,426	94	16	0	51	71	0	151	3,259
13:00	94	1,117	36	33	1,425	61	20	2	40	42	0	118	2,988
14:00	68	1,113	21	33	1,891	48	17	0	31	32	0	89	3,343
15:00	79	1,369	28	25	2,102	47	10	0	38	28	0	93	3,819
16:00	65	1,236	38	31	2,622	55	9	0	44	38	0	85	4,223
17:00	78	1,250	44	34	2,190	72	13	1	44	39	0	103	3,868
18:00	95	864	30	42	1,555	66	16	0	38	40	0	110	2,856
Total	886	18,675	345	321	19,625	522	150	3	370	360	0	889	42,146

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Primary Trip Generation
Calculated By: PDCF
Date: 3/25/2025

Bowman

ADT[(1)] 13,597 LAND USE 820 - SHOPPING CENTER (347,672 S.F.)

Start	Entering Diurnal	Exiting Diurnal	Entering Trips	Exiting Trips	TOTAL TRIPS
6:00	0.8%	0.5%	56	31	87
7:00	1.9%	1.2%	128	81	209
8:00	2.8%	1.8%	193	119	312
9:00	4.8%	3.0%	324	205	529
10:00	6.8%	5.0%	459	342	801
11:00	8.2%	7.0%	555	473	1,028
12:00	9.3%	8.5%	631	575	1,206
13:00	8.4%	8.6%	570	583	1,153
14:00	7.5%	8.2%	513	559	1,072
15:00	7.8%	8.1%	529	549	1,078
16:00	8.3%	8.3%	562	567	1,129
17:00	8.4%	8.5%	574	576	1,150
18:00	7.4%	7.5%	504	507	1,011
Total			5,598	5,167	10,765

(1) Daily trip generation based on the ITE Trip Generation Manual, 11th Edition.

Note: Diurnal rates extracted from Land Use 820 (Shopping Center).

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Primary Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	13%					8%				8%		13%	
6:00	7					4				2		4	17
7:00	17					10				6		11	44
8:00	25					15				10		15	65
9:00	42					26				16		27	111
10:00	60					37				27		44	168
11:00	72					44				38		61	215
12:00	82					50				46		75	253
13:00	74					46				47		76	243
14:00	67					41				45		73	226
15:00	69					42				44		71	226
16:00	73					45				45		74	237
17:00	75					46				46		75	242
18:00	66					40				41		66	213
Total	729	0	0	0	0	446	0	0	0	413	0	672	2,260

12% - Entering Percentage
12% - Exiting Percentage

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Pass-By Trip Generation
Calculated By: PDCF
Date: 3/25/2025

Bowman

ADT[(1)] 1,344 LAND USE 820 - SHOPPING CENTER (347,672 S.F.)

Start	Entering Diurnal	Exiting Diurnal	Entering Trips	Exiting Trips	TOTAL TRIPS
6:00	0.8%	0.5%	6	3	9
7:00	1.9%	1.2%	13	8	21
8:00	2.8%	1.8%	19	12	31
9:00	4.8%	3.0%	32	20	52
10:00	6.8%	5.0%	45	34	79
11:00	8.2%	7.0%	55	47	102
12:00	9.3%	8.5%	62	57	119
13:00	8.4%	8.6%	56	58	114
14:00	7.5%	8.2%	51	55	106
15:00	7.8%	8.1%	52	54	106
16:00	8.3%	8.3%	56	56	112
17:00	8.4%	8.5%	57	57	114
18:00	7.4%	7.5%	50	50	100
Total			554	511	1,065

(1) Daily trip generation based on the ITE Trip Generation Manual, 11th Edition.

Note: Diurnal rates extracted from Land Use 820 (Shopping Center).

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Morning Pass-By Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	58%	-58%			-27%	27%				58%		27%	
6:00	3	-3			-2	2				2		1	3
7:00	8	-8			-4	4				5		2	7
8:00	11	-11			-5	5				7		3	10
9:00	19	-19			-9	9				12		5	17
10:00	26	-26			-12	12				20		9	29
11:00													0
12:00													0
13:00													0
14:00													0
15:00													0
16:00													0
17:00													0
18:00													0
Total	67	-67	0	0	-32	32	0	0	0	46	0	20	66

12% - Entering Percentage
12% - Exiting Percentage

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Midday Pass-By Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	42%	-42%			-43%	43%				42%		43%	
6:00													0
7:00													0
8:00													0
9:00													0
10:00													0
11:00	23	-23			-24	24				20		20	40
12:00	26	-26			-27	27				24		25	49
13:00	24	-24			-24	24				24		25	49
14:00													0
15:00													0
16:00													0
17:00													0
18:00													0
Total	73	-73	0	0	-75	75	0	0	0	68	0	70	138

12% - Entering Percentage
12% - Exiting Percentage

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Evening Pass-By Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	33%	-33%			-52%	52%				33%		52%	
6:00													0
7:00													0
8:00													0
9:00													0
10:00													0
11:00													0
12:00													0
13:00													0
14:00	17	-17			-27	27				18		29	47
15:00	17	-17			-27	27				18		28	46
16:00	18	-18			-29	29				18		29	47
17:00	19	-19			-30	30				19		30	49
18:00	17	-17			-26	26				17		26	43
Total	88	-88	0	0	-139	139	0	0	0	90	0	142	232

12% - Entering Percentage
12% - Exiting Percentage

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Total Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	10	-3			-2	6				4		5	20
7:00	25	-8			-4	14				11		13	51
8:00	36	-11			-5	20				17		18	75
9:00	61	-19			-9	35				28		32	128
10:00	86	-26			-12	49				47		53	197
11:00	95	-23			-24	68				58		81	255
12:00	108	-26			-27	77				70		100	302
13:00	98	-24			-24	70				71		101	292
14:00	84	-17			-27	68				63		102	273
15:00	86	-17			-27	69				62		99	272
16:00	91	-18			-29	74				63		103	284
17:00	94	-19			-30	76				65		105	291
18:00	83	-17			-26	66				58		92	256
Total	957	-228	0	0	-246	692	0	0	0	617	0	904	2,696

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2028 Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	28	2,086	6	4	837	6	0	0	2	5	0	7	2,981
7:00	63	2,397	14	10	1,088	14	4	0	6	12	0	16	3,624
8:00	64	1,911	11	11	1,074	20	5	0	7	17	0	21	3,141
9:00	87	1,296	20	17	963	37	17	0	17	33	0	38	2,525
10:00	139	1,116	17	18	1,004	53	9	0	23	59	0	75	2,513
11:00	210	1,106	30	25	1,094	141	14	0	29	109	0	185	2,943
12:00	237	1,150	50	38	1,333	171	16	0	51	141	0	251	3,438
13:00	192	1,042	36	33	1,334	131	20	2	40	113	0	219	3,162
14:00	152	1,045	21	33	1,775	116	17	0	31	95	0	191	3,476
15:00	165	1,288	28	25	1,975	116	10	0	38	90	0	192	3,927
16:00	156	1,161	38	31	2,467	129	9	0	44	101	0	188	4,324
17:00	172	1,173	44	34	2,056	148	13	1	44	104	0	208	3,997
18:00	178	807	30	42	1,455	132	16	0	38	98	0	202	2,998
Total	1,843	17,578	345	321	18,455	1,214	150	3	370	977	0	1,793	43,049

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2038 Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Gibson Boulevard			Gibson Boulevard			Commercial Driveway			Alumni Drive			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	28	2,191	6	4	878	6	0	0	2	5	0	7	3,127
7:00	63	2,516	14	10	1,141	14	4	0	6	12	0	16	3,796
8:00	64	2,005	11	11	1,127	20	5	0	7	17	0	21	3,288
9:00	87	1,360	20	17	1,010	37	17	0	17	33	0	38	2,636
10:00	139	1,171	17	18	1,054	53	9	0	23	59	0	75	2,618
11:00	204	1,160	30	25	1,134	145	14	0	29	104	0	179	3,024
12:00	229	1,207	50	38	1,381	177	16	0	51	131	0	244	3,524
13:00	187	1,093	36	33	1,389	135	20	2	40	106	0	213	3,254
14:00	148	1,096	21	33	1,856	118	17	0	31	93	0	185	3,598
15:00	162	1,352	28	25	2,067	118	10	0	38	87	0	186	4,073
16:00	152	1,218	38	31	2,585	131	9	0	44	98	0	182	4,488
17:00	168	1,231	44	34	2,150	151	13	1	44	102	0	200	4,138
18:00	174	847	30	42	1,519	135	16	0	38	96	0	195	3,092
Total	1,805	18,447	345	321	19,291	1,240	150	3	370	943	0	1,741	44,656

2028 Traffic Signal Warrants

University Blvd. and Full Access Dwy./Albuquerque Housing Authority Dwy.

Standard:

04 **The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Option:

05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

06 *The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.*

Standard:

07 **The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and

B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

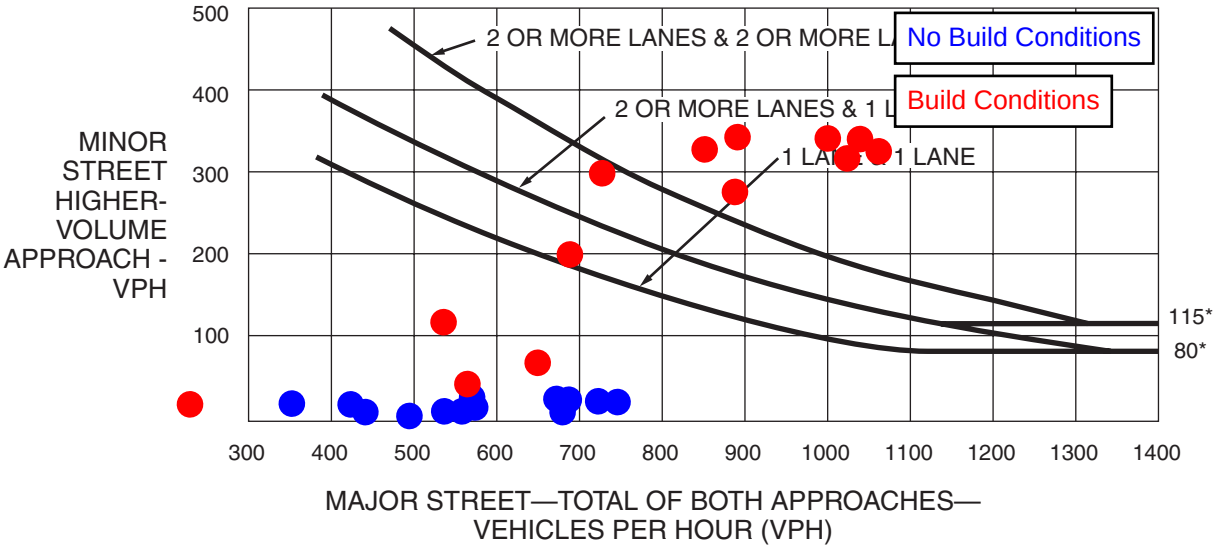
[a] Basic minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

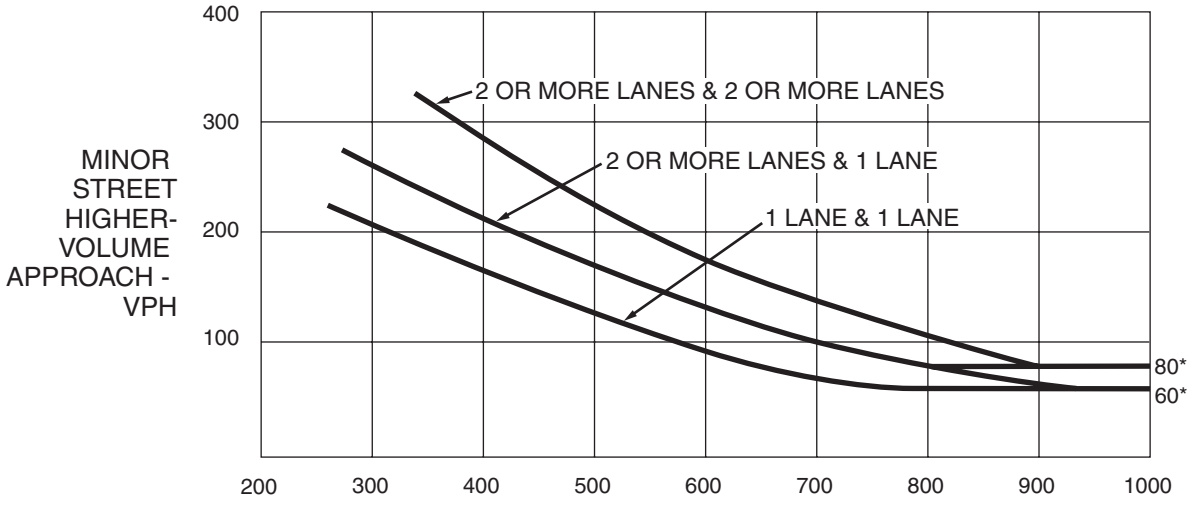
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

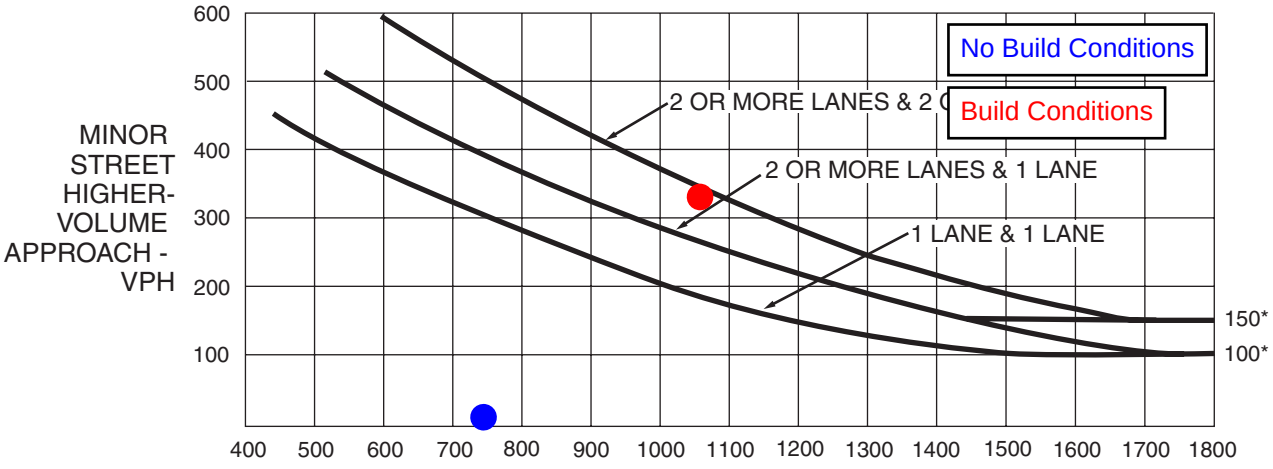
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

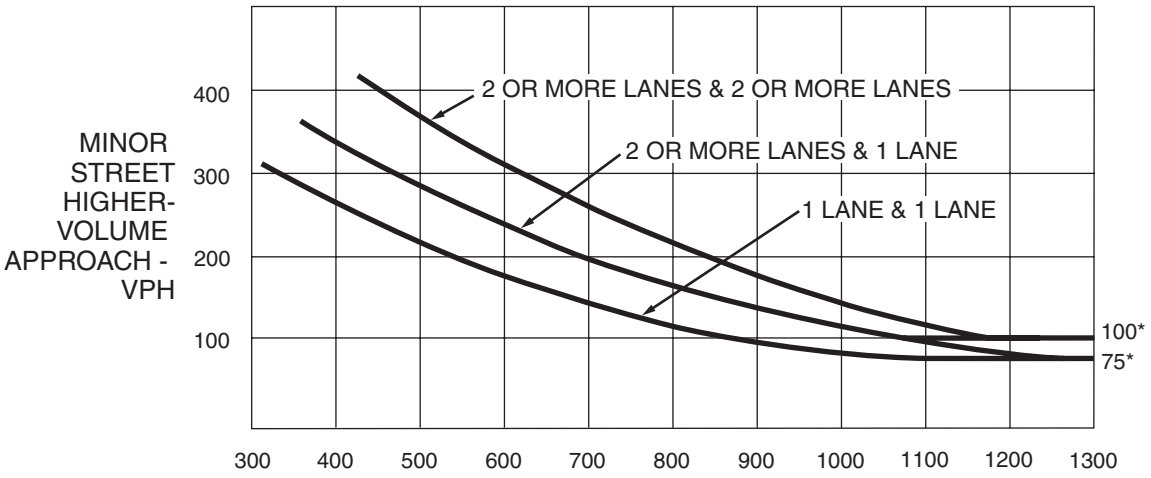
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

2038 Traffic Signal Warrants

University Blvd. and Full Access Dwy./Albuquerque Housing Authority Dwy.

Standard:

04 **The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Option:

05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

06 *The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.*

Standard:

07 **The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and

B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

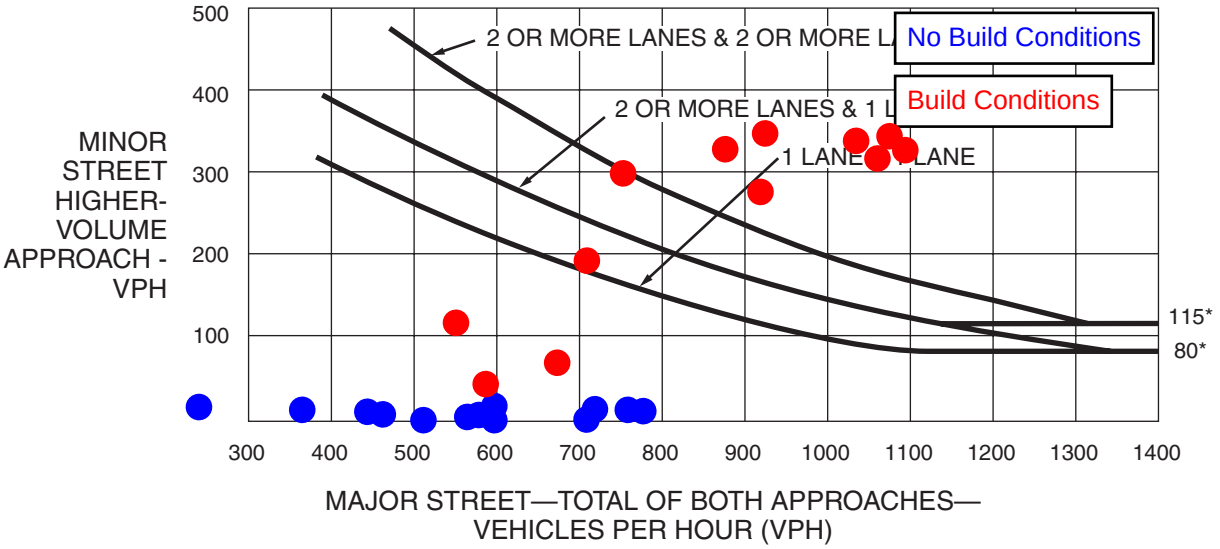
[a] Basic minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

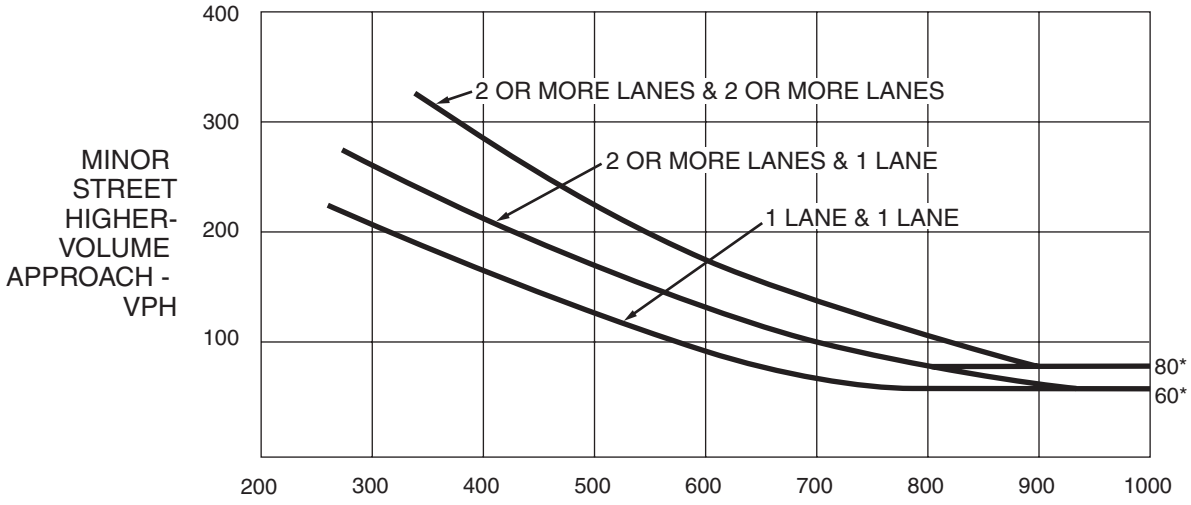
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

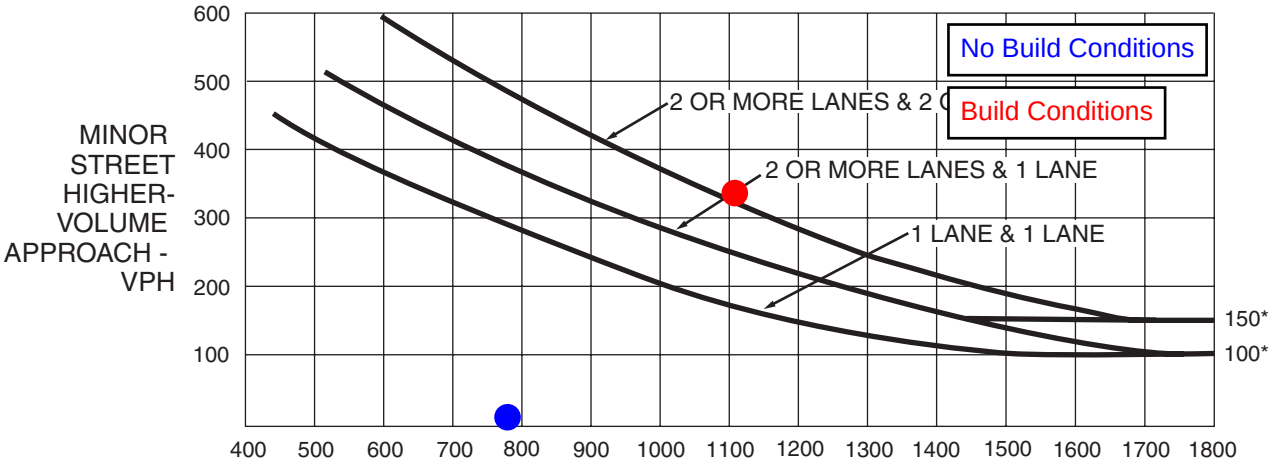
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

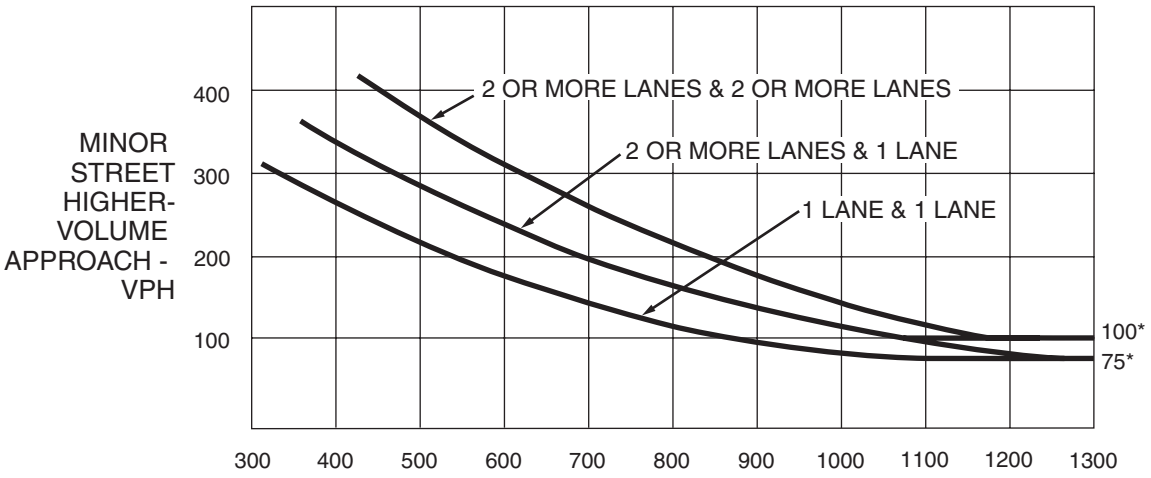
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2025 Existing Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	0	0	0	0	0	1	0	115	2	5	61	0	184
7:00	0	0	0	0	0	1	0	315	3	11	136	0	466
8:00	0	0	0	1	0	3	1	324	3	12	170	0	514
9:00	0	0	0	4	0	9	3	177	5	10	130	0	338
10:00	0	0	0	4	0	6	0	223	3	5	172	0	413
11:00	0	0	0	5	0	6	1	255	6	8	267	0	548
12:00	0	0	0	8	0	7	0	326	5	9	303	0	658
13:00	0	0	0	9	0	9	2	263	9	5	256	0	553
14:00	0	0	0	1	0	7	1	244	6	5	271	0	535
15:00	0	0	0	2	0	13	0	386	3	5	295	0	704
16:00	0	0	0	6	0	8	3	342	1	2	363	0	725
17:00	0	0	0	2	0	2	0	326	0	0	320	0	650
18:00	0	0	0	3	0	0	0	197	0	0	216	0	416
Total	0	0	0	45	0	72	11	3,493	46	77	2,960	0	6,704

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2028 Background Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	0	0	0	0	0	1	0	117	2	5	62	0	187
7:00	0	0	0	0	0	1	0	320	3	11	138	0	473
8:00	0	0	0	1	0	3	1	329	3	12	173	0	522
9:00	0	0	0	4	0	9	3	180	5	10	132	0	343
10:00	0	0	0	4	0	6	0	226	3	5	175	0	419
11:00	0	0	0	5	0	6	1	259	6	8	271	0	556
12:00	0	0	0	8	0	7	0	331	5	9	308	0	668
13:00	0	0	0	9	0	9	2	267	9	5	260	0	561
14:00	0	0	0	1	0	7	1	248	6	5	275	0	543
15:00	0	0	0	2	0	13	0	392	3	5	299	0	714
16:00	0	0	0	6	0	8	3	347	1	2	368	0	735
17:00	0	0	0	2	0	2	0	331	0	0	325	0	660
18:00	0	0	0	3	0	0	0	200	0	0	219	0	422
Total	0	0	0	45	0	72	11	3,547	46	77	3,005	0	6,803

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2038 Background Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	0	0	0	0	0	1	0	123	2	5	65	0	196
7:00	0	0	0	0	0	1	0	336	3	11	145	0	496
8:00	0	0	0	1	0	3	1	346	3	12	181	0	547
9:00	0	0	0	4	0	9	3	189	5	10	139	0	359
10:00	0	0	0	4	0	6	0	238	3	5	184	0	440
11:00	0	0	0	5	0	6	1	272	6	8	285	0	583
12:00	0	0	0	8	0	7	0	348	5	9	323	0	700
13:00	0	0	0	9	0	9	2	281	9	5	273	0	588
14:00	0	0	0	1	0	7	1	260	6	5	289	0	569
15:00	0	0	0	2	0	13	0	412	3	5	315	0	750
16:00	0	0	0	6	0	8	3	365	1	2	387	0	772
17:00	0	0	0	2	0	2	0	348	0	0	341	0	693
18:00	0	0	0	3	0	0	0	210	0	0	230	0	443
Total	0	0	0	45	0	72	11	3,728	46	77	3,157	0	7,136

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2028 Total Background Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00								8			7		15
7:00								11			8		19
8:00								12			8		20
9:00								12			7		19
10:00								11			7		18
11:00								15			13		28
12:00								19			14		33
13:00								16			11		27
14:00								15			9		24
15:00								15			9		24
16:00								12			8		20
17:00								14			8		22
18:00								13			8		21
Total	0	0	0	0	0	0	0	173	0	0	117	0	290

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2038 Total Background Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	0							8			7	0	15
7:00	0							11			8	0	19
8:00	0							12			8	0	20
9:00	0							12			7	0	19
10:00	0							11			7	0	18
11:00	8							13			10	9	40
12:00	12							15			10	12	49
13:00	9							13			8	8	38
14:00	6							13			8	6	33
15:00	6							13			8	6	33
16:00	6							10			7	6	29
17:00	7							12			7	7	33
18:00	7							11			7	7	32
Total	61	0	0	0	0	0	0	154	0	0	102	61	378

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2028 No Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	0	0	0	0	0	1	0	125	2	5	69	0	202
7:00	0	0	0	0	0	1	0	331	3	11	146	0	492
8:00	0	0	0	1	0	3	1	341	3	12	181	0	542
9:00	0	0	0	4	0	9	3	192	5	10	139	0	362
10:00	0	0	0	4	0	6	0	237	3	5	182	0	437
11:00	0	0	0	5	0	6	1	274	6	8	284	0	584
12:00	0	0	0	8	0	7	0	350	5	9	322	0	701
13:00	0	0	0	9	0	9	2	283	9	5	271	0	588
14:00	0	0	0	1	0	7	1	263	6	5	284	0	567
15:00	0	0	0	2	0	13	0	407	3	5	308	0	738
16:00	0	0	0	6	0	8	3	359	1	2	376	0	755
17:00	0	0	0	2	0	2	0	345	0	0	333	0	682
18:00	0	0	0	3	0	0	0	213	0	0	227	0	443
Total	0	0	0	45	0	72	11	3,720	46	77	3,122	0	7,093

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2038 No Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	0	0	0	0	0	1	0	131	2	5	72	0	211
7:00	0	0	0	0	0	1	0	347	3	11	153	0	515
8:00	0	0	0	1	0	3	1	358	3	12	189	0	567
9:00	0	0	0	4	0	9	3	201	5	10	146	0	378
10:00	0	0	0	4	0	6	0	249	3	5	191	0	458
11:00	0	0	0	5	0	6	1	287	6	8	298	0	611
12:00	0	0	0	8	0	7	0	367	5	9	337	0	733
13:00	0	0	0	9	0	9	2	297	9	5	284	0	615
14:00	0	0	0	1	0	7	1	275	6	5	298	0	593
15:00	0	0	0	2	0	13	0	427	3	5	324	0	774
16:00	0	0	0	6	0	8	3	377	1	2	395	0	792
17:00	0	0	0	2	0	2	0	362	0	0	349	0	715
18:00	0	0	0	3	0	0	0	223	0	0	238	0	464
Total	0	0	0	45	0	72	11	3,901	46	77	3,274	0	7,426

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Primary Trip Generation
Calculated By: PDCF
Date: 3/25/2025

Bowman

ADT[(1)] 13,597 LAND USE 820 - SHOPPING CENTER (347,672 S.F.)

Start	Entering Diurnal	Exiting Diurnal	Entering Trips	Exiting Trips	TOTAL TRIPS
6:00	0.8%	0.5%	56	31	87
7:00	1.9%	1.2%	128	81	209
8:00	2.8%	1.8%	193	119	312
9:00	4.8%	3.0%	324	205	529
10:00	6.8%	5.0%	459	342	801
11:00	8.2%	7.0%	555	473	1,028
12:00	9.3%	8.5%	631	575	1,206
13:00	8.4%	8.6%	570	583	1,153
14:00	7.5%	8.2%	513	559	1,072
15:00	7.8%	8.1%	529	549	1,078
16:00	8.3%	8.3%	562	567	1,129
17:00	8.4%	8.5%	574	576	1,150
18:00	7.4%	7.5%	504	507	1,011
Total			5,598	5,167	10,765

(1) Daily trip generation based on the ITE Trip Generation Manual, 11th Edition.

Note: Diurnal rates extracted from Land Use 820 (Shopping Center).

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Primary Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	52%		5%				5%					52%	
6:00	16		2				3					29	50
7:00	42		4				6					67	119
8:00	62		6				10					100	178
9:00	107		10				16					168	301
10:00	178		17				23					239	457
11:00	246		24				28					289	587
12:00	299		29				32					328	688
13:00	303		29				29					296	657
14:00	291		28				26					267	612
15:00	285		27				26					275	613
16:00	295		28				28					292	643
17:00	300		29				29					298	656
18:00	264		25				25					262	576
Total	2,688	0	258	0	0	0	281	0	0	0	0	2,910	6,137

12% - Entering Percentage
12% - Exiting Percentage

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Pass-By Trip Generation
Calculated By: PDCF
Date: 3/25/2025

Bowman

ADT[(1)] 1,344 LAND USE 820 - SHOPPING CENTER (347,672 S.F.)

Start	Entering Diurnal	Exiting Diurnal	Entering Trips	Exiting Trips	TOTAL TRIPS
6:00	0.8%	0.5%	6	3	9
7:00	1.9%	1.2%	13	8	21
8:00	2.8%	1.8%	19	12	31
9:00	4.8%	3.0%	32	20	52
10:00	6.8%	5.0%	45	34	79
11:00	8.2%	7.0%	55	47	102
12:00	9.3%	8.5%	62	57	119
13:00	8.4%	8.6%	56	58	114
14:00	7.5%	8.2%	51	55	106
15:00	7.8%	8.1%	52	54	106
16:00	8.3%	8.3%	56	56	112
17:00	8.4%	8.5%	57	57	114
18:00	7.4%	7.5%	50	50	100
Total			554	511	1,065

(1) Daily trip generation based on the ITE Trip Generation Manual, 11th Edition.

Note: Diurnal rates extracted from Land Use 820 (Shopping Center).

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Morning Pass-By Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	10%		5%				10%	-10%			-5%	5%	
6:00	0		0				1	-1			0	0	0
7:00	1		0				1	-1			-1	1	1
8:00	1		1				2	-2			-1	1	2
9:00	2		1				3	-3			-2	2	3
10:00	3		2				5	-5			-2	2	5
11:00	5		2				6	-6			-3	3	7
12:00													0
13:00													0
14:00													0
15:00													0
16:00													0
17:00													0
18:00													0
Total	12	0	6	0	0	0	18	-18	0	0	-9	9	18

12% - Entering Percentage
12% - Exiting Percentage

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Midday Pass-By Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00													0
7:00													0
8:00													0
9:00													0
10:00													0
11:00													0
12:00													0
13:00													0
14:00													0
15:00													0
16:00													0
17:00													0
18:00													0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

12% - Entering Percentage
12% - Exiting Percentage

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Evening Pass-By Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	8%		7%				8%	-8%			-7%	7%	
6:00													0
7:00													0
8:00													0
9:00													0
10:00													0
11:00													0
12:00	5		4				5	-5			-4	4	9
13:00	5		4				4	-4			-4	4	9
14:00	4		4				4	-4			-4	4	8
15:00	4		4				4	-4			-4	4	8
16:00	4		4				4	-4			-4	4	8
17:00	5		4				5	-5			-4	4	9
18:00	4		4				4	-4			-4	4	8
Total	31	0	28	0	0	0	30	-30	0	0	-28	28	59

12% - Entering Percentage
12% - Exiting Percentage

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Total Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	16	0	2	0	0	0	4	-1	0	0	0	29	50
7:00	43	0	4	0	0	0	7	-1	0	0	-1	68	120
8:00	63	0	7	0	0	0	12	-2	0	0	-1	101	180
9:00	109	0	11	0	0	0	19	-3	0	0	-2	170	304
10:00	181	0	19	0	0	0	28	-5	0	0	-2	241	462
11:00	251	0	26	0	0	0	34	-6	0	0	-3	292	594
12:00	304	0	33	0	0	0	37	-5	0	0	-4	332	697
13:00	308	0	33	0	0	0	33	-4	0	0	-4	300	666
14:00	295	0	32	0	0	0	30	-4	0	0	-4	271	620
15:00	289	0	31	0	0	0	30	-4	0	0	-4	279	621
16:00	299	0	32	0	0	0	32	-4	0	0	-4	296	651
17:00	305	0	33	0	0	0	34	-5	0	0	-4	302	665
18:00	268	0	29	0	0	0	29	-4	0	0	-4	266	584
Total	2,731	0	292	0	0	0	329	-48	0	0	-37	2,947	6,214

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2028 Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	16	0	2	0	0	1	4	124	2	5	69	29	252
7:00	43	0	4	0	0	1	7	330	3	11	145	68	612
8:00	63	0	7	1	0	3	13	339	3	12	180	101	722
9:00	109	0	11	4	0	9	22	189	5	10	137	170	666
10:00	181	0	19	4	0	6	28	232	3	5	180	241	899
11:00	251	0	26	5	0	6	35	268	6	8	281	292	1,178
12:00	304	0	33	8	0	7	37	345	5	9	318	332	1,398
13:00	308	0	33	9	0	9	35	279	9	5	267	300	1,254
14:00	295	0	32	1	0	7	31	259	6	5	280	271	1,187
15:00	289	0	31	2	0	13	30	403	3	5	304	279	1,359
16:00	299	0	32	6	0	8	35	355	1	2	372	296	1,406
17:00	305	0	33	2	0	2	34	340	0	0	329	302	1,347
18:00	268	0	29	3	0	0	29	209	0	0	223	266	1,027
Total	2,731	0	292	45	0	72	340	3,672	46	77	3,085	2,947	13,307

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2038 Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

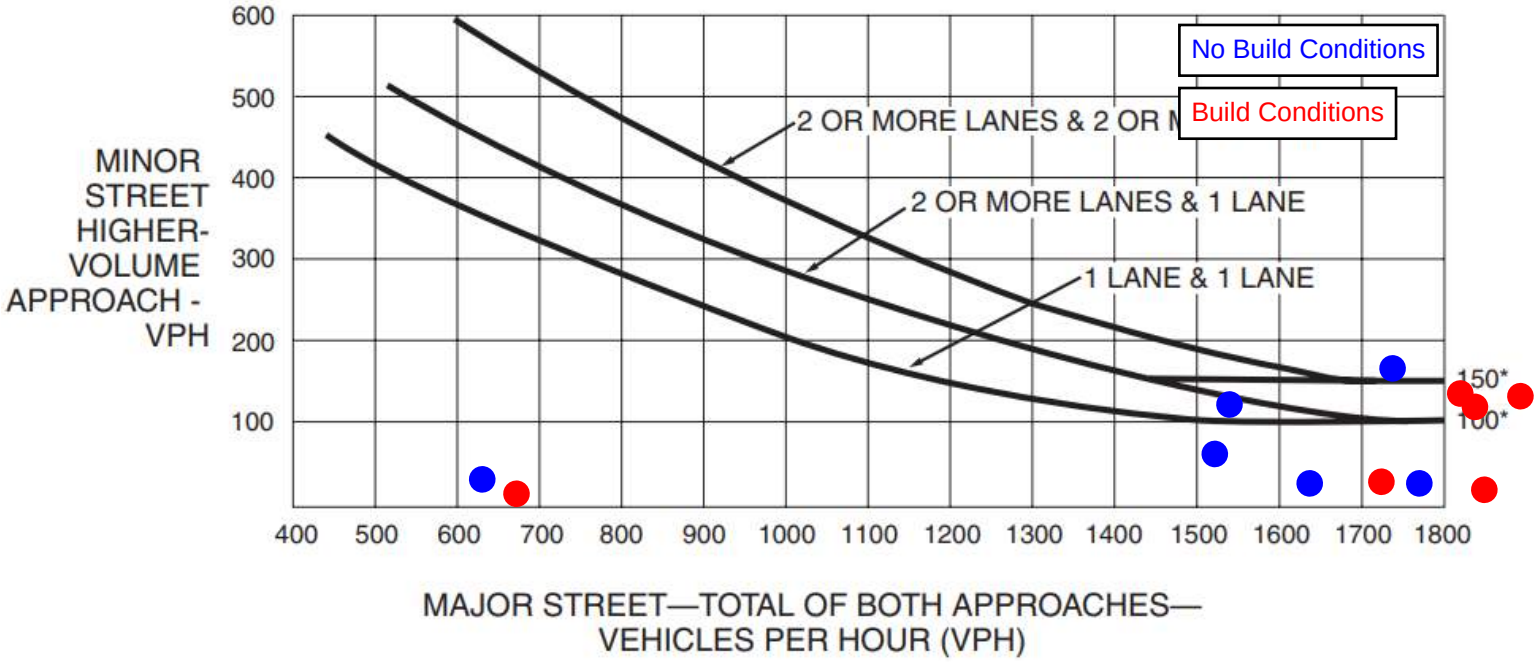
Bowman

Start	Full-Access Driveway			Albuquerque Housing Driveway			University Boulevard			University Boulevard			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	16	0	2	0	0	1	4	130	2	5	72	29	261
7:00	43	0	4	0	0	1	7	346	3	11	152	68	635
8:00	63	0	7	1	0	3	13	356	3	12	188	101	747
9:00	109	0	11	4	0	9	22	198	5	10	144	170	682
10:00	181	0	19	4	0	6	28	244	3	5	189	241	920
11:00	259	0	26	5	0	6	35	279	6	8	292	301	1,217
12:00	316	0	33	8	0	7	37	358	5	9	329	344	1,446
13:00	317	0	33	9	0	9	35	290	9	5	277	308	1,292
14:00	301	0	32	1	0	7	31	269	6	5	293	277	1,222
15:00	295	0	31	2	0	13	30	421	3	5	319	285	1,404
16:00	305	0	32	6	0	8	35	371	1	2	390	302	1,452
17:00	312	0	33	2	0	2	34	355	0	0	344	309	1,391
18:00	275	0	29	3	0	0	29	217	0	0	233	273	1,059
Total	2,792	0	292	45	0	72	340	3,834	46	77	3,222	3,008	13,728

2028 Traffic Signal Warrants

Avenida César Chávez and West Rd./Langham Rd.

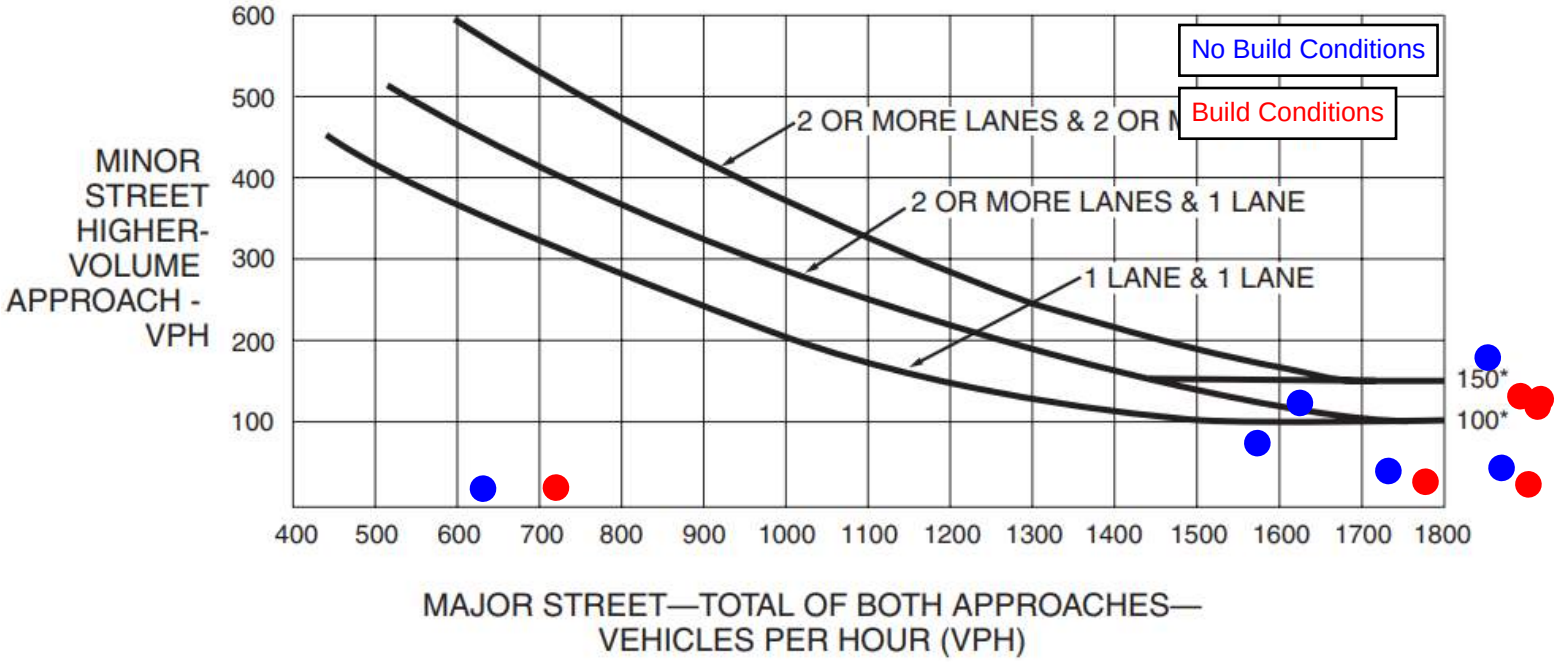
Figure 4C-3. Warrant 3, Peak Hour



2038 Traffic Signal Warrants

Avenida César Chávez and West Rd./Langham Rd.

Figure 4C-3. Warrant 3, Peak Hour



VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2025 Existing Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Avenida Cesar Chavez			Avenida Cesar Chavez			West Road			Langham Road			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	83	364	0	0	194	1	0	0	0	0	0	15	657
7:00	303	959	0	1	492	16	0	0	0	1	0	27	1,799
8:00	173	991	0	0	438	4	0	0	0	0	0	30	1,636
9:00													0
10:00													0
11:00													0
12:00													0
13:00													0
14:00													0
15:00	87	705	1	3	899	20	0	0	2	3	0	146	1,866
16:00	34	671	0	0	796	5	0	0	0	4	0	113	1,623
17:00	23	765	0	0	702	2	0	0	0	2	0	72	1,566
18:00													0
Total	703	4,455	1	4	3,521	48	0	0	2	10	0	403	9,147

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2028 No Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Avenida Cesar Chavez			Avenida Cesar Chavez			West Road			Langham Road			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	84	369	0	0	197	1	0	0	0	0	0	15	666
7:00	308	973	0	1	499	16	0	0	0	1	0	27	1,825
8:00	176	1,006	0	0	445	4	0	0	0	0	0	30	1,661
9:00													0
10:00													0
11:00													0
12:00													0
13:00													0
14:00													0
15:00	88	716	1	3	913	20	0	0	2	3	0	148	1,894
16:00	35	681	0	0	808	5	0	0	0	4	0	115	1,648
17:00	23	777	0	0	713	2	0	0	0	2	0	73	1,590
18:00													0
Total	714	4,522	1	4	3,575	48	0	0	2	10	0	408	9,284

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2038 No Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Avenida Cesar Chavez			Avenida Cesar Chavez			West Road			Langham Road			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	89	388	0	0	207	1	0	0	0	0	0	16	701
7:00	323	1,023	0	1	525	17	0	0	0	1	0	29	1,919
8:00	185	1,057	0	0	467	4	0	0	0	0	0	32	1,745
9:00													0
10:00													0
11:00													0
12:00													0
13:00													0
14:00													0
15:00	93	752	1	3	959	21	0	0	2	3	0	156	1,990
16:00	36	716	0	0	849	5	0	0	0	4	0	121	1,731
17:00	25	816	0	0	749	2	0	0	0	2	0	77	1,671
18:00													0
Total	751	4,752	1	4	3,756	50	0	0	2	10	0	431	9,757

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Primary Trip Generation
Calculated By: PDCF
Date: 3/25/2025

Bowman

ADT[(1)] 13,597 LAND USE 820 - SHOPPING CENTER (347,672 S.F.)

Start	Entering Diurnal	Exiting Diurnal	Entering Trips	Exiting Trips	TOTAL TRIPS
6:00	0.8%	0.5%	56	31	87
7:00	1.9%	1.2%	128	81	209
8:00	2.8%	1.8%	193	119	312
9:00	4.8%	3.0%	324	205	529
10:00	6.8%	5.0%	459	342	801
11:00	8.2%	7.0%	555	473	1,028
12:00	9.3%	8.5%	631	575	1,206
13:00	8.4%	8.6%	570	583	1,153
14:00	7.5%	8.2%	513	559	1,072
15:00	7.8%	8.1%	529	549	1,078
16:00	8.3%	8.3%	562	567	1,129
17:00	8.4%	8.5%	574	576	1,150
18:00	7.4%	7.5%	504	507	1,011
Total			5,598	5,167	10,765

(1) Daily trip generation based on the ITE Trip Generation Manual, 11th Edition.

Note: Diurnal rates extracted from Land Use 820 (Shopping Center).

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: Shopping Center Hourly Primary Site Trips
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Avenida Cesar Chavez			Avenida Cesar Chavez			West Road			Langham Road			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
		14%	22%		14%		22%						
6:00		8	12		4		7						31
7:00		18	28		11		18						75
8:00		27	42		17		26						112
9:00													0
10:00													0
11:00													0
12:00													0
13:00													0
14:00													0
15:00		74	116		77		121						388
16:00		79	124		79		125						407
17:00		80	126		81		127						414
18:00													0
Total	0	286	448	0	269	0	424	0	0	0	0	0	1,427

12% - Entering Percentage
12% - Exiting Percentage

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2028 Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman

Start	Avenida Cesar Chavez			Avenida Cesar Chavez			West Road			Langham Road			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	84	377	12	0	201	1	7	0	0	0	0	15	697
7:00	308	991	28	1	510	16	18	0	0	1	0	27	1,900
8:00	176	1,033	42	0	462	4	26	0	0	0	0	30	1,773
9:00													0
10:00													0
11:00													0
12:00													0
13:00													0
14:00													0
15:00	88	790	117	3	990	20	121	0	2	3	0	148	2,282
16:00	35	760	124	0	887	5	125	0	0	4	0	115	2,055
17:00	23	857	126	0	794	2	127	0	0	2	0	73	2,004
18:00													0
Total	714	4,808	449	4	3,844	48	424	0	2	10	0	408	10,711

VOLUME DEVELOPMENT FOR SIGNAL WARRANTS

Project: Lobo Crossing Traffic Signal Warrant Evaluation
Title: 2038 Build Traffic Volumes
Calculated By: PDCF
Date: 3/25/2025

Bowman
Bowman

Start	Avenida Cesar Chavez			Avenida Cesar Chavez			West Road			Langham Road			TOTAL
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:00	89	396	12	0	211	1	7	0	0	0	0	16	732
7:00	323	1,041	28	1	536	17	18	0	0	1	0	29	1,994
8:00	185	1,084	42	0	484	4	26	0	0	0	0	32	1,857
9:00													0
10:00													0
11:00													0
12:00													0
13:00													0
14:00													0
15:00	93	826	117	3	1,036	21	121	0	2	3	0	156	2,378
16:00	36	795	124	0	928	5	125	0	0	4	0	121	2,138
17:00	25	896	126	0	830	2	127	0	0	2	0	77	2,085
18:00													0
Total	751	5,038	449	4	4,025	50	424	0	2	10	0	431	11,184

Bowman

Appendix J
Existing Signal Timing Sheets

ASC3 COORDINATION PLAN DATA

4/14/2025 9:15 AM

514- Gibson & University

COORDINATOR OPTIONS (MM 3-1)

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	SYS	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FLOAT
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6,3		
CYCLE	120s	STD (COS)	211
OFFSET VAL	30%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB	E-N	WB	N-W	SB
SPLITS	12	43		45	18	37	10	35

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7,2		
CYCLE	110s	STD (COS)	231
OFFSET VAL	68%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB	E-N	WB	N-W	SB
SPLITS	12	40		48	14	38	12	36

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

ASC3 COORDINATION PLAN DATA

4/14/2025 9:15 AM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8,1		
CYCLE	130s	STD (COS)	251
OFFSET VAL	50%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB	E-N	WB	N-W	SB
SPLITS	7	51		42	12	46	12	30

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW		CURRENT TOD
ENA ACTION PLAN	0		
SYNC REF TIME	00:00	SYNC REF	REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE	NO
TIME RESET INPUT SET TIME		3:30:00	

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ASC3 COORDINATION PLAN DATA

4/14/2025 9:15 AM

ACTION PLAN 100

PATTERN	254	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	3	10:00
2	100	18:00
3	0	00:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	21	6:00
2	23	9:00
3	25	14:00
4	23	18:30
5	100	22:00
6	0	00:00
7	0	00:00

DAY PLAN/EVENT 3

EVENT	ACTION PLAN	START TIME
1	3	9:00
2	100	22:00
3	0	00:00

SCHEDULE NUMBER 1 (MM 5-4)

SCHEDULE NUMBER	1
DAY PLAN NO	1

CLEAR ALL FIELDS

SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X

DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X	.	.	.	.	.	.

DAY(DOM)										
1	2	3	4	5	6	7	8	9	10	11
X	X	X	X	X	X	X	X	X	X	X
12	13	14	15	16	17	18	19	20	21	22
X	X	X	X	X	X	X	X	X	X	X
23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X	X	X	X		

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2
DAY PLAN NO	2

CLEAR ALL FIELDS

SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X

DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	.	X	X	X	X	X	.

DAY(DOM)										
1	2	3	4	5	6	7	8	9	10	11
X	X	X	X	X	X	X	X	X	X	X
12	13	14	15	16	17	18	19	20	21	22
X	X	X	X	X	X	X	X	X	X	X
23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X	X	X	X		

ASC3 COORDINATION PLAN DATA

4/14/2025 9:15 AM

SCHEDULE NUMBER 3

SCHEDULE NUMBER			3									
DAY PLAN NO			3	CLEAR ALL FIELDS								
SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	.	.	.	.	.	X					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

NOTES:

1. Coord sheet created 5/18/11.
2. Action Plan 100 added to coordination data 10/11/12.
3. Added times for new left turn arrow. A.F. 7/11/19
4. Added 2% to N-W Left turn.

Intersection No.: 514

System: Centracs
Address: 1

Intersection Name: GIBSON & UNIVERSITY

Revision Date 7/11/2019

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB		NB	E-N	WB	N-W	SB
Min Grn	3	16		12	3	16	3	12
Walk:	0	7		7	0	7	0	7
Ped Clr:	0	19		31	0	26	0	30
Veh Ext:	1.5	4.0		3.0	1.5	4.0	1.5	3.0
Veh Ext2:								
Max 1:	16	32		26	16	32	16	26
Max 2:								
Max 3:								
Yellow:	3.0	4.5		4.0	3.0	4.5	3.0	4.0
Red Clr	0.5	1.0		1.5	0.5	1.0	0.5	1.5

Recall Data

Locking Memory:								
Vehicle Recall:								
Ped Recall:								
Recall To Max:		X				X		

Flash Mode: ALL RED

Start Up Mode: ALL RED
Time: 8 SEC.
First Phases: 2 & 6
Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. E-N and W-S left arrows installed 5/3/89. Timings revised to reflect new phases. Ped heads & buttons installed for EB & WB also at this time.
2. New coord as of 11/7/90 -- New 95 sec. cycle in effect.
3. Revised yellow & red clearance times, 1/17/92.
4. Timing sheet updated. Changes made as a result of Gibson Project. 3/21/05
5. New Coordination Plan - Lee Engineering. 03/23/11
6. Clearance intervals updated to NMDOT standard by BB, 1/14/14.
7. Added new times for left arrow

Intersection No.: 289

System: Centracs

Address: 1

Intersection Name: AVENIDA CESAR CHAVEZ & UNIVERSITY

Revision Date 1/14/2014

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	3	16	3	16	3	16	3	16
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	22	0	22	0	27	0	25
Veh Ext:	1.5	3.0	1.5	3.0	1.5	3.0	1.5	3.0
Veh Ext2:								
Max 1:	16	34	16	20	12	34	16	20
Max 2:								
Max 3:								
Yellow:	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Clr	0.5	1.5	0.5	1.5	0.5	1.5	0.5	1.5
	19.5	39.5	19.5	25.5	15.5	39.5	19.5	25.5

Recall Data

Locking Memory:								
Vehicle Recall:								
Ped Recall:								
Recall To Max:		X		X		X		X

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Red clearance time change in data base, 7/5/95.
2. Intersection converted to full 8 phase, 5/16/02.
3. Timing sheet updated, 8/1/05.
4. Clearance intervals updated to NMDOT standard by BB, 1/14/14.

Intersection No.: 406

System: Centracs
Address: 1

Intersection Name: AVENIDA CESAR CHAVEZ & I-25 SB FRONTAGE

Revision Date 1/20/2014

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB				WB		SB
Min Grn	3	12				12		8
Walk:	0	7				7		7
Ped Clr:	0	10				10		17
Veh Ext:	1.5	3.0				3.0		2.0
Veh Ext2:								
Max 1:	12	36				36		28
Max 2:								
Max 3:								
Yellow:	3.0	4.0				4.0		4.5
Red Clr	0.5	1.0				1.0		1.0

5" delay

Recall Data

Locking Memory:		X				X		
Vehicle Recall:		X				X		
Ped Recall:								
Recall To Max:								

Flash Mode: ALL RED

Start Up Mode: ALL RED
Time: 8 SEC.
First Phases: 2 & 6
Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Intersection to full operation.Timings temp. until detection problems can be worked out. Phase 1 not used at this time, 7/24/90
2. Intersection changed to all red flash for start up w/ overlaps, 7/25/90.
3. Timing sheet updated, 9/26/05.
4. Phasing changed due to cabinet change out, 8/24/10.
5. 04/2011 - Lee Engineering updated clearance intervals and pedestrian times.
6. 2-25-13 - Pedestrian times updated.
7. Clearance intervals updated to NMDOT standard by BB, 1/20/14.

ASC3 COORDINATION PLAN DATA

4/14/2025 9:18 AM

406 - Avenida Cesar Chavez & I-25 SB

COORDINATOR OPTIONS (MM 3-1)

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	SYS	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FLOAT
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	0-1		
CYCLE	120s	STD (COS)	111
OFFSET VAL	5%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB				WB		SB
SPLITS	10	40				50		50

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	0-3		
CYCLE	110s	STD (COS)	131
OFFSET VAL	40%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB				WB		SB
SPLITS	12	43				55		45

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

ASC3 COORDINATION PLAN DATA

4/14/2025 9:18 AM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	0-5		
CYCLE	120s	STD (COS)	151
OFFSET VAL	66%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB				WB		SB
SPLITS	12	41				53		47

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW		CURRENT TOD
ENA ACTION PLAN	0		
SYNC REF TIME	3:30	SYNC REF	REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE	NO
TIME RESET INPUT SET TIME		3:30:00	

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 100

ASC3 COORDINATION PLAN DATA

PATTERN	254	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	23	9:00
2	100	22:00
3	0	00:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	21	6:30
2	23	9:00
3	25	15:00
4	23	18:30
5	100	22:00
6	0	00:00
7	0	00:00

DAY PLAN/EVENT 3

EVENT	ACTION PLAN	START TIME
1	23	9:00
2	100	22:00
3	0	00:00

SCHEDULE NUMBER 1 (MM 5-4)

SCHEDULE NUMBER	1
DAY PLAN NO	1

CLEAR ALL FIELDS

SELECT ALL MONTHS DOW DOM

MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X

DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X	.	.	.	.	.	.

DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2
DAY PLAN NO	2

CLEAR ALL FIELDS

SELECT ALL MONTHS DOW DOM

MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X

DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT

ASC3 COORDINATION PLAN DATA

4/14/2025 9:18 AM

	.	X	X	X	X	X	.				
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3
DAY PLAN NO	3

CLEAR ALL FIELDS

SELECT ALL MONTHS DOW DOM

MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X

DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT				
	.	.	.	.	.	.	X				
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

NOTES:

1.) 9-20-2011 - New coordination plan - Lee Eng.

2.) Coordination sheet updated to reflect new ASC3 controller installation 10-15-2012.

Intersection No.: 405

System: Centracs
Address: 1

Intersection Name: AVENIDA CESAR CHAVEZ & I-25 NB FRONTAGE

Revision Date 9/25/2017

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:		EB		NB	E-N	WB		
Min Grn		12		8	3	12		
Walk:		0		0	0	7		
Ped Clr:		0		0	0	10		
Veh Ext:		3.0		2.0	1.5	3.0		
Veh Ext2:								
Max 1:		36		28	16	36		
Max 2:								
Max 3:								
Yellow:		4.0		4.5	3.0	4.0		
Red Clr		1.0		1.0	0.5	1.0		
					5" delay			

Recall Data

Locking Memory:								
Vehicle Recall:		X				X		
Ped Recall:						X		
Recall To Max:								

Flash Mode: ALL RED

Start Up Mode: ALL RED
Time: 8 SEC.
First Phases: 2 & 6
Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Intersection to full operation. Timings temporary until detection problems can be worked out. Phase 1 not used at this time, 7/24/90
2. Intersection changed to all red flash for start up w/ overlaps, 7/25/90.
3. Timing sheet updated, 9/26/05.
4. 04/2011 - Lee Engineering updated clearance intervals and pedestrian times.
5. Clearance intervals updated to NMDOT standard by BB, 1/20/14.
6. Clearance times added for pedestrian clearance WB, 9-26-17.

ASC3 COORDINATION PLAN DATA

4/14/2025 9:19 AM

405 - Avenida Cesar Chavez & I-25 NB

COORDINATOR OPTIONS (MM 3-1)

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	TBC	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FLOAT
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	0-1		
CYCLE	120s	STD (COS)	111
OFFSET VAL	22%		
ACTUATED COORD	NO	TIMING PLAN	0
ACT WALK REST	YES	SEQUENCE	5
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION		EB		NB	E-N	WB		
SPLITS		80		20	50	30		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X			X			
VEH RECALL								
MAX RECALL		X			X	X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	0-3		
CYCLE	110s	STD (COS)	131
OFFSET VAL	9%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	5
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION		EB		NB	E-N	WB		
SPLITS		82		18	33	49		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X			X			
VEH RECALL								
MAX RECALL		X			X	X		

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	0-5		

ASC3 COORDINATION PLAN DATA

4/14/2025 9:19 AM

CYCLE	120s	STD (COS)	151
OFFSET VAL	42%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	5
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION		EB		NB	E-N	WB		
SPLITS		80		20	30	50		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X			X			
VEH RECALL								
MAX RECALL		X			X	X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW		CURRENT TOD
ENA ACTION PLAN	0		
SYNC REF TIME	3:30	SYNC REF	REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE	NO
TIME RESET INPUT SET TIME		3:30:00	

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 100

PATTERN	254	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

DAY PLAN/EVENT 1 (MM 5-3)

ASC3 COORDINATION PLAN DATA

4/14/2025 9:19 AM

EVENT	ACTION PLAN	START TIME
1	23	9:00
2	100	22:00
3	0	00:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	21	6:30
2	23	9:00
3	25	15:00
4	23	18:30
5	100	22:00
6	0	00:00
7	0	00:00

DAY PLAN/EVENT 3

EVENT	ACTION PLAN	START TIME
1	23	9:00
2	100	22:00
3	0	00:00

SCHEDULE NUMBER 1 (MM 5-4)

SCHEDULE NUMBER	1	
DAY PLAN NO	1	CLEAR ALL FIELDS

SELECT ALL MONTHS — DOW — DOM

MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X

DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X	.	.	.	.	.	.

DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2	
DAY PLAN NO	2	CLEAR ALL FIELDS

SELECT ALL MONTHS — DOW — DOM

MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X

DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	.	X	X	X	X	X	.

DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3	
DAY PLAN NO	3	CLEAR ALL FIELDS

SELECT ALL MONTHS — DOW — DOM

MONTH	J	F	M	A	M	J	J	A	S	O	N	D

ASC3 COORDINATION PLAN DATA

4/14/2025 9:19 AM

	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	.	.	.	.	.	X					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

NOTES:

1.) 9-20-2011 - New coordination plan - Lee Eng.

2.) Coordination sheet updated to reflect new ASC3 controller installation 10-15-2012.

3. Change made for pattern 21, 3-17-16.

4) Made changes to coordination patterns to help elevate East to North backup. A.F. 1-30-23

ASC3 COORDINATION PLAN DATA

4/14/2025 9:22 AM

1305 - Broadway Blvd & Gibson Blvd

COORDINATOR OPTIONS (MM 3-1)

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	SYS	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FIXED
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	0-1		
CYCLE	120s	STD (COS)	111
OFFSET VAL	93%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	0	13	30	21	0	36	0	51

PHASE	1	2	3	4	5	6	7	8
COORD PHASE				X				X
VEH RECALL								
MAX RECALL				X				X

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	0-3		
CYCLE	110s	STD (COS)	131
OFFSET VAL	42%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	0	16	19	23	0	42	0	42

PHASE	1	2	3	4	5	6	7	8
COORD PHASE				X				X
VEH RECALL								
MAX RECALL				X				X

ASC3 COORDINATION PLAN DATA

4/14/2025 9:22 AM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	0-5		
CYCLE	120s	STD (COS)	151
OFFSET VAL	13%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	0	14	24	24	0	38	0	48

PHASE	1	2	3	4	5	6	7	8
COORD PHASE				X				X
VEH RECALL								
MAX RECALL				X				X

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW		CURRENT TOD
ENA ACTION PLAN	0		
SYNC REF TIME	03:30	SYNC REF	REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE	NO
TIME RESET INPUT SET TIME		3:30:00	

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ASC3 COORDINATION PLAN DATA

4/14/2025 9:22 AM

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 100

PATTERN	254	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	23	10:00
2	100	17:00
3	0	00:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	21	7:00
2	23	9:00
3	25	15:00
4	23	18:30
5	100	20:00
6	0	00:00
7	0	00:00

DAY PLAN/EVENT 3

EVENT	ACTION PLAN	START TIME
1	23	9:00
2	100	19:00
3	0	00:00

ASC3 COORDINATION PLAN DATA

4/14/2025 9:22 AM

SCHEDULE NUMBER 1 (MM 5-4)

SCHEDULE NUMBER	1											
DAY PLAN NO	1	CLEAR ALL FIELDS										
SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	X	.	.	.	.	.	.					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2											
DAY PLAN NO	2	CLEAR ALL FIELDS										
SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	X	X	X	X	X	.					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3											
DAY PLAN NO	3	CLEAR ALL FIELDS										
SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	.	.	.	.	.	X					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

NOTES:

1. Coord sheet created 11-16.
2. New Coordination Patterns implemented 12-20-2016, Lee Engineering.
3. Ped reserve set to yes to reservice pedestrian indication, 7-26-17.

Intersection No.: 1305

Intersection Name: Gibson - Broadway

Revision Date 8/23/2022

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:		EB	S-E	NB		WB		SB
Min Grn		8	3	16		12		16
Walk:		7	0	7		7		7
Ped Clr:		23	0	23		29		7
Veh Ext:		3.0	1.5	3.0		3.0		3.0
Veh Ext2:								
Max 1:		16	20	32		32		32
Max 2:		16	20	32		32		32
Max 3:								
Yellow:		3.0	3.0	4.0		4.0		4.0
Red Clr		3.0	0.5	1.5		3.0		1.0
Delay Grn						8.0		

Recall Data

Locking Memory:				X				X
Vehicle Recall:								
Ped Recall:								
Recall To Max:				X				X

Flash Mode: ALL RED

Start Up Mode: ALL RED
Time: 8 SEC.
First Phases: 4 & 8
Start In: GREEN

Overlap Phases: NONE

NOTES:
1. Ped crossing timings adjusted. Clearance interval times adjusted, 2/14/92.
2. New intersection - In flash mode 9/29/93.
3. VMS control 10/6/93.
4. South to East arrow added 10/6/93.
5. Red clearance time change in data base 7/7/95.
6. Changed flash mode to all red 7/12/95.
7. Timing sheet updated. 6/15/05
8. Clearance intervals updated to NMDOT standard by BB, 10/3/13.
9. Phase 1 changed to Phase 6 by BB 11/1/2013.

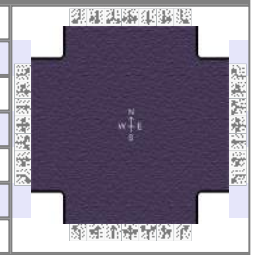
10. Sheet changed to new format 8/29/16
11. New Coordination Patterns implemented 12-14-2016, Lee Engineering.
8. Programmed a Ped Jump to the West bound. 8/23/2022 MA

Bowman

Appendix K
Existing (2025) Capacity Analysis

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.91
Urban Street	Gibson Blvd	Analysis Year	2025	Analysis Period	1> 7:15
Intersection	University and Gibson	File Name	EX AM INT 1 - Gibson and University.xus		
Project Description	Existing AM				

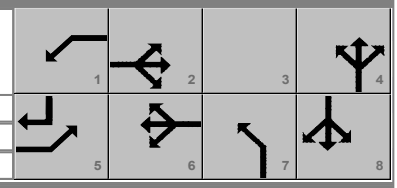


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	2042	91	42	940	93	149	54	42	140	20	60

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.5	3.3	71.0	8.0	16.7	0.0
Yellow	3.0	0.0	4.5	4.0	4.0	0.0
Red	0.5	0.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	9.3	79.8	6.0	76.5	12.0	34.2		22.2
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s	5.6		3.1		10.0	7.4		16.2
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	0.6		0.6
Phase Call Probability	0.99		0.79		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.00

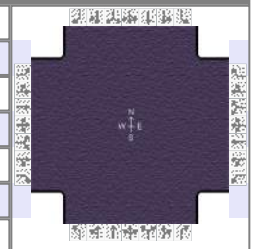
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	145	2244	62	46	1033	73	164	98		154	22	29
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1822	1842	1621	1918	1930	1693	1837	1757		1277	2041	1703
Queue Service Time (g_s), s	3.6	31.3	1.8	1.1	10.6	2.2	8.0	5.4		14.2	1.1	1.7
Cycle Queue Clearance Time (g_c), s	3.6	31.3	1.8	1.1	10.6	2.2	8.0	5.4		14.2	1.1	1.7
Green Ratio (*g/C*)	0.65	0.62	0.62	0.61	0.59	0.59	0.22	0.24		0.14	0.14	0.19
Capacity (*c*), veh/h	415	3420	1004	159	3427	1002	359	420		238	284	319
Volume-to-Capacity Ratio (*X*)	0.350	0.656	0.061	0.290	0.301	0.072	0.456	0.233		0.647	0.077	0.090
Back of Queue (*Q*), ft/ln (95 th percentile)	58	444	28	22	199	38	188	108		206	26	32
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	17.5	1.1	0.8	7.7	1.4	7.3	4.1		8.0	1.0	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.26	0.00	0.17	0.14	0.00	0.26	1.11	0.00		0.00	0.00	0.32
Uniform Delay (d_1), s/veh	8.7	14.7	9.1	14.3	12.2	10.4	40.2	36.8		50.6	44.9	40.3
Incremental Delay (d_2), s/veh	0.2	1.0	0.1	0.4	0.2	0.1	0.3	0.1		1.1	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	8.8	15.7	9.2	14.7	12.4	10.6	40.6	36.9		51.7	45.0	40.4
Level of Service (LOS)	A	B	A	B	B	B	D	D		D	D	D
Approach Delay, s/veh / LOS	15.1	B		12.4	B		39.2	D		49.4	D	
Intersection Delay, s/veh / LOS	17.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	2.13	B	2.76	C	2.78	C
Bicycle LOS Score / LOS	1.84	B	1.12	A	0.92	A	0.82	A

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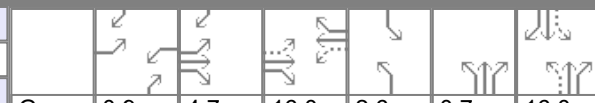
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.89
Urban Street	Avenida Cesar Chavez	Analysis Year	2025	Analysis Period	1> 7:15
Intersection	Cesar Chavez and Univ…	File Name	EX AM INT 2 Chavez & University.xus		
Project Description	Existing AM				

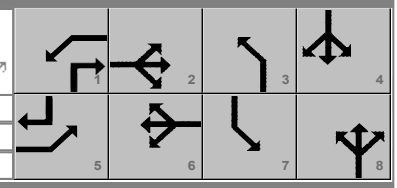


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	268	505	129	18	286	44	80	214	36	58	142	81

Signal Information			
Cycle, s	62.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.9	4.7	16.0	2.6	0.7	16.0						
Yellow	3.0	3.0	4.0	3.0	0.0	4.0						
Red	0.5	0.5	1.5	0.5	0.0	1.5						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.6	29.7	4.4	21.5	6.9	22.2	6.1	21.5
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	8.9	10.2	2.5	5.9	4.2	4.9	3.8	4.2
Green Extension Time (g_e), s	0.2	2.3	0.0	2.4	0.1	0.9	0.1	0.9
Phase Call Probability	0.99	1.00	0.30	1.00	0.79	1.00	0.68	1.00
Max Out Probability	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

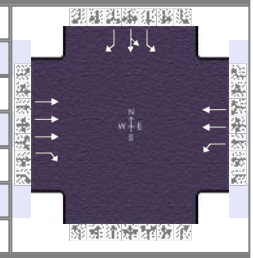
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	301	390	315	20	214	151	90	240	34	65	160	51
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1837	1127	1787	1944	1410	1925	1884	1994	1557	1617	1772	1610
Queue Service Time (g_s), s	6.9	8.0	8.2	0.5	3.8	3.9	2.2	2.9	1.0	1.8	2.2	1.2
Cycle Queue Clearance Time (g_c), s	6.9	8.0	8.2	0.5	3.8	3.9	2.2	2.9	1.0	1.8	2.2	1.2
Green Ratio (*g/C*)	0.43	0.39	0.39	0.27	0.26	0.26	0.31	0.27	0.28	0.30	0.26	0.40
Capacity (*c*), veh/h	575	874	693	316	722	493	489	1067	439	369	908	647
Volume-to-Capacity Ratio (*X*)	0.524	0.447	0.455	0.064	0.297	0.305	0.184	0.225	0.077	0.177	0.176	0.078
Back of Queue (*Q*), ft/ln (95 th percentile)	113	82	131	9	52	73	38	55	14	32	37	17
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	3.2	5.3	0.4	2.1	2.9	1.5	2.2	0.6	1.1	1.4	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.75	0.00	0.00	0.07	0.00	0.00	0.27	0.00	0.05	0.18	0.00	0.00
Uniform Delay (d_1), s/veh	12.4	14.2	14.2	16.8	18.7	18.7	15.7	17.8	16.5	16.2	18.1	11.5
Incremental Delay (d_2), s/veh	0.3	0.1	0.2	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.7	14.3	14.4	16.9	18.8	18.9	15.7	17.9	16.5	16.2	18.1	11.6
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B
Approach Delay, s/veh / LOS	13.8	B		18.7	B		17.2	B		16.5	B	
Intersection Delay, s/veh / LOS	15.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.48	B	2.57	C	2.57	C
Bicycle LOS Score / LOS	1.04	A	0.70	A	0.79	A	0.71	A

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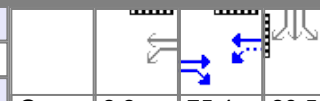
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.89
Urban Street	Avendia Cesar Chavez	Analysis Year	2025	Analysis Period	1> 7:15
Intersection	I-25 SB Ramps and Ave…	File Name	EX AM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	Existing AM				

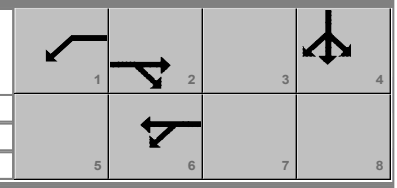


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1203	41	33	275					634	1	324

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.2	75.4	28.5	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		80.4	5.7	86.0				34.0
Change Period, ($Y+R_c$), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (g_s), s			2.8					26.2
Green Extension Time (g_e), s		0.0	0.0	0.0				2.3
Phase Call Probability			0.73					1.00
Max Out Probability			0.00					0.00

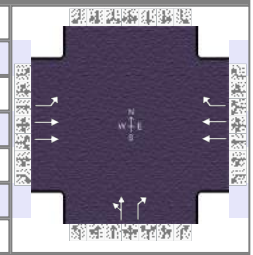
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		1352	46	39	324					385	329	364
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1223		1905	1711					1890	1891	
Queue Service Time (g_s), s		26.0		0.8	4.4					23.4	19.3	
Cycle Queue Clearance Time (g_c), s		26.0		0.8	4.4					23.4	19.3	
Green Ratio (*g/C*)		0.63		0.66	0.68					0.24	0.24	
Capacity (*c*), veh/h		2305		263	2311					448	448	
Volume-to-Capacity Ratio (*X*)		0.586		0.148	0.140					0.859	0.734	
Back of Queue (*Q*), ft/ln (95 th percentile)		284		15	72					415	362	
Back of Queue (*Q*), veh/ln (95 th percentile)		11.2		0.6	2.8					16.5	13.9	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.09	0.00					1.04	0.00	
Uniform Delay (d_1), s/veh		13.1		10.7	7.7					43.8	42.3	
Incremental Delay (d_2), s/veh		1.1		0.1	0.1					1.9	0.9	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		14.2	0.0	10.8	7.8					45.7	43.2	0.0
Level of Service (LOS)		B	A	B	A					D	D	A
Approach Delay, s/veh / LOS	13.8	B		8.1	A		0.0			29.5	C	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.87	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.26	A	0.77	A			2.27	B

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.85
Urban Street	Avendia Cesar Chavez	Analysis Year	2025	Analysis Period	1> 7:15
Intersection	I-25 NB Ramps and Ave…	File Name	EX AM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	704	1133			249	278	59	2	154			

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	26	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	15.3	76.3	14.5	0.0	0.0	0.0	5	6	7	8
Yellow	3.0	4.0	4.5	0.0	0.0	0.0				
Red	0.5	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	18.8	100.0		81.3		20.0		
Change Period, ($Y+R_c$), s	3.5	5.0		5.0		5.5		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (g_s), s	13.7					14.2		
Green Extension Time (g_e), s	1.5	0.0		0.0		0.2		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.45		

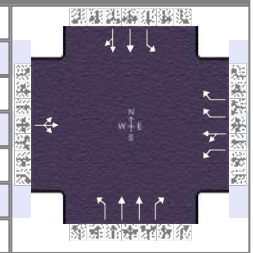
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	690	1110			293	327		72	181			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1875	1984			809			2005				
Queue Service Time (g_s), s	11.7	15.0			9.7			3.9				
Cycle Queue Clearance Time (g_c), s	11.7	15.0			9.7			3.9				
Green Ratio (*g/C*)	0.78	0.79			0.64			0.12				
Capacity (*c*), veh/h	901	3144			1029			242				
Volume-to-Capacity Ratio (*X*)	0.766	0.353			0.285			0.297				
Back of Queue (*Q*), ft/ln (95 th percentile)	190	215			79			91				
Back of Queue (*Q*), veh/ln (95 th percentile)	7.5	8.5			3.1			3.5				
Queue Storage Ratio (*RQ*) (95 th percentile)	1.12	0.00			0.00			0.00				
Uniform Delay (d_1), s/veh	6.9	6.9			9.7			48.1				
Incremental Delay (d_2), s/veh	0.1	0.1			0.7			0.3				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	7.0	7.0			10.4	0.0		48.4	0.0			
Level of Service (LOS)	A	A			B	A		D	A			
Approach Delay, s/veh / LOS	7.0	A		4.9	A		13.7	B		0.0		
Intersection Delay, s/veh / LOS	7.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.36	A	2.32	B	2.32	B
Bicycle LOS Score / LOS	2.27	B	1.00	A	0.90	A		

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HCS Signalized Intersection Results Summary

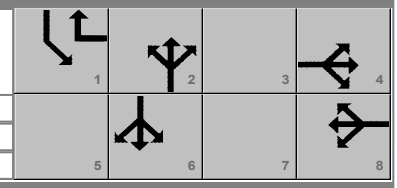
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/18/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.90
Urban Street	Broadway Blvd.	Analysis Year	2025	Analysis Period	1> 7:15
Intersection	Broadway and Gibson B…	File Name	EX AM INT 5 - Gibson and Broadway.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	14	0	191	8	234	4	441	259	335	217	7

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	19.3	32.9	9.6	36.2	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.5	1.5	3.0	3.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		12.0		9.0		5.3	1.0	4.0
Phase Duration, s		15.6		43.2		38.4	22.8	61.2
Change Period, (*Y+R c*), s		6.0		7.0		5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		3.6		8.3			18.6	
Green Extension Time (*g e*), s		0.0		1.0		0.0	0.6	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		27		127	94	227	4	490	288	372	119	130
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1892		1816	1821	1527	925	1723		1845	1653	1793
Queue Service Time (*g s*), s		1.6		6.3	4.5	5.2	0.4	14.4		16.6	5.0	5.0
Cycle Queue Clearance Time (*g c*), s		1.6		6.3	4.5	5.2	0.4	14.4		16.6	5.0	5.0
Green Ratio (*g/C*)		0.08		0.30	0.30	0.46	0.27	0.27		0.45	0.46	0.46
Capacity (*c*), veh/h		151		548	549	1411	314	946		494	767	832
Volume-to-Capacity Ratio (*X*)		0.176		0.232	0.171	0.161	0.014	0.518		0.754	0.155	0.156
Back of Queue (*Q*), ft/ln (95 th percentile)		40		137	104	86	6	278		302	98	97
Back of Queue (*Q*), veh/ln (95 th percentile)		1.5		5.2	3.8	3.3	0.2	10.4		11.7	3.6	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.09	0.00		2.51	0.00	0.00
Uniform Delay (*d 1*), s/veh		51.5		31.5	30.8	18.7	31.7	36.8		24.5	18.6	18.6
Incremental Delay (*d 2*), s/veh		2.5		1.0	0.7	0.2	0.1	2.0		1.6	0.4	0.4
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		54.0		32.5	31.5	19.0	31.8	38.8	0.0	26.1	19.0	19.0
Level of Service (LOS)		D		C	C	B	C	D	A	C	B	B
Approach Delay, s/veh / LOS	54.0	D		25.4	C		24.5	C		23.2	C	
Intersection Delay, s/veh / LOS	24.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.32	B	2.34	B	1.69	B
Bicycle LOS Score / LOS	0.53	A	1.23	A	1.13	A	1.00	A

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HCS Two-Way Stop-Control Report

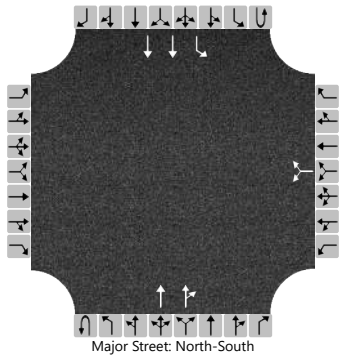
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Existing AM

Site Information

Intersection	University Blvd/Priv Dwy
Jurisdiction	
East/West Street	University Blvd
North/South Street	
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						0		1			333	2	0	11	153	
Percent Heavy Vehicles (%)						0		0					0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							14		
Capacity, c (veh/h)							806							1156		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
95% Queue Length, Q_{95} (ft)							0.0							0.0		
Control Delay (s/veh)							9.5							8.2		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.5								0.5		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

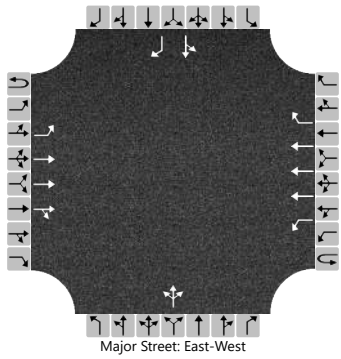
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Existing AM

Site Information

Intersection	Gibson Blvd/Alumni Dr
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)	26	1	2277	10	4	6	1053	0		3	0	6		0	0	1
Percent Heavy Vehicles (%)	0	0			0	0				33	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				7.06	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				4.13	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		29				11					10			0		1
Capacity, c (veh/h)		543				94					24			0		404
v/c Ratio		0.05				0.11					0.41					0.00
95% Queue Length, Q_{95} (veh)		0.2				0.4					1.2					0.0
95% Queue Length, Q_{95} (ft)		5.0				10.0					32.6					0.0
Control Delay (s/veh)		12.0				48.1					236.1					13.9
Level of Service (LOS)		B				E					F					B
Approach Delay (s/veh)		0.1				0.5					236.1					
Approach LOS		A				A					F					

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HCS Two-Way Stop-Control Report

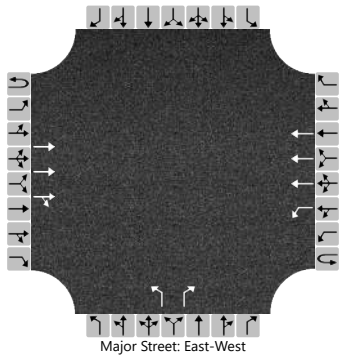
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Existing AM

Site Information

Intersection	Gibson Blvd/Mulberry St
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			2297	46	4	17	1081			19		30				
Percent Heavy Vehicles (%)					0	0				0		7				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)					5.6	5.3				6.4		7.1				
Critical Headway (sec)					5.60	5.30				5.70		7.24				
Base Follow-Up Headway (sec)					2.3	3.1				3.8		3.9				
Follow-Up Headway (sec)					2.30	3.10				3.80		3.97				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22				20		31				
Capacity, c (veh/h)						83				28		142				
v/c Ratio						0.26				0.70		0.22				
95% Queue Length, Q_{95} (veh)						1.0				2.2		0.8				
95% Queue Length, Q_{95} (ft)						25.0				55.0		21.1				
Control Delay (s/veh)						63.4				275.7		37.4				
Level of Service (LOS)						F				F		E				
Approach Delay (s/veh)					1.2				129.8							
Approach LOS					A				F							

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HCS Two-Way Stop-Control Report

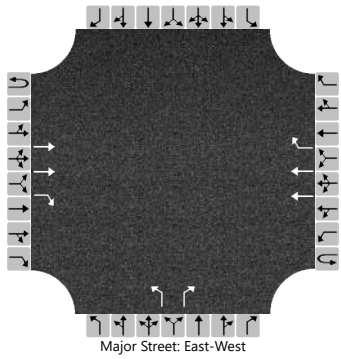
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Existing AM

Site Information

Intersection	Gibson Blvd/I-25 NB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		1	0	1		0	0	0
Configuration			T	R			T	R		L		R				
Volume (veh/h)			1639	134			572	525		25		668				
Percent Heavy Vehicles (%)										0		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No				No			No						
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)										7.5		6.9				
Critical Headway (sec)										7.50		6.96				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										26		703				
Capacity, c (veh/h)										77		296				
v/c Ratio										0.34		2.38				
95% Queue Length, Q_{95} (veh)										1.3		55.6				
95% Queue Length, Q_{95} (ft)										32.5		1423.4				
Control Delay (s/veh)										74.7		656.3				
Level of Service (LOS)										F		F				
Approach Delay (s/veh)										635.3						
Approach LOS										F						

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HCS Two-Way Stop-Control Report

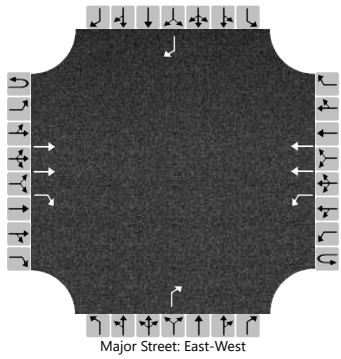
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	2025 Existing AM

Site Information

Intersection	Gibson Blvd/I-25 SB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1		0	0	1
Configuration			T	R		L	T					R				R
Volume (veh/h)			614	21	0	265	332					1159				115
Percent Heavy Vehicles (%)					0	0						1				4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1						6.9				6.9
Critical Headway (sec)						4.10						6.92				6.98
Base Follow-Up Headway (sec)						2.2						3.3				3.3
Follow-Up Headway (sec)						2.20						3.31				3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						279						1220				121
Capacity, c (veh/h)						931						675				832
v/c Ratio						0.30						1.81				0.15
95% Queue Length, Q_{95} (veh)						1.3						74.2				0.5
95% Queue Length, Q_{95} (ft)						32.5						1869.8				12.9
Control Delay (s/veh)						10.5						384.6				10.1
Level of Service (LOS)						B						F				B
Approach Delay (s/veh)					4.7				384.6				10.1			
Approach LOS					A				F				B			

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HCS Two-Way Stop-Control Report

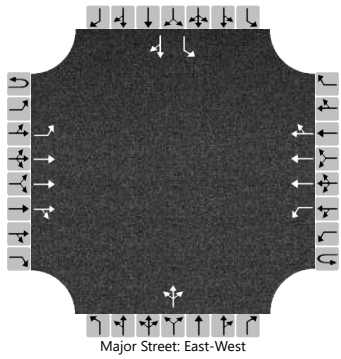
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	2025 Existing AM

Site Information

Intersection	Ave Cesar Chavez/West Rd
Jurisdiction	
East/West Street	Avenida Cesar Chavez
North/South Street	
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	1	302	984	0	0	0	495	15		0	0	0		1	0	24
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	21
Proportion Time Blocked																
Percent Grade (%)									0				-1			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30				5.30				6.40	6.50	7.10		6.20	6.30	7.42
Base Follow-Up Headway (sec)	2.3	3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10				3.10				3.80	4.00	3.90		3.80	4.00	4.11

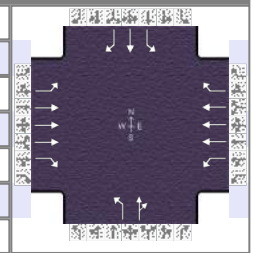
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		370				0					0			1		29
Capacity, c (veh/h)		601				318					0			62		548
v/c Ratio		0.61				0.00								0.02		0.05
95% Queue Length, Q_{95} (veh)		4.2				0.0								0.1		0.2
95% Queue Length, Q_{95} (ft)		105.0				0.0								2.5		5.8
Control Delay (s/veh)		20.1				16.3								63.9		11.9
Level of Service (LOS)		C				C								F		B
Approach Delay (s/veh)	4.7				0.0								14.0			
Approach LOS	A				A								B			

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HCS Signalized Intersection Results Summary

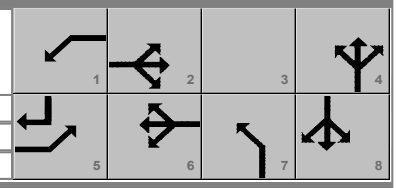
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	MD Peak	PHF	0.91
Urban Street	Gibson Blvd	Analysis Year	2025	Analysis Period	1> 11:45
Intersection	University and Gibson	File Name	EX MD INT 1 - Gibson and University.xus		
Project Description	Existing MD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	910	161	109	1095	110	183	103	123	206	85	133

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							
Green	5.4	1.4	51.2	9.2	24.3	0.0	
Yellow	3.0	0.0	4.5	4.0	4.0	0.0	
Red	0.5	0.0	1.0	0.0	1.5	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	10.2	58.1	8.9	56.7	13.2	43.0		29.8
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.3		3.3
Queue Clearance Time (g_s), s	6.6		5.4		11.0	12.0		23.2
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	1.4		1.2
Phase Call Probability	0.99		0.97		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	148	1000	127	120	1203	76	201	220		226	93	109
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1822	1810	1634	2023	1694	1760	1866	1804		1143	2041	1703
Queue Service Time (g_s), s	4.6	13.0	4.9	3.4	18.2	2.6	9.0	10.0		21.2	4.1	5.4
Cycle Queue Clearance Time (g_c), s	4.6	13.0	4.9	3.4	18.2	2.6	9.0	10.0		21.2	4.1	5.4
Green Ratio (*g/C*)	0.53	0.48	0.48	0.51	0.47	0.47	0.32	0.34		0.22	0.22	0.28
Capacity (*c*), veh/h	312	2596	781	372	2367	820	460	616		318	452	481
Volume-to-Capacity Ratio (*X*)	0.475	0.385	0.163	0.322	0.508	0.093	0.437	0.357		0.711	0.207	0.226
Back of Queue (*Q*), ft/ln (95 th percentile)	82	228	82	65	288	49	178	190		257	90	99
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	8.9	3.3	2.6	11.2	1.9	7.1	7.6		10.0	3.6	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.37	0.00	0.50	0.41	0.00	0.34	1.05	0.00		0.00	0.00	0.99
Uniform Delay (d_1), s/veh	15.7	18.4	16.2	14.8	20.6	16.4	28.4	27.2		41.6	34.9	30.2
Incremental Delay (d_2), s/veh	0.4	0.4	0.4	0.2	0.8	0.2	0.2	0.1		2.1	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	16.1	18.8	16.7	15.0	21.4	16.6	28.7	27.3		43.7	35.0	30.3
Level of Service (LOS)	B	B	B	B	C	B	C	C		D	D	C
Approach Delay, s/veh / LOS	18.3	B		20.6	C		28.0	C		38.4	D	
Intersection Delay, s/veh / LOS	22.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	2.15	B	2.77	C	2.79	C
Bicycle LOS Score / LOS	1.19	A	1.26	A	1.18	A	1.19	A

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HCS Two-Way Stop-Control Report

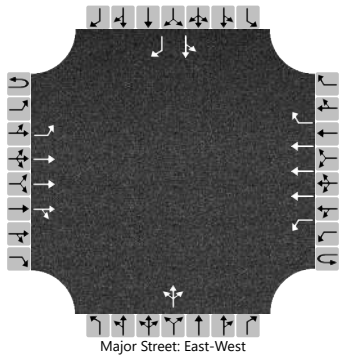
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	MD Peak
Intersection Orientation	East-West
Project Description	Existing MD

Site Information

Intersection	Gibson Blvd/Alumni Dr
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)	26	44	1095	51	3	35	1213	66		18	0	44		43	0	76
Percent Heavy Vehicles (%)	0	0			0	0				33	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				7.06	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				4.13	4.00	3.90		3.80	4.00	3.90

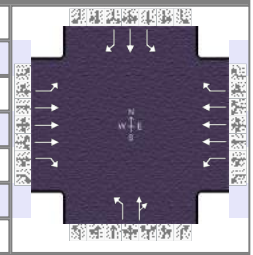
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		74				40					65			45		80
Capacity, c (veh/h)		303				324					135			77		363
v/c Ratio		0.24				0.12					0.48			0.59		0.22
95% Queue Length, Q_{95} (veh)		0.9				0.4					2.2			2.6		0.8
95% Queue Length, Q_{95} (ft)		22.5				10.0					59.2			65.0		20.0
Control Delay (s/veh)		20.7				17.7					54.1			103.4		17.7
Level of Service (LOS)		C				C					F			F		C
Approach Delay (s/veh)	1.2				0.5				54.1				48.7			
Approach LOS	A				A				F				E			

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Gibson Blvd	Analysis Year	2025	Analysis Period	1> 15:15
Intersection	University and Gibson	File Name	EX PM INT 1 - Gibson and University.xus		
Project Description	Existing PM				

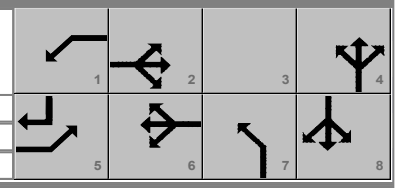


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	1006	128	65	1998	185	190	96	54	166	70	169

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.7	0.2	71.5	11.6	21.0	0.0
Yellow	3.0	3.0	4.5	4.0	4.0	0.0
Red	0.5	0.5	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	10.9	80.7	7.2	77.0	15.6	42.1		26.5
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s	7.2		4.0		13.6	9.7		20.0
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	1.1		1.0
Phase Call Probability	1.00		0.92		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.00

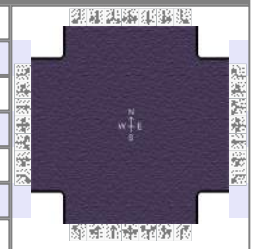
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	171	1082	101	70	2148	135	204	142		178	75	146
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1792	1807	1648	1993	1883	1773	1881	1868		1256	2041	1730
Queue Service Time (g_s), s	5.2	13.7	3.6	2.0	35.9	4.8	11.6	7.7		18.0	4.2	9.4
Cycle Queue Clearance Time (g_c), s	5.2	13.7	3.6	2.0	35.9	4.8	11.6	7.7		18.0	4.2	9.4
Green Ratio (*g/C*)	0.62	0.58	0.58	0.58	0.55	0.55	0.27	0.28		0.16	0.16	0.22
Capacity (*c*), veh/h	206	3134	953	366	3107	975	395	526		258	330	378
Volume-to-Capacity Ratio (*X*)	0.829	0.345	0.106	0.191	0.691	0.139	0.517	0.270		0.691	0.228	0.387
Back of Queue (*Q*), ft/ln (95 th percentile)	142	232	59	39	544	89	229	158		242	95	180
Back of Queue (*Q*), veh/ln (95 th percentile)	5.5	9.1	2.4	1.5	21.4	3.5	9.1	6.3		9.6	3.8	7.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.36	0.24	0.00	0.61	1.35	0.00		0.00	0.00	1.80
Uniform Delay (d_1), s/veh	26.0	14.4	12.3	12.6	21.2	14.3	39.4	36.3		53.3	47.4	43.4
Incremental Delay (d_2), s/veh	3.3	0.3	0.2	0.1	1.3	0.3	0.5	0.1		1.2	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	29.2	14.8	12.5	12.7	22.5	14.6	40.0	36.4		54.5	47.6	43.6
Level of Service (LOS)	C	B	B	B	C	B	D	D		D	D	D
Approach Delay, s/veh / LOS	16.4	B		21.8	C		38.5	D		49.2	D	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	2.14	B	2.81	C	2.78	C
Bicycle LOS Score / LOS	1.23	A	1.78	B	1.06	A	1.15	A

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.97
Urban Street	Avenida Cesar Chavez	Analysis Year	2025	Analysis Period	1> 15:15
Intersection	Cesar Chavez and Univ…	File Name	EX PM INT 2 Chavez & University.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	222	454	112	50	570	105	162	312	37	67	268	214

Signal Information			
Cycle, s	63.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	1.9	16.0	2.6	3.0	16.0	1	2	3	4		
Yellow	3.0	3.0	4.0	3.0	0.0	4.0	5	6	7	8		
Red	0.5	0.5	1.5	0.5	0.0	1.5						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.9	26.9	5.4	21.5	9.1	24.5	6.1	21.5
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	7.3	8.0	3.2	10.4	5.8	6.1	3.7	6.1
Green Extension Time (g_e), s	0.2	2.9	0.0	2.9	0.2	1.6	0.1	1.6
Phase Call Probability	0.98	1.00	0.59	1.00	0.95	1.00	0.70	1.00
Max Out Probability	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00

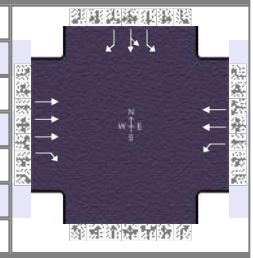
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	229	352	221	52	407	288	167	322	30	69	276	151
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1851	1447	1762	1944	1365	1898	1929	1904	1557	1869	1828	1597
Queue Service Time (g_s), s	5.3	5.8	6.0	1.2	8.2	8.4	3.8	4.1	0.8	1.7	3.8	4.1
Cycle Queue Clearance Time (g_c), s	5.3	5.8	6.0	1.2	8.2	8.4	3.8	4.1	0.8	1.7	3.8	4.1
Green Ratio (*g/C*)	0.40	0.34	0.34	0.28	0.25	0.25	0.37	0.30	0.33	0.30	0.25	0.37
Capacity (*c*), veh/h	420	984	599	360	693	482	506	1148	518	409	928	592
Volume-to-Capacity Ratio (*X*)	0.545	0.358	0.369	0.143	0.587	0.597	0.330	0.280	0.058	0.169	0.298	0.254
Back of Queue (*Q*), ft/ln (95 th percentile)	89	79	97	23	109	155	65	71	12	30	66	61
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	3.1	3.9	0.9	4.3	6.2	2.6	2.8	0.5	1.2	2.6	2.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.00	0.00	0.17	0.00	0.00	0.46	0.00	0.04	0.16	0.00	0.00
Uniform Delay (d_1), s/veh	14.1	15.6	15.7	16.6	20.6	20.7	14.1	16.8	14.3	16.3	19.0	13.8
Incremental Delay (d_2), s/veh	0.4	0.1	0.1	0.1	0.3	0.4	0.1	0.0	0.0	0.1	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.5	15.7	15.8	16.7	20.9	21.1	14.2	16.8	14.3	16.4	19.0	13.9
Level of Service (LOS)	B	B	B	B	C	C	B	B	B	B	B	B
Approach Delay, s/veh / LOS	15.4	B		20.7	C		15.8	B		17.1	B	
Intersection Delay, s/veh / LOS	17.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.52	C	2.56	C	2.58	C
Bicycle LOS Score / LOS	0.93	A	0.90	A	0.92	A	0.90	A

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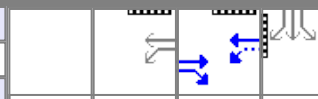
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Avendia Cesar Chavez	Analysis Year	2025	Analysis Period	1> 15:15
Intersection	I-25 SB Ramps and Ave…	File Name	EX PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	Existing PM				

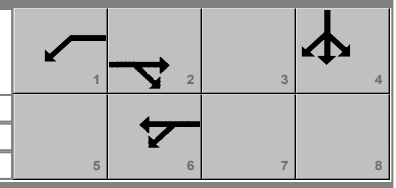


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		861	94	134	524					303	2	426

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	79	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.6	66.2	34.2	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		71.2	9.1	80.3				39.7
Change Period, ($Y+R_c$), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (g_s), s			5.4					32.6
Green Extension Time (g_e), s		0.0	0.2	0.0				1.7
Phase Call Probability			0.99					1.00
Max Out Probability			0.00					0.00

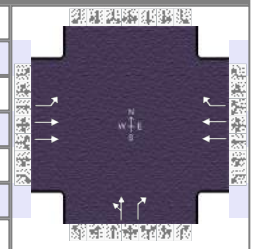
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		926	101	129	505					147	181	458
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1512		1875	1849					1875	1878	
Queue Service Time (g_s), s		13.8		3.4	3.3					7.3	9.2	
Cycle Queue Clearance Time (g_c), s		13.8		3.4	3.3					7.3	9.2	
Green Ratio (*g/C*)		0.55		0.61	0.63					0.29	0.29	
Capacity (*c*), veh/h		2503		411	2320					535	536	
Volume-to-Capacity Ratio (*X*)		0.370		0.314	0.218					0.274	0.339	
Back of Queue (*Q*), ft/ln (95 th percentile)		208		61	54					151	191	
Back of Queue (*Q*), veh/ln (95 th percentile)		8.2		2.4	2.1					6.0	7.5	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.36	0.00					0.38	0.00	
Uniform Delay (d_1), s/veh		15.2		10.7	4.0					33.3	33.9	
Incremental Delay (d_2), s/veh		0.4		0.2	0.2					0.1	0.1	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		15.6	0.0	10.9	4.2					33.4	34.1	0.0
Level of Service (LOS)		B	A	B	A					C	C	A
Approach Delay, s/veh / LOS	14.0	B		5.5	A		0.0			14.1	B	
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.38	A	1.88	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.05	A	1.07	A			1.78	B

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.89
Urban Street	Avendia Cesar Chavez	Analysis Year	2025	Analysis Period	1> 15:15
Intersection	I-25 NB Ramps and Ave…	File Name	EX PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	455	709			564	537	94	7	147			

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

							1	2	3	4
Green	13.7	78.9	13.4	0.0	0.0	0.0	5	6	7	8
Yellow	3.0	4.0	4.5	0.0	0.0	0.0				
Red	0.5	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	17.2	101.1		83.9		18.9		
Change Period, ($Y+R_c$), s	3.5	5.0		5.0		5.5		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (g_s), s	12.7					13.2		
Green Extension Time (g_e), s	1.0	0.0		0.0		0.3		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.18		

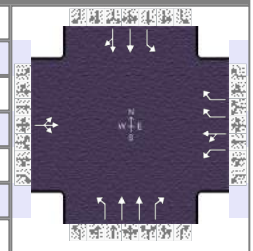
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	489	762			634	603		113	165			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1890	1984			2108			2024				
Queue Service Time (g_s), s	10.7	6.5			7.3			6.3				
Cycle Queue Clearance Time (g_c), s	10.7	6.5			7.3			6.3				
Green Ratio (*g/C*)	0.79	0.80			0.66			0.11				
Capacity (*c*), veh/h	753	3177			2771			227				
Volume-to-Capacity Ratio (*X*)	0.650	0.240			0.229			0.501				
Back of Queue (*Q*), ft/ln (95 th percentile)	106	94			144			149				
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2	3.7			5.7			5.8				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.62	0.00			0.00			0.00				
Uniform Delay (d_1), s/veh	4.2	3.5			8.3			50.1				
Incremental Delay (d_2), s/veh	0.3	0.2			0.2			0.6				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	4.5	3.7			8.5	0.0		50.8	0.0			
Level of Service (LOS)	A	A			A	A		D	A			
Approach Delay, s/veh / LOS	4.0	A		4.4	A		20.7	C		0.0		
Intersection Delay, s/veh / LOS	5.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.36	A	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.57	B	1.51	B	0.95	A		

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HCS Signalized Intersection Results Summary

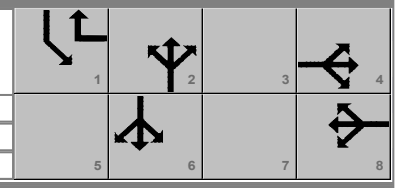
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/18/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.94
Urban Street	Broadway Blvd.	Analysis Year	2025	Analysis Period	1> 15:15
Intersection	Broadway and Gibson B…	File Name	EX PM INT 5 - Gibson and Broadway.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	18	8	460	11	450	8	449	284	258	426	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.2	34.4	10.8	38.6	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.5	1.5	3.0	3.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		12.0		9.0		5.3	1.0	4.0
Phase Duration, s		16.8		45.6		39.9	17.7	57.6
Change Period, ($Y+R_c$), s		6.0		7.0		5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		4.3		16.3			13.8	
Green Extension Time (g_e), s		0.0		1.7		0.0	0.4	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		39		274	227	286	9	478	302	274	229	239
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1892		1830	1843	1550	940	1776		1890	1813	1887
Queue Service Time (g_s), s		2.3		14.3	11.4	6.8	0.8	13.3		11.8	9.8	9.8
Cycle Queue Clearance Time (g_c), s		2.3		14.3	11.4	6.8	0.8	13.3		11.8	9.8	9.8
Green Ratio (*g/C*)		0.09		0.32	0.32	0.44	0.29	0.29		0.42	0.43	0.43
Capacity (*c*), veh/h		170		589	593	1364	330	1018		446	787	819
Volume-to-Capacity Ratio (*X*)		0.231		0.465	0.383	0.210	0.026	0.469		0.615	0.290	0.291
Back of Queue (*Q*), ft/ln (95 th percentile)		56		285	229	3	9	260		227	202	200
Back of Queue (*Q*), veh/ln (95 th percentile)		2.2		11.0	9.1	0.1	0.3	9.9		9.0	7.7	8.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.14	0.00		1.89	0.00	0.00
Uniform Delay (d_1), s/veh		50.7		32.5	31.5	20.7	30.8	35.3		24.9	22.0	22.0
Incremental Delay (d_2), s/veh		3.1		2.6	1.9	0.3	0.1	1.6		0.5	0.9	0.9
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		53.9		35.1	33.4	21.1	31.0	36.8	0.0	25.4	22.9	22.9
Level of Service (LOS)		D		D	C	C	C	D	A	C	C	C
Approach Delay, s/veh / LOS	53.9	D		29.5	C		22.6	C		23.8	C	
Intersection Delay, s/veh / LOS	25.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.32	B	2.55	C	1.69	B
Bicycle LOS Score / LOS	0.55	A	1.79	B	1.14	A	1.10	A

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HCS Two-Way Stop-Control Report

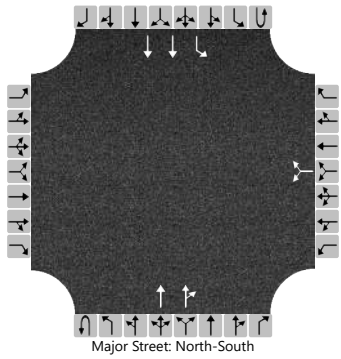
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Existing PM

Site Information

Intersection	University Blvd/Priv Dwy
Jurisdiction	
East/West Street	University Blvd
North/South Street	
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						1		10			394	2	0	4	356	
Percent Heavy Vehicles (%)						0		0					0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							12							4		
Capacity, c (veh/h)							751							1131		
v/c Ratio							0.02							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
95% Queue Length, Q_{95} (ft)							0.0							0.0		
Control Delay (s/veh)							9.9							8.2		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.9								0.1		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

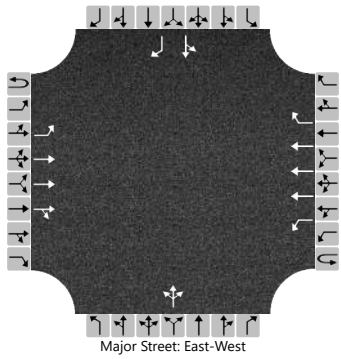
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Existing PM

Site Information

Intersection	Gibson Blvd/Alumni Dr
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)	10	34	1256	32	2	27	2043	33		9	0	38		10	0	56
Percent Heavy Vehicles (%)	0	0			0	0				0	0	3		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				6.40	6.50	7.16		6.40	6.50	7.10
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				3.80	4.00	3.93		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		45				30					48			10		58
Capacity, c (veh/h)		117				282					152			23		194
v/c Ratio		0.39				0.11					0.32			0.45		0.30
95% Queue Length, Q_{95} (veh)		1.6				0.4					1.3			1.3		1.2
95% Queue Length, Q_{95} (ft)		40.0				10.0					33.1			32.5		30.0
Control Delay (s/veh)		54.0				19.3					39.6			253.3		31.2
Level of Service (LOS)		F				C					E			F		D
Approach Delay (s/veh)		1.8				0.3				39.6				64.9		
Approach LOS		A				A				E				F		

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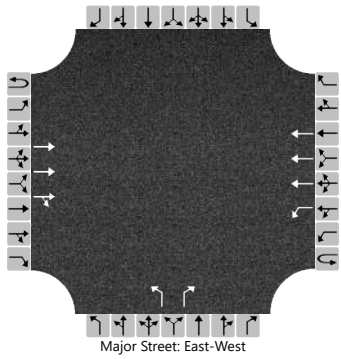
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Existing PM

Site Information

Intersection	Gibson Blvd/Mulberry St
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1319	58	5	41	2245			18		32				
Percent Heavy Vehicles (%)					0	0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)					5.6	5.3				6.4		7.1				
Critical Headway (sec)					5.60	5.30				5.70		7.10				
Base Follow-Up Headway (sec)					2.3	3.1				3.8		3.9				
Follow-Up Headway (sec)					2.30	3.10				3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						48				19		33				
Capacity, c (veh/h)						255				97		323				
v/c Ratio						0.19				0.19		0.10				
95% Queue Length, Q_{95} (veh)						0.7				0.7		0.3				
95% Queue Length, Q_{95} (ft)						17.5				17.5		7.5				
Control Delay (s/veh)						22.4				50.5		17.4				
Level of Service (LOS)						C				F		C				
Approach Delay (s/veh)					0.4				29.3							
Approach LOS					A				D							

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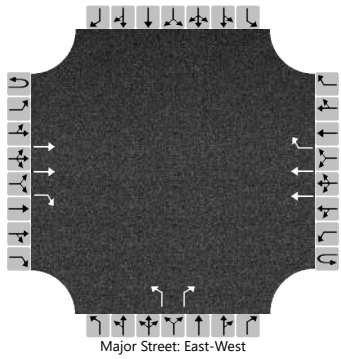
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Existing PM

Site Information

Intersection	Gibson Blvd/I-25 NB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		1	0	1		0	0	0
Configuration			T	R			T	R		L		R				
Volume (veh/h)			977	124			1404	904		29		414				
Percent Heavy Vehicles (%)										3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No				No			No						
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)										7.5		6.9				
Critical Headway (sec)										7.56		6.96				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										30		431				
Capacity, c (veh/h)										111		507				
v/c Ratio										0.27		0.85				
95% Queue Length, Q_{95} (veh)										1.0		8.8				
95% Queue Length, Q_{95} (ft)										25.6		225.3				
Control Delay (s/veh)										49.3		40.6				
Level of Service (LOS)										E		E				
Approach Delay (s/veh)										41.1						
Approach LOS										E						

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HCS Two-Way Stop-Control Report

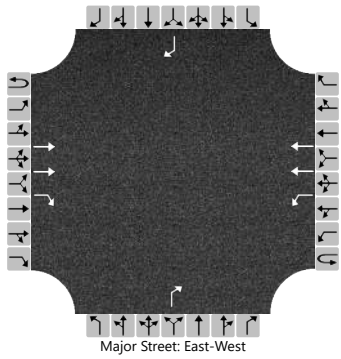
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	2025 Existing PM

Site Information

Intersection	Gibson Blvd/I-25 SB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1		0	0	1
Configuration			T	R		L	T					R				R
Volume (veh/h)			559	26	2	645	788					542				177
Percent Heavy Vehicles (%)					0	2						2				5
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)					6.4	4.1						6.9				6.9
Critical Headway (sec)					6.40	4.14						6.94				7.00
Base Follow-Up Headway (sec)					2.5	2.2						3.3				3.3
Follow-Up Headway (sec)					2.50	2.22						3.32				3.35

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						727						609				199
Capacity, c (veh/h)						888						682				554
v/c Ratio						0.82						0.89				0.36
95% Queue Length, Q_{95} (veh)						9.3						11.2				1.6
95% Queue Length, Q_{95} (ft)						236.2						284.5				41.6
Control Delay (s/veh)						24.5						38.2				15.1
Level of Service (LOS)						C						E				C
Approach Delay (s/veh)					11.0				38.2				15.1			
Approach LOS					B				E				C			

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HCS Two-Way Stop-Control Report

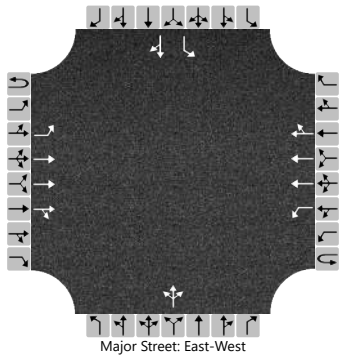
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2025
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	2025 Existing PM

Site Information

Intersection	Ave Cesar Chavez/West Rd
Jurisdiction	
East/West Street	Avenida Cesar Chavez
North/South Street	
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	1	73	759	0	3	0	953	19		0	0	0		4	0	132
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		25	0	1
Proportion Time Blocked																
Percent Grade (%)									0				-1			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				6.40	6.50	7.10		6.70	6.30	7.02
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				3.80	4.00	3.90		4.05	4.00	3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		87				4					0			5		155
Capacity, c (veh/h)		339				694					0			113		405
v/c Ratio		0.26				0.01								0.04		0.38
95% Queue Length, Q_{95} (veh)		1.0				0.0								0.1		1.8
95% Queue Length, Q_{95} (ft)		25.0				0.0								3.0		45.4
Control Delay (s/veh)		19.2				10.2								38.4		19.3
Level of Service (LOS)		C				B								E		C
Approach Delay (s/veh)	1.7				0.0								19.9			
Approach LOS	A				A								C			

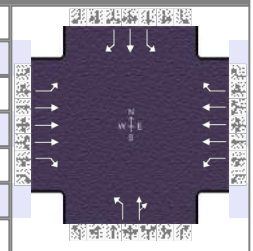
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Bowman

Appendix L
No Build (2028) Capacity Analysis

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.91
Urban Street	Gibson Blvd	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	University and Gibson	File Name	2028 NB AM INT 1 - Gibson and University.xus		
Project Description	2028 No Build AM				

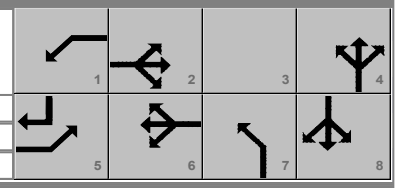


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	2073	92	43	954	94	151	55	43	142	20	61

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.6	3.3	70.7	8.0	16.9	0.0						
Yellow	3.0	0.0	4.5	4.0	4.0	0.0						
Red	0.5	0.0	1.0	0.0	1.5	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	9.4	79.5	6.1	76.2	12.0	34.4		22.4
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s	5.7		3.2		10.0	7.5		16.4
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	0.6		0.6
Phase Call Probability	0.99		0.79		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.00

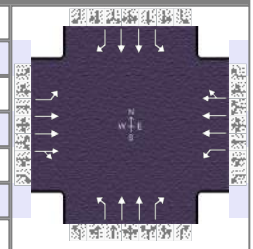
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	147	2278	63	47	1048	74	166	100		156	22	30
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1822	1870	1621	1918	1959	1693	1837	1757		1274	2041	1703
Queue Service Time (g_s), s	3.7	31.5	1.8	1.2	10.7	2.2	8.0	5.5		14.4	1.1	1.7
Cycle Queue Clearance Time (g_c), s	3.7	31.5	1.8	1.2	10.7	2.2	8.0	5.5		14.4	1.1	1.7
Green Ratio (*g/C*)	0.65	0.62	0.62	0.61	0.59	0.59	0.22	0.24		0.14	0.14	0.19
Capacity (*c*), veh/h	410	3459	1000	158	3463	998	362	424		240	288	324
Volume-to-Capacity Ratio (*X*)	0.359	0.659	0.063	0.300	0.303	0.074	0.458	0.236		0.650	0.076	0.092
Back of Queue (*Q*), ft/ln (95 th percentile)	60	453	29	22	203	39	197	110		208	25	33
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	17.8	1.1	0.8	7.8	1.5	7.7	4.2		8.1	1.0	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00	0.18	0.14	0.00	0.27	1.16	0.00		0.00	0.00	0.33
Uniform Delay (d_1), s/veh	8.8	14.9	9.2	14.6	12.3	10.6	40.1	36.6		50.4	44.7	40.1
Incremental Delay (d_2), s/veh	0.2	1.0	0.1	0.4	0.2	0.1	0.3	0.1		1.1	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	9.0	15.8	9.3	15.0	12.6	10.7	40.4	36.7		51.5	44.8	40.1
Level of Service (LOS)	A	B	A	B	B	B	D	D		D	D	D
Approach Delay, s/veh / LOS	15.3	B		12.5	B		39.1	D		49.2	D	
Intersection Delay, s/veh / LOS	17.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	2.13	B	2.76	C	2.78	C
Bicycle LOS Score / LOS	1.86	B	1.13	A	0.93	A	0.83	A

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HCS Signalized Intersection Results Summary

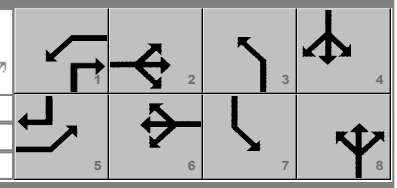
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.89
Urban Street	Avenida Cesar Chavez	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	Cesar Chavez and Univ…	File Name	2028 NB AM INT 2 Chavez & University.xus		
Project Description	2028 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	272	513	131	18	290	45	81	217	37	59	144	82

Signal Information			
Cycle, s	62.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.9	4.8	16.0	2.7	0.7	16.0						
Yellow	3.0	3.0	4.0	3.0	0.0	4.0						
Red	0.5	0.5	1.5	0.5	0.0	1.5						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.7	29.8	4.4	21.5	6.9	22.2	6.2	21.5
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	9.1	10.3	2.5	6.0	4.2	5.0	3.9	4.2
Green Extension Time (g_e), s	0.2	2.4	0.0	2.4	0.1	1.0	0.1	1.0
Phase Call Probability	1.00	1.00	0.30	1.00	0.79	1.00	0.68	1.00
Max Out Probability	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

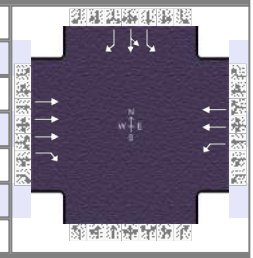
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	306	399	318	20	219	152	91	244	35	66	162	52
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1837	1145	1786	1944	1429	1923	1884	1994	1557	1617	1797	1610
Queue Service Time (g_s), s	7.1	8.1	8.3	0.5	3.9	4.0	2.2	3.0	1.0	1.9	2.2	1.2
Cycle Queue Clearance Time (g_c), s	7.1	8.1	8.3	0.5	3.9	4.0	2.2	3.0	1.0	1.9	2.2	1.2
Green Ratio (*g/C*)	0.43	0.39	0.39	0.27	0.26	0.26	0.31	0.27	0.28	0.30	0.26	0.40
Capacity (*c*), veh/h	575	890	694	314	730	491	488	1064	438	368	918	648
Volume-to-Capacity Ratio (*X*)	0.531	0.449	0.458	0.064	0.300	0.309	0.186	0.229	0.080	0.180	0.176	0.080
Back of Queue (*Q*), ft/ln (95 th percentile)	115	85	132	9	53	74	39	57	15	32	38	18
Back of Queue (*Q*), veh/ln (95 th percentile)	4.5	3.3	5.3	0.4	2.1	3.0	1.5	2.2	0.6	1.1	1.5	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.77	0.00	0.00	0.07	0.00	0.00	0.28	0.00	0.06	0.18	0.00	0.00
Uniform Delay (d_1), s/veh	12.4	14.2	14.2	16.9	18.8	18.8	15.7	17.9	16.6	16.2	18.2	11.5
Incremental Delay (d_2), s/veh	0.3	0.1	0.2	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.7	14.3	14.4	16.9	18.9	19.0	15.8	18.0	16.6	16.3	18.2	11.6
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B
Approach Delay, s/veh / LOS	13.9	B		18.8	B		17.3	B		16.5	B	
Intersection Delay, s/veh / LOS	15.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.48	B	2.57	C	2.57	C
Bicycle LOS Score / LOS	1.05	A	0.70	A	0.79	A	0.72	A

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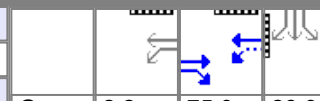
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.89
Urban Street	Avendia Cesar Chavez	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	I-25 SB Ramps and Ave…	File Name	2028 NB AM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2028 No Build AM				

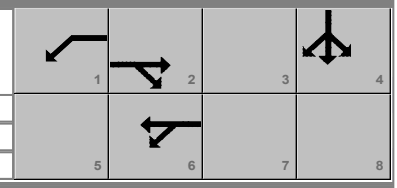


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1221	42	33	279					644	1	329

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.2	75.0	28.9	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		80.0	5.7	85.6				34.4
Change Period, (*Y+R c*), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (*g s*), s			2.9					26.5
Green Extension Time (*g e*), s		0.0	0.0	0.0				2.3
Phase Call Probability			0.73					1.00
Max Out Probability			0.00					0.00

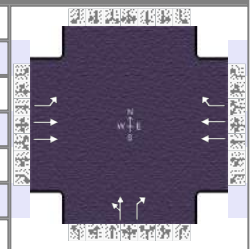
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		1372	47	39	329					391	334	370
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1242		1905	1735					1890	1891	
Queue Service Time (*g s*), s		26.3		0.9	4.4					23.8	19.6	
Cycle Queue Clearance Time (*g c*), s		26.3		0.9	4.4					23.8	19.6	
Green Ratio (*g/C*)		0.62		0.66	0.67					0.24	0.24	
Capacity (*c*), veh/h		2327		258	2333					454	455	
Volume-to-Capacity Ratio (*X*)		0.590		0.151	0.141					0.860	0.735	
Back of Queue (*Q*), ft/ln (95 th percentile)		290		15	73					420	366	
Back of Queue (*Q*), veh/ln (95 th percentile)		11.4		0.6	2.9					16.7	14.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.09	0.00					1.05	0.00	
Uniform Delay (*d 1*), s/veh		13.4		10.9	7.8					43.6	42.0	
Incremental Delay (*d 2*), s/veh		1.1		0.1	0.1					1.9	0.9	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		14.5	0.0	11.0	7.9					45.5	42.9	0.0
Level of Service (LOS)		B	A	B	A					D	D	A
Approach Delay, s/veh / LOS	14.0	B		8.2	A		0.0			29.4	C	
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.87	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.27	A	0.78	A			2.29	B

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HCS Signalized Intersection Results Summary

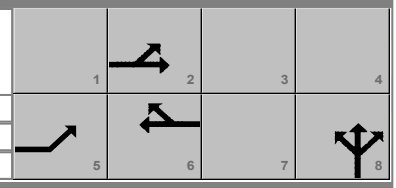
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.85
Urban Street	Avendia Cesar Chavez	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	I-25 NB Ramps and Ave…	File Name	2028 NB AM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2028 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	715	1150			253	282	60	2	156			

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	26	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.7	75.7	14.6	0.0	0.0	0.0	
Yellow	3.0	4.0	4.5	0.0	0.0	0.0	
Red	0.5	1.0	1.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	19.2	99.9		80.7		20.1		
Change Period, (*Y+R c*), s	3.5	5.0		5.0		5.5		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (*g s*), s	14.1					14.4		
Green Extension Time (*g e*), s	1.6	0.0		0.0		0.2		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.51		

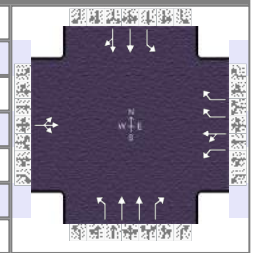
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	700	1126			298	332		73	184			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1875	1984			822			2005				
Queue Service Time (*g s*), s	12.1	15.0			9.8			4.0				
Cycle Queue Clearance Time (*g c*), s	12.1	15.0			9.8			4.0				
Green Ratio (*g/C*)	0.78	0.79			0.63			0.12				
Capacity (*c*), veh/h	898	3138			1037			244				
Volume-to-Capacity Ratio (*X*)	0.779	0.359			0.287			0.299				
Back of Queue (*Q*), ft/ln (95 th percentile)	194	212			81			93				
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	8.4			3.2			3.6				
Queue Storage Ratio (*RQ*) (95 th percentile)	1.14	0.00			0.00			0.00				
Uniform Delay (*d 1*), s/veh	7.2	6.7			10.0			48.0				
Incremental Delay (*d 2*), s/veh	0.1	0.1			0.7			0.3				
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	7.3	6.8			10.7	0.0		48.3	0.0			
Level of Service (LOS)	A	A			B	A		D	A			
Approach Delay, s/veh / LOS	7.0	A		5.0	A		13.7	B		0.0		
Intersection Delay, s/veh / LOS	7.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.36	A	2.32	B	2.32	B
Bicycle LOS Score / LOS	2.30	B	1.01	A	0.91	A		

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HCS Signalized Intersection Results Summary

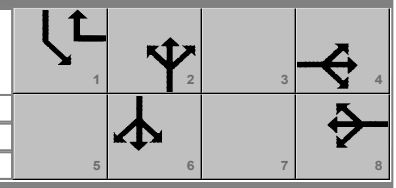
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/18/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.90
Urban Street	Broadway Blvd.	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	Broadway and Gibson B…	File Name	2028 NB AM INT 5 - Gibson and Broadway.xus		
Project Description	2028 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	14	0	194	8	238	4	448	263	340	220	7

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	19.6	32.6	9.6	36.2	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.5	1.5	3.0	3.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		12.0		9.0		5.3	1.0	4.0
Phase Duration, s		15.6		43.2		38.1	23.1	61.2
Change Period, ($Y+R_c$), s		6.0		7.0		5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		3.6		8.4			18.9	
Green Extension Time (g_e), s		0.0		1.0		0.0	0.6	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		27		129	95	231	4	498	292	378	121	131
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1892		1816	1821	1527	922	1750		1845	1676	1794
Queue Service Time (g_s), s		1.6		6.4	4.6	5.3	0.4	14.5		16.9	5.0	5.1
Cycle Queue Clearance Time (g_c), s		1.6		6.4	4.6	5.3	0.4	14.5		16.9	5.0	5.1
Green Ratio (*g/C*)		0.08		0.30	0.30	0.46	0.27	0.27		0.45	0.46	0.46
Capacity (*c*), veh/h		151		548	549	1419	311	952		495	778	833
Volume-to-Capacity Ratio (*X*)		0.176		0.236	0.173	0.163	0.014	0.523		0.763	0.156	0.157
Back of Queue (*Q*), ft/ln (95 th percentile)		40		140	106	87	6	283		308	100	98
Back of Queue (*Q*), veh/ln (95 th percentile)		1.5		5.3	3.8	3.4	0.2	10.6		11.9	3.6	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.09	0.00		2.56	0.00	0.00
Uniform Delay (d_1), s/veh		51.5		31.5	30.9	18.6	32.0	37.1		24.7	18.6	18.6
Incremental Delay (d_2), s/veh		2.5		1.0	0.7	0.2	0.1	2.1		1.9	0.4	0.4
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		54.0		32.5	31.6	18.8	32.1	39.1	0.0	26.5	19.0	19.0
Level of Service (LOS)		D		C	C	B	C	D	A	C	B	B
Approach Delay, s/veh / LOS	54.0	D		25.4	C		24.7	C		23.5	C	
Intersection Delay, s/veh / LOS	24.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.32	B	2.34	B	1.69	B
Bicycle LOS Score / LOS	0.53	A	1.24	A	1.14	A	1.01	A

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HCS Two-Way Stop-Control Report

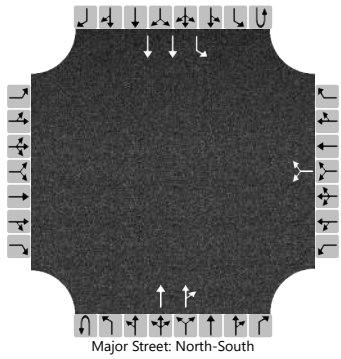
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	No Build AM

Site Information

Intersection	University Blvd/Priv Dwy
Jurisdiction	
East/West Street	University Blvd
North/South Street	
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						0		1			338	2	0	11	155	
Percent Heavy Vehicles (%)						0		0					0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							14		
Capacity, c (veh/h)							802							1150		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
95% Queue Length, Q_{95} (ft)							0.0							0.0		
Control Delay (s/veh)							9.5							8.2		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.5								0.5		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

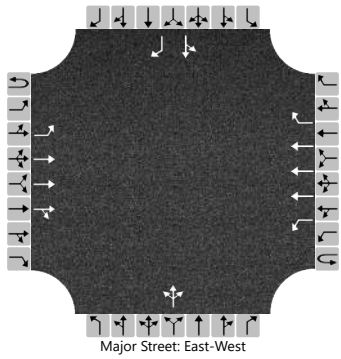
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	No Build AM

Site Information

Intersection	Gibson Blvd/Alumni Dr
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)	26	1	2311	10	4	6	1069	0		3	0	6		0	0	1
Percent Heavy Vehicles (%)	0	0			0	0				33	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				7.06	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				4.13	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		29				11					10			0		1
Capacity, c (veh/h)		534				90					22			0		399
v/c Ratio		0.05				0.12					0.43					0.00
95% Queue Length, Q_{95} (veh)		0.2				0.4					1.3					0.0
95% Queue Length, Q_{95} (ft)		5.0				10.0					35.4					0.0
Control Delay (s/veh)		12.1				50.1					257.7					14.0
Level of Service (LOS)		B				F					F					B
Approach Delay (s/veh)		0.1				0.5					257.7					
Approach LOS		A				A					F					

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HCS Two-Way Stop-Control Report

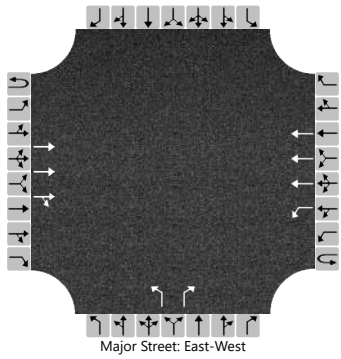
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	No Build AM

Site Information

Intersection	Gibson Blvd/Mulberry St
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			2332	47	4	17	1097			19		30				
Percent Heavy Vehicles (%)					0	0				0		7				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)					5.6	5.3				6.4		7.1				
Critical Headway (sec)					5.60	5.30				5.70		7.24				
Base Follow-Up Headway (sec)					2.3	3.1				3.8		3.9				
Follow-Up Headway (sec)					2.30	3.10				3.80		3.97				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22				20		31				
Capacity, c (veh/h)						79				27		138				
v/c Ratio						0.28				0.74		0.23				
95% Queue Length, Q_{95} (veh)						1.0				2.3		0.8				
95% Queue Length, Q_{95} (ft)						25.0				57.5		21.1				
Control Delay (s/veh)						66.9				300.6		38.7				
Level of Service (LOS)						F				F		E				
Approach Delay (s/veh)					1.3				140.2							
Approach LOS					A				F							

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HCS Two-Way Stop-Control Report

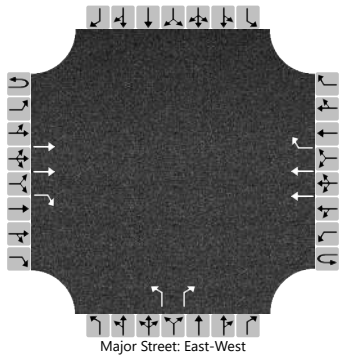
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	No Build AM

Site Information

Intersection	Gibson Blvd/I-25 NB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		1	0	1		0	0	0
Configuration			T	R			T	R		L		R				
Volume (veh/h)			1664	136			581	533		25		678				
Percent Heavy Vehicles (%)										0		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No				No			No						
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)										7.5		6.9				
Critical Headway (sec)										7.50		6.96				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										26		714				
Capacity, c (veh/h)										74		290				
v/c Ratio										0.36		2.46				
95% Queue Length, Q_{95} (veh)										1.4		57.6				
95% Queue Length, Q_{95} (ft)										35.0		1474.6				
Control Delay (s/veh)										78.5		694.6				
Level of Service (LOS)										F		F				
Approach Delay (s/veh)										672.7						
Approach LOS										F						

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HCS Two-Way Stop-Control Report

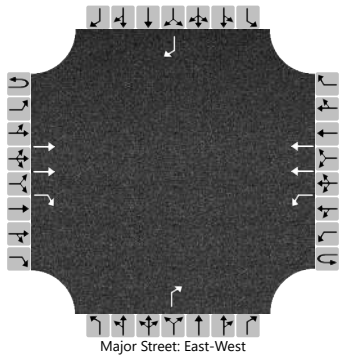
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	No Build AM

Site Information

Intersection	Gibson Blvd/I-25 SB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1		0	0	1
Configuration			T	R		L	T					R				R
Volume (veh/h)			623	21	0	269	337					1176				117
Percent Heavy Vehicles (%)					0	0						1				4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1						6.9				6.9
Critical Headway (sec)						4.10						6.92				6.98
Base Follow-Up Headway (sec)						2.2						3.3				3.3
Follow-Up Headway (sec)						2.20						3.31				3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						283						1238				123
Capacity, c (veh/h)						924						671				829
v/c Ratio						0.31						1.85				0.15
95% Queue Length, Q_{95} (veh)						1.3						76.9				0.5
95% Queue Length, Q_{95} (ft)						32.5						1937.9				12.9
Control Delay (s/veh)						10.6						402.2				10.1
Level of Service (LOS)						B						F				B
Approach Delay (s/veh)					4.7				402.2				10.1			
Approach LOS					A				F				B			

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HCS Two-Way Stop-Control Report

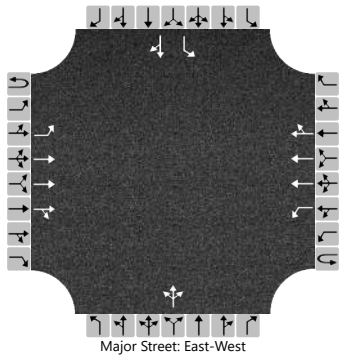
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	No Build AM

Site Information

Intersection	Ave Cesar Chavez/West Rd
Jurisdiction	
East/West Street	Avenida Cesar Chavez
North/South Street	
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	1	307	999	0	0	0	502	15		0	0	0		1	0	24
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	21
Proportion Time Blocked																
Percent Grade (%)									0				-1			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30				5.30				6.40	6.50	7.10		6.20	6.30	7.42
Base Follow-Up Headway (sec)	2.3	3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10				3.10				3.80	4.00	3.90		3.80	4.00	4.11

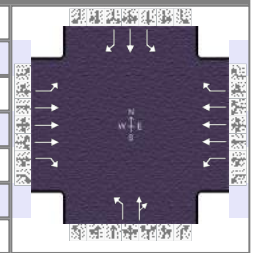
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		376				0					0			1		29
Capacity, c (veh/h)		595				312					0			58		545
v/c Ratio		0.63				0.00								0.02		0.05
95% Queue Length, Q_{95} (veh)		4.4				0.0								0.1		0.2
95% Queue Length, Q_{95} (ft)		110.0				0.0								2.5		5.8
Control Delay (s/veh)		20.8				16.5								68.1		12.0
Level of Service (LOS)		C				C								F		B
Approach Delay (s/veh)	4.9				0.0								14.2			
Approach LOS	A				A								B			

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	MD Peak	PHF	0.91
Urban Street	Gibson Blvd	Analysis Year	2028	Analysis Period	1> 11:15
Intersection	University and Gibson	File Name	2028 NB MD INT 1 - Gibson and University.xus		
Project Description	2028 No Build MD				

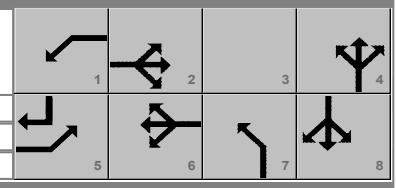


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	137	924	163	110	1112	112	186	105	125	209	86	135

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	1.4	50.7	9.2	24.8	0.0						
Yellow	3.0	0.0	4.5	4.0	4.0	0.0						
Red	0.5	0.0	1.0	0.0	1.5	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	10.3	57.6	8.9	56.2	13.2	43.5		30.3
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.3		3.3
Queue Clearance Time (g_s), s	6.7		5.4		11.1	12.2		23.5
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	1.4		1.2
Phase Call Probability	0.99		0.98		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	151	1015	130	121	1222	78	204	224		230	95	111
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1822	1838	1634	2023	1721	1760	1866	1804		1138	2041	1703
Queue Service Time (g_s), s	4.7	13.1	5.0	3.4	18.4	2.8	9.1	10.2		21.5	4.1	5.5
Cycle Queue Clearance Time (g_c), s	4.7	13.1	5.0	3.4	18.4	2.8	9.1	10.2		21.5	4.1	5.5
Green Ratio (*g/C*)	0.52	0.47	0.47	0.51	0.46	0.46	0.33	0.35		0.23	0.23	0.29
Capacity (*c*), veh/h	309	2613	774	367	2379	811	464	623		322	459	489
Volume-to-Capacity Ratio (*X*)	0.487	0.389	0.167	0.329	0.514	0.096	0.440	0.360		0.714	0.206	0.227
Back of Queue (*Q*), ft/ln (95 th percentile)	84	232	84	66	295	51	180	192		261	91	101
Back of Queue (*Q*), veh/ln (95 th percentile)	3.3	9.1	3.3	2.7	11.4	2.0	7.2	7.7		10.1	3.6	4.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.38	0.00	0.51	0.42	0.00	0.35	1.06	0.00		0.00	0.00	1.01
Uniform Delay (d_1), s/veh	16.0	18.7	16.5	15.1	20.9	16.7	28.2	26.9		41.4	34.6	29.9
Incremental Delay (d_2), s/veh	0.4	0.4	0.5	0.2	0.8	0.2	0.2	0.1		2.3	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	16.4	19.1	17.0	15.3	21.7	17.0	28.4	27.1		43.7	34.7	30.0
Level of Service (LOS)	B	B	B	B	C	B	C	C		D	C	C
Approach Delay, s/veh / LOS	18.6	B		20.9	C		27.7	C		38.3	D	
Intersection Delay, s/veh / LOS	23.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	2.15	B	2.77	C	2.79	C
Bicycle LOS Score / LOS	1.20	A	1.27	A	1.19	A	1.21	A

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HCS Two-Way Stop-Control Report

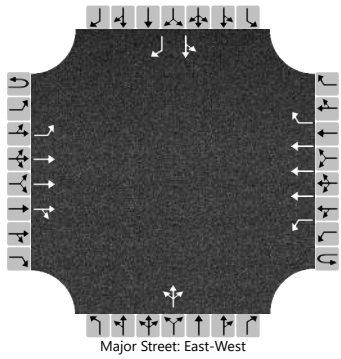
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	MD Peak
Intersection Orientation	East-West
Project Description	No Build MD

Site Information

Intersection	Gibson Blvd/Alumni Dr
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)	26	44	1112	51	3	35	1231	66		18	0	44		43	0	76
Percent Heavy Vehicles (%)	0	0			0	0				33	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				7.06	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				4.13	4.00	3.90		3.80	4.00	3.90

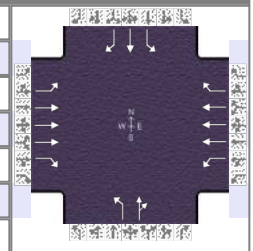
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		74				40					65			45		80
Capacity, c (veh/h)		296				318					131			75		358
v/c Ratio		0.25				0.13					0.50			0.61		0.22
95% Queue Length, Q_{95} (veh)		1.0				0.4					2.3			2.7		0.8
95% Queue Length, Q_{95} (ft)		25.0				10.0					61.9			67.5		20.0
Control Delay (s/veh)		21.1				18.0					57.0			109.8		17.9
Level of Service (LOS)		C				C					F			F		C
Approach Delay (s/veh)	1.2				0.5				57.0				51.1			
Approach LOS	A				A				F				F			

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Gibson Blvd	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	University and Gibson	File Name	2028 NB PM INT 1 - Gibson and University.xus		
Project Description	2028 No Build PM				

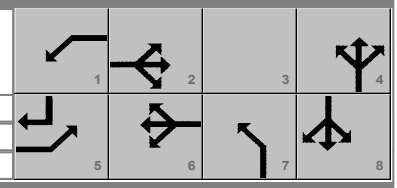


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	161	1021	130	69	2028	188	193	97	55	168	71	172

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	0.1	71.1	11.6	21.3	0.0
Yellow	3.0	3.0	4.5	4.0	4.0	0.0
Red	0.5	0.5	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	11.0	80.2	7.4	76.6	15.6	42.4		26.8
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s	7.3		4.1		13.6	9.8		20.3
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	1.1		1.0
Phase Call Probability	1.00		0.93		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.00

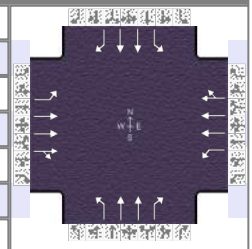
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	173	1098	103	74	2181	139	208	144		181	76	149
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1792	1834	1648	1993	1912	1773	1881	1867		1254	2041	1730
Queue Service Time (g_s), s	5.3	13.8	3.7	2.1	36.1	5.0	11.6	7.8		18.3	4.2	9.6
Cycle Queue Clearance Time (g_c), s	5.3	13.8	3.7	2.1	36.1	5.0	11.6	7.8		18.3	4.2	9.6
Green Ratio (*g/C*)	0.62	0.57	0.57	0.58	0.55	0.55	0.27	0.28		0.16	0.16	0.22
Capacity (*c*), veh/h	205	3162	947	363	3137	970	397	529		261	334	383
Volume-to-Capacity Ratio (*X*)	0.843	0.347	0.109	0.205	0.695	0.143	0.522	0.272		0.693	0.229	0.390
Back of Queue (*Q*), ft/ln (95 th percentile)	144	237	61	42	553	92	232	160		244	96	184
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	9.3	2.4	1.6	21.8	3.6	9.3	6.4		9.7	3.9	7.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.66	0.00	0.37	0.26	0.00	0.63	1.36	0.00		0.00	0.00	1.84
Uniform Delay (d_1), s/veh	26.3	14.7	12.5	12.7	21.5	14.5	39.4	36.1		53.1	47.2	43.1
Incremental Delay (d_2), s/veh	3.6	0.3	0.2	0.1	1.3	0.3	0.6	0.1		1.2	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	29.9	15.0	12.8	12.8	22.8	14.8	40.0	36.2		54.4	47.4	43.4
Level of Service (LOS)	C	B	B	B	C	B	D	D		D	D	D
Approach Delay, s/veh / LOS	16.7	B		22.0	C		38.5	D		49.0	D	
Intersection Delay, s/veh / LOS	24.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	2.14	B	2.81	C	2.78	C
Bicycle LOS Score / LOS	1.24	A	1.80	B	1.07	A	1.16	A

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HCS Signalized Intersection Results Summary

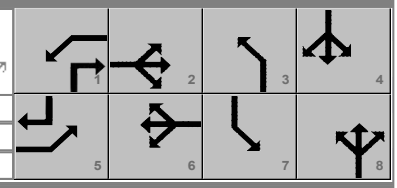
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.97
Urban Street	Avenida Cesar Chavez	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	Cesar Chavez and Univ…	File Name	2028 NB PM INT 2 Chavez & University.xus		
Project Description	2028 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	225	461	114	51	579	107	164	317	38	68	272	217

Signal Information			
Cycle, s	63.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.0	2.0	16.0	2.7	3.0	16.0						
Yellow	3.0	3.0	4.0	3.0	0.0	4.0						
Red	0.5	0.5	1.5	0.5	0.0	1.5						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.0	27.0	5.5	21.5	9.2	24.5	6.2	21.5
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	7.4	8.0	3.3	10.5	5.8	6.1	3.7	6.2
Green Extension Time (g_e), s	0.2	2.9	0.0	2.9	0.2	1.6	0.1	1.6
Phase Call Probability	0.98	1.00	0.60	1.00	0.95	1.00	0.71	1.00
Max Out Probability	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.01

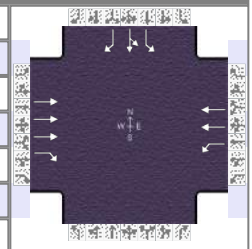
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	232	360	222	53	416	290	169	327	31	70	280	154
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1851	1470	1760	1944	1386	1897	1929	1934	1557	1869	1855	1597
Queue Service Time (g_s), s	5.4	5.8	6.0	1.3	8.3	8.5	3.8	4.1	0.9	1.7	3.9	4.2
Cycle Queue Clearance Time (g_c), s	5.4	5.8	6.0	1.3	8.3	8.5	3.8	4.1	0.9	1.7	3.9	4.2
Green Ratio (*g/C*)	0.40	0.34	0.34	0.28	0.25	0.25	0.37	0.30	0.33	0.30	0.25	0.37
Capacity (*c*), veh/h	419	999	598	359	702	480	506	1165	518	409	940	593
Volume-to-Capacity Ratio (*X*)	0.553	0.361	0.371	0.146	0.593	0.603	0.334	0.280	0.060	0.171	0.298	0.259
Back of Queue (*Q*), ft/ln (95 th percentile)	91	81	98	23	112	156	66	73	12	30	68	63
Back of Queue (*Q*), veh/ln (95 th percentile)	3.6	3.2	3.9	0.9	4.5	6.3	2.6	2.9	0.5	1.2	2.7	2.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.61	0.00	0.00	0.18	0.00	0.00	0.47	0.00	0.05	0.17	0.00	0.00
Uniform Delay (d_1), s/veh	14.2	15.7	15.8	16.7	20.7	20.8	14.1	16.9	14.4	16.4	19.1	13.8
Incremental Delay (d_2), s/veh	0.4	0.1	0.1	0.1	0.3	0.5	0.1	0.0	0.0	0.1	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.6	15.8	15.9	16.7	21.0	21.3	14.2	16.9	14.4	16.4	19.1	13.9
Level of Service (LOS)	B	B	B	B	C	C	B	B	B	B	B	B
Approach Delay, s/veh / LOS	15.5	B		20.8	C		15.9	B		17.2	B	
Intersection Delay, s/veh / LOS	17.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.52	C	2.56	C	2.58	C
Bicycle LOS Score / LOS	0.94	A	0.90	A	0.92	A	0.90	A

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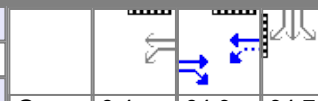
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Avendia Cesar Chavez	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	I-25 SB Ramps and Ave…	File Name	2028 NB PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2028 No Build PM				

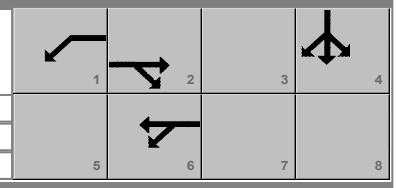


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		874	95	136	532					308	2	432

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	79	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.4	64.9	34.7	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		69.9	9.9	79.8				40.2
Change Period, (*Y+R c*), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (*g s*), s			6.2					33.0
Green Extension Time (*g e*), s		0.0	0.2	0.0				1.7
Phase Call Probability			0.99					1.00
Max Out Probability			0.00					0.00

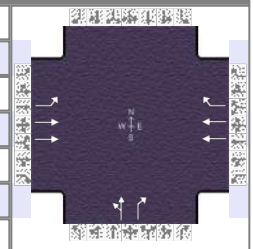
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		940	102	153	598					149	184	465
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1535		1875	1877					1875	1878	
Queue Service Time (*g s*), s		14.1		4.2	4.8					7.4	9.3	
Cycle Queue Clearance Time (*g c*), s		14.1		4.2	4.8					7.4	9.3	
Green Ratio (*g/C*)		0.54		0.61	0.62					0.29	0.29	
Capacity (*c*), veh/h		2491		413	2341					542	543	
Volume-to-Capacity Ratio (*X*)		0.377		0.370	0.255					0.275	0.340	
Back of Queue (*Q*), ft/ln (95 th percentile)		215		73	79					153	193	
Back of Queue (*Q*), veh/ln (95 th percentile)		8.5		2.9	3.1					6.0	7.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.43	0.00					0.38	0.00	
Uniform Delay (*d 1*), s/veh		15.9		11.0	5.1					33.0	33.6	
Incremental Delay (*d 2*), s/veh		0.4		0.2	0.3					0.1	0.1	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		16.3	0.0	11.2	5.3					33.1	33.8	0.0
Level of Service (LOS)		B	A	B	A					C	C	A
Approach Delay, s/veh / LOS	14.7	B		6.5	A		0.0			14.0	B	
Intersection Delay, s/veh / LOS	12.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.38	A	1.88	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.06	A	1.08	A			1.80	B

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.89
Urban Street	Avendia Cesar Chavez	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	I-25 NB Ramps and Ave…	File Name	2028 NB PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2028 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	462	720			573	545	95	7	149			

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

							1	2	3	4
Green	14.0	78.5	13.6	0.0	0.0	0.0	5	6	7	8
Yellow	3.0	4.0	4.5	0.0	0.0	0.0				
Red	0.5	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	17.5	100.9		83.5		19.1		
Change Period, ($Y+R_c$), s	3.5	5.0		5.0		5.5		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (g_s), s	13.0					13.3		
Green Extension Time (g_e), s	1.0	0.0		0.0		0.3		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.21		

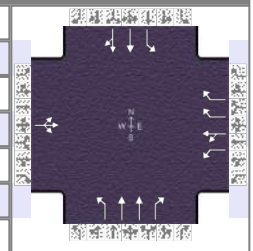
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	497	774			644	612		115	167			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1890	1984			2108			2024				
Queue Service Time (g_s), s	11.0	6.6			7.5			6.4				
Cycle Queue Clearance Time (g_c), s	11.0	6.6			7.5			6.4				
Green Ratio (*g/C*)	0.79	0.80			0.65			0.11				
Capacity (*c*), veh/h	748	3172			2757			229				
Volume-to-Capacity Ratio (*X*)	0.664	0.244			0.234			0.500				
Back of Queue (*Q*), ft/ln (95 th percentile)	110	95			149			150				
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	3.8			5.9			5.9				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00			0.00			0.00				
Uniform Delay (d_1), s/veh	4.3	3.5			8.5			50.0				
Incremental Delay (d_2), s/veh	0.3	0.2			0.2			0.6				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	4.7	3.7			8.7	0.0		50.6	0.0			
Level of Service (LOS)	A	A			A	A		D	A			
Approach Delay, s/veh / LOS	4.1	A		4.5	A		20.6	C		0.0		
Intersection Delay, s/veh / LOS	5.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.36	A	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.58	B	1.52	B	0.95	A		

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HCS Signalized Intersection Results Summary

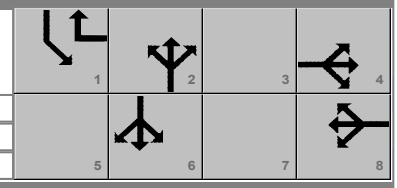
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/18/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.94
Urban Street	Broadway Blvd.	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	Broadway and Gibson B…	File Name	2028 NB PM INT 5 - Gibson and Broadway.xus		
Project Description	2028 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	18	8	467	11	457	8	456	288	262	432	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.4	34.2	10.8	38.6	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.5	1.5	3.0	3.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		12.0		9.0		5.3	1.0	4.0
Phase Duration, s		16.8		45.6		39.7	17.9	57.6
Change Period, ($Y+R_c$), s		6.0		7.0		5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		4.3		16.6			14.0	
Green Extension Time (g_e), s		0.0		1.7		0.0	0.4	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		39		278	230	294	9	485	306	279	233	240
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1892		1830	1843	1550	935	1804		1890	1838	1887
Queue Service Time (g_s), s		2.3		14.6	11.6	7.0	0.8	13.3		12.0	9.9	9.9
Cycle Queue Clearance Time (g_c), s		2.3		14.6	11.6	7.0	0.8	13.3		12.0	9.9	9.9
Green Ratio (*g/C*)		0.09		0.32	0.32	0.44	0.28	0.28		0.42	0.43	0.43
Capacity (*c*), veh/h		170		589	593	1370	326	1028		446	798	819
Volume-to-Capacity Ratio (*X*)		0.231		0.473	0.388	0.214	0.026	0.472		0.624	0.292	0.293
Back of Queue (*Q*), ft/ln (95 th percentile)		56		289	232	117	9	264		230	206	201
Back of Queue (*Q*), veh/ln (95 th percentile)		2.2		11.1	9.3	4.6	0.3	10.1		9.1	7.9	8.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.14	0.00		1.92	0.00	0.00
Uniform Delay (d_1), s/veh		50.7		32.6	31.5	20.7	31.0	35.5		24.9	22.0	22.0
Incremental Delay (d_2), s/veh		3.1		2.7	1.9	0.4	0.1	1.6		0.5	0.9	0.9
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		53.9		35.3	33.5	21.0	31.1	37.0	0.0	25.5	22.9	22.9
Level of Service (LOS)		D		D	C	C	C	D	A	C	C	C
Approach Delay, s/veh / LOS	53.9	D		29.5	C		22.8	C		23.9	C	
Intersection Delay, s/veh / LOS	25.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.32	B	2.55	C	1.69	B
Bicycle LOS Score / LOS	0.55	A	1.81	B	1.15	A	1.11	A

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HCS Two-Way Stop-Control Report

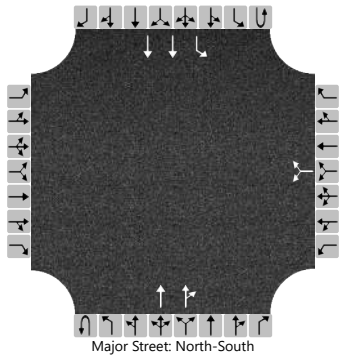
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	No Build PM

Site Information

Intersection	University Blvd/Priv Dwy
Jurisdiction	
East/West Street	University Blvd
North/South Street	
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						1		10			400	2	0	4	361	
Percent Heavy Vehicles (%)						0		0					0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							12							4		
Capacity, c (veh/h)							747							1124		
v/c Ratio							0.02							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
95% Queue Length, Q_{95} (ft)							0.0							0.0		
Control Delay (s/veh)							9.9							8.2		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.9								0.1		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

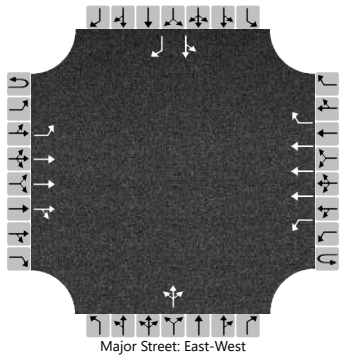
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	No Build PM

Site Information

Intersection	Gibson Blvd/Alumni Dr
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)	10	34	1275	32	2	27	2074	33		9	0	38		10	0	56
Percent Heavy Vehicles (%)	0	0			0	0				0	0	3		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				6.40	6.50	7.16		6.40	6.50	7.10
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				3.80	4.00	3.93		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		45				30					48			10		58
Capacity, c (veh/h)		113				276					145			22		189
v/c Ratio		0.40				0.11					0.33			0.47		0.31
95% Queue Length, Q_{95} (veh)		1.7				0.4					1.4			1.4		1.2
95% Queue Length, Q_{95} (ft)		42.5				10.0					35.7			35.0		30.0
Control Delay (s/veh)		56.9				19.6					41.7			274.0		32.2
Level of Service (LOS)		F				C					E			F		D
Approach Delay (s/veh)		1.9				0.3					41.7			68.8		
Approach LOS		A				A					E			F		

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HCS Two-Way Stop-Control Report

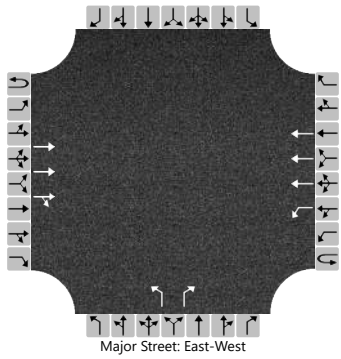
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	No Build PM

Site Information

Intersection	Gibson Blvd/Mulberry St
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1339	59	5	42	2279			18		32				
Percent Heavy Vehicles (%)					0	0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)					5.6	5.3				6.4		7.1				
Critical Headway (sec)					5.60	5.30				5.70		7.10				
Base Follow-Up Headway (sec)					2.3	3.1				3.8		3.9				
Follow-Up Headway (sec)					2.30	3.10				3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						49				19		33				
Capacity, c (veh/h)						248				94		317				
v/c Ratio						0.20				0.20		0.11				
95% Queue Length, Q_{95} (veh)						0.7				0.7		0.3				
95% Queue Length, Q_{95} (ft)						17.5				17.5		7.5				
Control Delay (s/veh)						23.0				52.6		17.7				
Level of Service (LOS)						C				F		C				
Approach Delay (s/veh)					0.5				30.2							
Approach LOS					A				D							

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HCS Two-Way Stop-Control Report

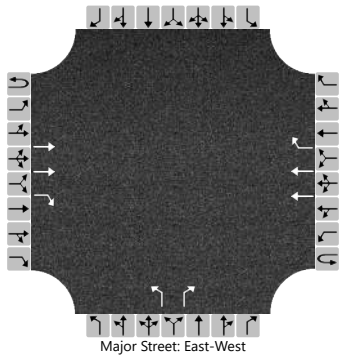
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	No Build PM

Site Information

Intersection	Gibson Blvd/I-25 NB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		1	0	1		0	0	0
Configuration			T	R			T	R		L		R				
Volume (veh/h)			992	126			1425	918		29		420				
Percent Heavy Vehicles (%)										3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No				No			No						
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)										7.5		6.9				
Critical Headway (sec)										7.56		6.96				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										30		438				
Capacity, c (veh/h)										108		501				
v/c Ratio										0.28		0.87				
95% Queue Length, Q_{95} (veh)										1.1		9.4				
95% Queue Length, Q_{95} (ft)										28.2		240.6				
Control Delay (s/veh)										50.9		44.0				
Level of Service (LOS)										F		E				
Approach Delay (s/veh)										44.5						
Approach LOS										E						

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HCS Two-Way Stop-Control Report

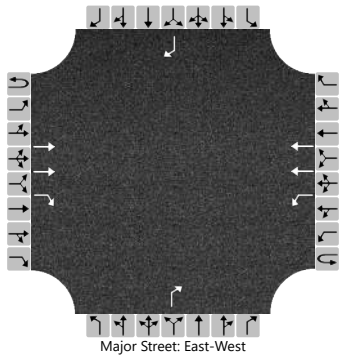
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	No Build PM

Site Information

Intersection	Gibson Blvd/I-25 SB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1		0	0	1
Configuration			T	R		L	T					R				R
Volume (veh/h)			567	26	2	655	800					550				180
Percent Heavy Vehicles (%)					0	2						2				5
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)					6.4	4.1						6.9				6.9
Critical Headway (sec)					6.40	4.14						6.94				7.00
Base Follow-Up Headway (sec)					2.5	2.2						3.3				3.3
Follow-Up Headway (sec)					2.50	2.22						3.32				3.35

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						738						618				202
Capacity, c (veh/h)						873						677				549
v/c Ratio						0.85						0.91				0.37
95% Queue Length, Q_{95} (veh)						10.2						12.0				1.7
95% Queue Length, Q_{95} (ft)						259.1						304.8				44.2
Control Delay (s/veh)						27.1						41.3				15.3
Level of Service (LOS)						D						E				C
Approach Delay (s/veh)					12.2				41.3				15.3			
Approach LOS					B				E				C			

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HCS Two-Way Stop-Control Report

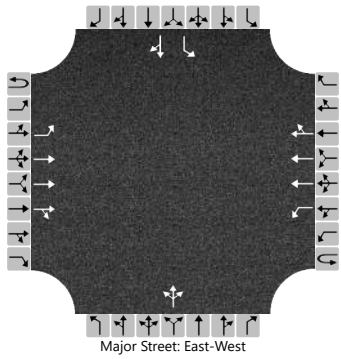
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	No Build PM

Site Information

Intersection	Ave Cesar Chavez/West Rd
Jurisdiction	
East/West Street	Avenida Cesar Chavez
North/South Street	
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	1	74	770	0	3	0	967	19		0	0	0		4	0	134
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		25	0	1
Proportion Time Blocked																
Percent Grade (%)									0				-1			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				6.40	6.50	7.10		6.70	6.30	7.02
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				3.80	4.00	3.90		4.05	4.00	3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		88				4					0			5		158
Capacity, c (veh/h)		333				686					0			109		400
v/c Ratio		0.27				0.01								0.04		0.39
95% Queue Length, Q_{95} (veh)		1.0				0.0								0.1		1.8
95% Queue Length, Q_{95} (ft)		25.0				0.0								3.0		45.4
Control Delay (s/veh)		19.7				10.3								39.5		19.7
Level of Service (LOS)		C				B								E		C
Approach Delay (s/veh)	1.7				0.0								20.3			
Approach LOS	A				A								C			

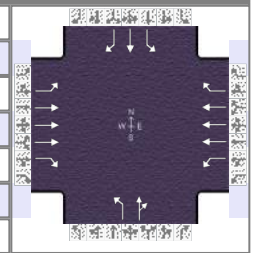
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Bowman

Appendix M
Build (2028) Capacity Analysis

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.91
Urban Street	Gibson Blvd	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	University and Gibson	File Name	2028 B AM INT 1 - Gibson and University.xus		
Project Description	2028 Build AM				

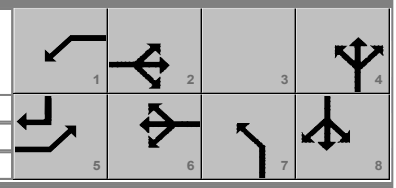


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	2078	92	43	969	102	151	57	43	147	21	61

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.6	3.3	70.1	8.0	17.5	0.0
Yellow	3.0	0.0	4.5	4.0	4.0	0.0
Red	0.5	0.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	9.4	78.9	6.1	75.6	12.0	35.0		23.0
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s	5.7		3.2		10.0	7.6		16.9
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	0.6		0.6
Phase Call Probability	0.99		0.79		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.00

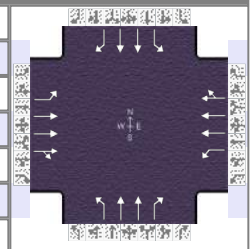
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	147	2284	63	47	1065	82	166	102		162	23	30
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1822	1874	1621	1918	1990	1693	1837	1759		1272	2041	1703
Queue Service Time (g_s), s	3.7	31.8	1.9	1.2	10.8	2.6	8.0	5.6		14.9	1.2	1.7
Cycle Queue Clearance Time (g_c), s	3.7	31.8	1.9	1.2	10.8	2.6	8.0	5.6		14.9	1.2	1.7
Green Ratio (*g/C*)	0.65	0.61	0.61	0.61	0.58	0.58	0.23	0.25		0.15	0.15	0.19
Capacity (*c*), veh/h	404	3441	992	156	3487	989	367	432		245	298	332
Volume-to-Capacity Ratio (*X*)	0.365	0.664	0.063	0.303	0.305	0.083	0.452	0.236		0.658	0.078	0.089
Back of Queue (*Q*), ft/ln (95 th percentile)	60	460	29	23	208	45	189	112		214	26	33
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	18.1	1.2	0.9	8.0	1.7	7.4	4.3		8.3	1.1	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.28	0.00	0.18	0.14	0.00	0.31	1.11	0.00		0.00	0.00	0.33
Uniform Delay (d_1), s/veh	9.0	15.2	9.4	15.0	12.6	10.9	39.6	36.2		50.2	44.3	39.6
Incremental Delay (d_2), s/veh	0.2	1.0	0.1	0.4	0.2	0.2	0.3	0.1		1.1	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	9.2	16.2	9.5	15.4	12.9	11.1	40.0	36.3		51.3	44.3	39.6
Level of Service (LOS)	A	B	A	B	B	B	D	D		D	D	D
Approach Delay, s/veh / LOS	15.7	B		12.8	B		38.6	D		48.9	D	
Intersection Delay, s/veh / LOS	18.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.13	B	2.76	C	2.78	C
Bicycle LOS Score / LOS	1.86	B	1.14	A	0.93	A	0.84	A

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HCS Signalized Intersection Results Summary

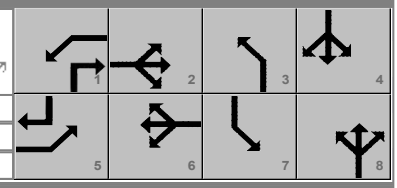
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.89
Urban Street	Avenida Cesar Chavez	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	Cesar Chavez and Univ…	File Name	2028 B AM INT 2 Chavez & University.xus		
Project Description	2028 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	272	513	157	62	290	45	97	234	64	59	173	82

Signal Information			
Cycle, s	63.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.6	3.2	16.0	2.7	1.3	16.0						
Yellow	3.0	3.0	4.0	3.0	0.0	4.0						
Red	0.5	0.5	1.5	0.5	0.0	1.5						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.8	28.2	6.1	21.5	7.6	22.8	6.2	21.5
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	9.2	11.3	3.7	6.1	4.7	5.3	3.9	4.5
Green Extension Time (g_e), s	0.2	2.5	0.1	2.5	0.1	1.1	0.1	1.1
Phase Call Probability	1.00	1.00	0.71	1.00	0.85	1.00	0.69	1.00
Max Out Probability	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

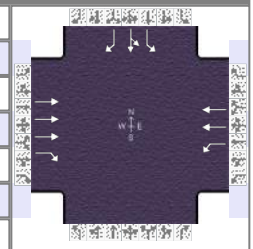
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	306	418	328	70	219	152	109	263	65	66	194	52
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1837	1145	1764	1944	1429	1923	1884	1994	1557	1617	1947	1610
Queue Service Time (g_s), s	7.2	9.1	9.3	1.7	3.9	4.1	2.7	3.3	1.9	1.9	2.5	1.3
Cycle Queue Clearance Time (g_c), s	7.2	9.1	9.3	1.7	3.9	4.1	2.7	3.3	1.9	1.9	2.5	1.3
Green Ratio (*g/C*)	0.43	0.36	0.36	0.29	0.25	0.25	0.32	0.27	0.32	0.30	0.25	0.40
Capacity (*c*), veh/h	571	820	632	328	721	485	489	1090	490	367	982	644
Volume-to-Capacity Ratio (*X*)	0.535	0.509	0.520	0.213	0.304	0.313	0.223	0.241	0.133	0.181	0.198	0.080
Back of Queue (*Q*), ft/ln (95 th percentile)	118	98	151	31	55	76	47	62	27	33	46	18
Back of Queue (*Q*), veh/ln (95 th percentile)	4.6	3.8	6.0	1.2	2.2	3.0	1.8	2.4	1.1	1.1	1.8	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.79	0.00	0.00	0.24	0.00	0.00	0.34	0.00	0.10	0.18	0.00	0.00
Uniform Delay (d_1), s/veh	12.7	16.0	16.1	16.6	19.2	19.3	15.8	17.9	15.5	16.5	18.7	11.8
Incremental Delay (d_2), s/veh	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.0	16.2	16.3	16.7	19.3	19.4	15.9	18.0	15.6	16.6	18.7	11.8
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B
Approach Delay, s/veh / LOS	15.3	B		18.9	B		17.1	B		17.1	B	
Intersection Delay, s/veh / LOS	16.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.48	B	2.57	C	2.58	C
Bicycle LOS Score / LOS	1.07	A	0.73	A	0.85	A	0.75	A

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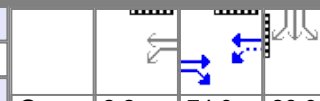
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.89
Urban Street	Avendia Cesar Chavez	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	I-25 SB Ramps and Ave…	File Name	2038 B AM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2028 Build AM				

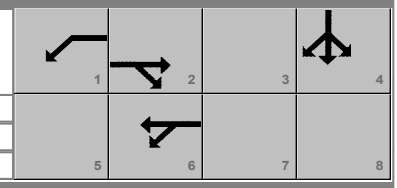


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1278	42	33	314					655	1	329

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.2	74.9	28.9	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		79.9	5.7	85.6				34.4
Change Period, (*Y+R c*), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (*g s*), s			2.9					26.5
Green Extension Time (*g e*), s		0.0	0.1	0.0				2.4
Phase Call Probability			0.74					1.00
Max Out Probability			0.00					0.00

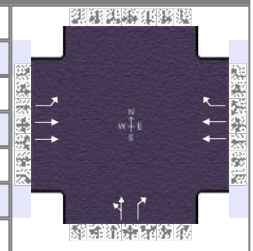
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		1436	47	41	388					397	340	370
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1300		1905	1953					1890	1891	
Queue Service Time (*g s*), s		26.3		0.9	4.9					24.3	20.0	
Cycle Queue Clearance Time (*g c*), s		26.3		0.9	4.9					24.3	20.0	
Green Ratio (*g/C*)		0.62		0.66	0.67					0.24	0.24	
Capacity (*c*), veh/h		2433		248	2624					455	455	
Volume-to-Capacity Ratio (*X*)		0.590		0.164	0.148					0.874	0.747	
Back of Queue (*Q*), ft/ln (95 th percentile)		301		16	92					428	372	
Back of Queue (*Q*), veh/ln (95 th percentile)		11.9		0.6	3.6					17.0	14.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.09	0.00					1.07	0.00	
Uniform Delay (*d 1*), s/veh		13.4		10.9	8.3					43.8	42.2	
Incremental Delay (*d 2*), s/veh		1.1		0.1	0.1					2.1	0.9	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		14.5	0.0	11.0	8.5					45.9	43.1	0.0
Level of Service (LOS)		B	A	B	A					D	D	A
Approach Delay, s/veh / LOS	14.0	B		8.7	A		0.0			29.7	C	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.87	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.30	A	0.81	A			2.31	B

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.85
Urban Street	Avendia Cesar Chavez	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	I-25 NB Ramps and Ave…	File Name	2038 B AM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2028 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	715	1218			288	289	60	2	156			

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	26	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	15.6	75.8	14.6	0.0	0.0	0.0	5	6	7	8
Yellow	3.0	4.0	4.5	0.0	0.0	0.0				
Red	0.5	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	19.1	99.9		80.8		20.1		
Change Period, (*Y+R c*), s	3.5	5.0		5.0		5.5		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (*g s*), s	14.0					14.4		
Green Extension Time (*g e*), s	1.6	0.0		0.0		0.2		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.51		

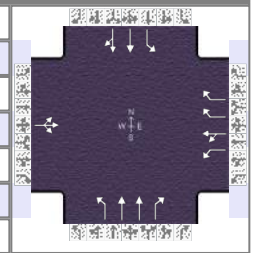
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	699	1191			339	340		73	184			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1875	1984			936			2005				
Queue Service Time (*g s*), s	12.0	15.7			9.8			4.0				
Cycle Queue Clearance Time (*g c*), s	12.0	15.7			9.8			4.0				
Green Ratio (*g/C*)	0.78	0.79			0.63			0.12				
Capacity (*c*), veh/h	876	3138			1182			244				
Volume-to-Capacity Ratio (*X*)	0.798	0.380			0.287			0.299				
Back of Queue (*Q*), ft/ln (95 th percentile)	194	216			92			93				
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	8.6			3.6			3.6				
Queue Storage Ratio (*RQ*) (95 th percentile)	1.14	0.00			0.00			0.00				
Uniform Delay (*d 1*), s/veh	7.4	6.6			10.0			48.0				
Incremental Delay (*d 2*), s/veh	0.2	0.1			0.6			0.3				
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	7.6	6.7			10.6	0.0		48.3	0.0			
Level of Service (LOS)	A	A			B	A		D	A			
Approach Delay, s/veh / LOS	7.0	A		5.3	A		13.7	B		0.0		
Intersection Delay, s/veh / LOS	7.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.36	A	2.32	B	2.32	B
Bicycle LOS Score / LOS	2.36	B	1.05	A	0.91	A		

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HCS Signalized Intersection Results Summary

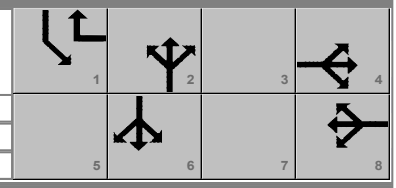
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/18/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.90
Urban Street	Broadway Blvd.	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	Broadway and Gibson B…	File Name	2028 B AM INT 5 - Gibson and Broadway.xus		
Project Description	2028 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	14	0	205	8	239	4	448	280	344	220	7

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	19.8	32.4	9.6	36.2	0.0	0.0	
Yellow	3.0	4.0	3.0	4.0	0.0	0.0	
Red	0.5	1.5	3.0	3.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		12.0		9.0		5.3	1.0	4.0
Phase Duration, s		15.6		43.2		37.9	23.3	61.2
Change Period, ($Y+R_c$), s		6.0		7.0		5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		3.6		8.8			19.2	
Green Extension Time (g_e), s		0.0		1.0		0.0	0.6	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.00			0.00	

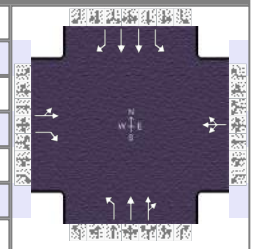
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		27		137	100	232	4	498	311	382	121	131
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1892		1816	1821	1527	922	1750		1845	1676	1794
Queue Service Time (g_s), s		1.6		6.8	4.9	5.3	0.4	14.5		17.2	5.0	5.1
Cycle Queue Clearance Time (g_c), s		1.6		6.8	4.9	5.3	0.4	14.5		17.2	5.0	5.1
Green Ratio (*g/C*)		0.08		0.30	0.30	0.47	0.27	0.27		0.45	0.46	0.46
Capacity (*c*), veh/h		151		548	549	1426	309	944		497	778	833
Volume-to-Capacity Ratio (*X*)		0.176		0.250	0.182	0.163	0.014	0.527		0.770	0.156	0.157
Back of Queue (*Q*), ft/ln (95 th percentile)		40		148	112	87	6	284		312	100	98
Back of Queue (*Q*), veh/ln (95 th percentile)		1.5		5.7	4.0	3.4	0.2	10.6		12.1	3.6	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.09	0.00		2.60	0.00	0.00
Uniform Delay (d_1), s/veh		51.5		31.6	31.0	18.5	32.2	37.3		24.8	18.6	18.6
Incremental Delay (d_2), s/veh		2.5		1.1	0.7	0.2	0.1	2.1		2.1	0.4	0.4
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		54.0		32.7	31.7	18.7	32.2	39.4	0.0	26.9	19.0	19.0
Level of Service (LOS)		D		C	C	B	C	D	A	C	B	B
Approach Delay, s/veh / LOS	54.0	D		25.6	C		24.3	C		23.7	C	
Intersection Delay, s/veh / LOS	24.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.32	B	2.34	B	1.69	B
Bicycle LOS Score / LOS	0.53	A	1.26	A	1.16	A	1.01	A

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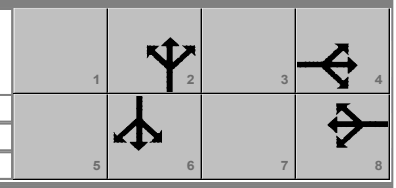
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	Mar 27, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.81
Urban Street	University Blvd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	University and Site Access	File Name	2028 B AM INT 6 - University and Ex Dwy.xus		
Project Description	2028 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	62	0	7	0	0	1	12	336	2	11	154	100

Signal Information												
Cycle, s	29.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	15.0	3.0	0.0	0.0	0.0	0.0		
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
				Red	1.0	1.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		7.0		8.0		6.0		5.0
Phase Duration, s		8.5		8.5		20.5		20.5
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		3.2		3.2		3.1		3.1
Queue Clearance Time (g_s), s		3.5		2.0		3.9		4.1
Green Extension Time (g_e), s		0.1		0.1		1.5		1.5
Phase Call Probability		0.50		0.50		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

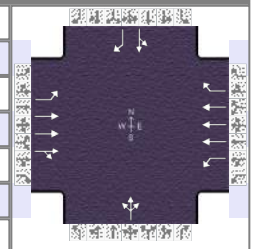
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		77	9		0		15	183	235	14	190	123
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1438	1655		0		1212	1519	1950	985	1406	1695
Queue Service Time (g_s), s		1.5	0.1		0.0		0.2	1.9	1.9	0.2	1.0	1.1
Cycle Queue Clearance Time (g_c), s		1.5	0.1		0.0		1.2	1.9	1.9	2.1	1.0	1.1
Green Ratio (*g/C*)		0.10	0.10				0.52	0.52	0.52	0.52	0.52	0.52
Capacity (*c*), veh/h		398	172				833	785	1008	692	1453	876
Volume-to-Capacity Ratio (*X*)		0.192	0.050		0.000		0.018	0.233	0.233	0.020	0.131	0.141
Back of Queue (*Q*), ft/ln (95 th percentile)		17	2		0		1	6	7	1	3	4
Back of Queue (*Q*), veh/ln (95 th percentile)		0.7	0.1		0.0		0.0	0.2	0.3	0.0	0.1	0.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh		12.3	11.7				3.9	3.8	3.8	4.4	3.6	3.7
Incremental Delay (d_2), s/veh		0.1	0.0		0.0		0.0	0.1	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		12.4	11.8				3.9	3.9	3.9	4.4	3.6	3.7
Level of Service (LOS)		B	B				A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.3	B		11.7	B		3.9	A		3.7	A	
Intersection Delay, s/veh / LOS	4.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.41	B	1.62	B	1.85	B
Bicycle LOS Score / LOS	0.63	A	0.49	A	0.84	A	0.76	A

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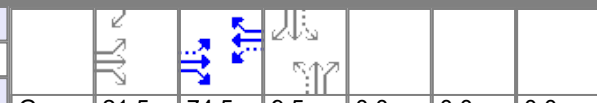
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.93
Urban Street	Gibson Blvd	Analysis Year	2028	Analysis Period	1> 7:15
Intersection	Gibson & Alumni	File Name	2028 B AM INT 1 & 7 - Gibson and University and…		
Project Description	2028 Build AM				

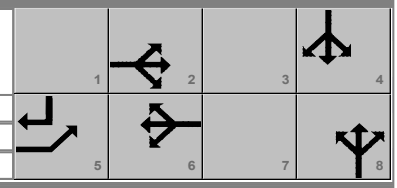


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	2300	10	10	1064	20	3	0	6	16	0	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	38	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	21.5	74.5	9.5	0.0	0.0	0.0
Yellow	3.0	4.5	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		5.3		8.0		7.0
Phase Duration, s	25.0	105.0		80.0		15.0		15.0
Change Period, (*Y+R c*), s	3.5	5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s	2.8					2.6		3.3
Green Extension Time (*g e*), s	0.1	0.0		0.0		0.1		0.1
Phase Call Probability	1.00					0.79		0.79
Max Out Probability	0.00					0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	68	1545	939	12	1262	24		10			17	20
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1905	1618	1965	136	1190	1695		1667			1432	1695
Queue Service Time (*g s*), s	0.8	18.8	18.8	2.2	19.8	0.4		0.0			0.7	1.1
Cycle Queue Clearance Time (*g c*), s	0.8	18.8	18.8	2.2	19.8	0.4		0.6			1.3	1.1
Green Ratio (*g/C*)	0.82	0.83	0.83	0.62	0.62	0.62		0.08			0.08	0.26
Capacity (*c*), veh/h	604	2682	1629	144	2216	1052		172			174	438
Volume-to-Capacity Ratio (*X*)	0.112	0.576	0.577	0.082	0.570	0.023		0.056			0.099	0.047
Back of Queue (*Q*), ft/ln (95 th percentile)	12	161	202	4	183	6		12			22	21
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	6.3	8.1	0.2	7.0	0.2		0.5			0.9	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.05	0.00	0.00	0.00	0.00	0.04		0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh	4.4	3.4	3.4	4.5	8.9	4.9		51.1			51.5	33.4
Incremental Delay (*d 2*), s/veh	0.4	0.9	1.5	1.1	1.0	0.0		0.0			0.1	0.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh	4.8	4.3	4.9	5.6	10.0	4.9		51.2			51.6	33.4
Level of Service (LOS)	A	A	A	A	A	A		D			D	C
Approach Delay, s/veh / LOS	4.5	A		9.8	A		51.2	D		41.7	D	
Intersection Delay, s/veh / LOS	6.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.59	B	1.88	B	2.74	C	2.61	C
Bicycle LOS Score / LOS	1.89	B	1.13	A	0.50	A	0.55	A

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HCS Two-Way Stop-Control Report

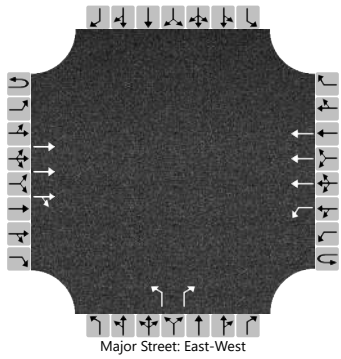
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Build AM

Site Information

Intersection	Gibson Blvd/Mulberry St
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			2353	47	4	19	1108			19		34				
Percent Heavy Vehicles (%)					0	0				0		7				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)					5.6	5.3				6.4		7.1				
Critical Headway (sec)					5.60	5.30				5.70		7.24				
Base Follow-Up Headway (sec)					2.3	3.1				3.8		3.9				
Follow-Up Headway (sec)					2.30	3.10				3.80		3.97				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						24				20		35				
Capacity, c (veh/h)						76				26		135				
v/c Ratio						0.31				0.77		0.26				
95% Queue Length, Q_{95} (veh)						1.2				2.4		1.0				
95% Queue Length, Q_{95} (ft)						30.0				60.0		26.4				
Control Delay (s/veh)						72.4				317.3		40.8				
Level of Service (LOS)						F				F		E				
Approach Delay (s/veh)					1.5				139.9							
Approach LOS					A				F							

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HCS Two-Way Stop-Control Report

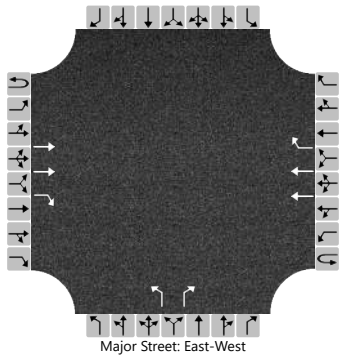
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Build AM

Site Information

Intersection	Gibson Blvd/I-25 NB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		1	0	1		0	0	0
Configuration			T	R			T	R		L		R				
Volume (veh/h)			1685	136			593	532		25		678				
Percent Heavy Vehicles (%)										0		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No				No			No						
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)										7.5		6.9				
Critical Headway (sec)										7.50		6.96				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.50		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										26		714				
Capacity, c (veh/h)										72		285				
v/c Ratio										0.37		2.50				
95% Queue Length, Q_{95} (veh)										1.4		58.2				
95% Queue Length, Q_{95} (ft)										35.0		1489.9				
Control Delay (s/veh)										81.8		713.8				
Level of Service (LOS)										F		F				
Approach Delay (s/veh)										691.4						
Approach LOS										F						

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HCS Two-Way Stop-Control Report

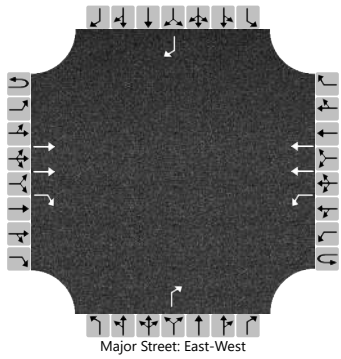
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Build AM

Site Information

Intersection	Gibson Blvd/I-25 SB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1		0	0	1
Configuration			T	R		L	T					R				R
Volume (veh/h)			644	21	0	269	349					1176				117
Percent Heavy Vehicles (%)					0	0						1				4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1						6.9				6.9
Critical Headway (sec)						4.10						6.92				6.98
Base Follow-Up Headway (sec)						2.2						3.3				3.3
Follow-Up Headway (sec)						2.20						3.31				3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						283						1238				123
Capacity, c (veh/h)						906						660				821
v/c Ratio						0.31						1.88				0.15
95% Queue Length, Q_{95} (veh)						1.3						78.2				0.5
95% Queue Length, Q_{95} (ft)						32.5						1970.6				12.9
Control Delay (s/veh)						10.8						416.0				10.2
Level of Service (LOS)						B						F				B
Approach Delay (s/veh)					4.7				416.0				10.2			
Approach LOS					A				F				B			

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HCS Two-Way Stop-Control Report

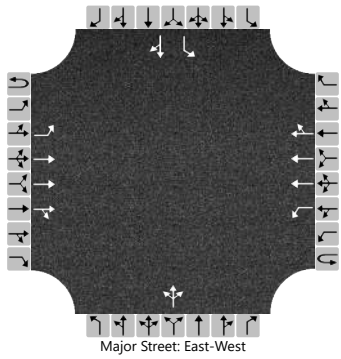
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Build AM

Site Information

Intersection	Ave Cesar Chavez/West Rd
Jurisdiction	
East/West Street	Avenida Cesar Chavez
North/South Street	
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	1	307	1025	42	0	0	518	15		26	0	0		1	0	24
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	21
Proportion Time Blocked																
Percent Grade (%)										0				-1		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30				5.30				6.40	6.50	7.10		6.20	6.30	7.42
Base Follow-Up Headway (sec)	2.3	3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10				3.10				3.80	4.00	3.90		3.80	4.00	4.11

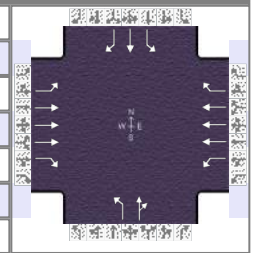
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		376				0					32			1		29
Capacity, c (veh/h)		583				284					12			53		537
v/c Ratio		0.64				0.00					2.59			0.02		0.05
95% Queue Length, Q_{95} (veh)		4.6				0.0					4.9			0.1		0.2
95% Queue Length, Q_{95} (ft)		115.0				0.0					122.5			2.5		5.8
Control Delay (s/veh)		21.7				17.7					1344.0			74.1		12.1
Level of Service (LOS)		C				C					F			F		B
Approach Delay (s/veh)	4.9				0.0				1344.0				14.6			
Approach LOS	A				A				F				B			

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	MD Peak	PHF	0.91
Urban Street	Gibson Blvd	Analysis Year	2028	Analysis Period	1> 11:15
Intersection	University and Gibson	File Name	2038 B MD INT 1 - Gibson and University.xus		
Project Description	2028 Build MD				

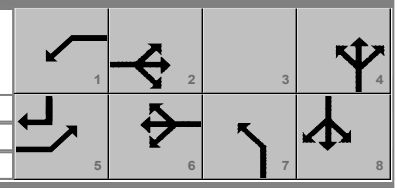


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	137	976	163	110	1155	134	186	110	125	232	92	135

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.6	1.5	48.0	9.2	27.2	0.0						
Yellow	3.0	0.0	4.5	4.0	4.0	0.0						
Red	0.5	0.0	1.0	0.0	1.5	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	10.5	55.0	9.1	53.5	13.2	45.9		32.7
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.3		3.3
Queue Clearance Time (g_s), s	6.9		5.6		10.8	12.1		26.0
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	1.6		1.2
Phase Call Probability	0.99		0.98		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.13

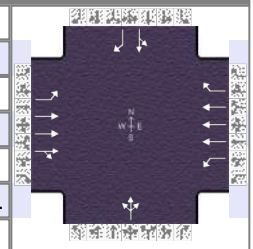
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	151	1073	130	121	1269	102	204	230		255	101	111
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1822	1897	1634	2023	1787	1760	1866	1808		1133	2041	1703
Queue Service Time (g_s), s	4.9	14.0	5.2	3.6	19.2	3.8	8.8	10.1		24.0	4.3	5.3
Cycle Queue Clearance Time (g_c), s	4.9	14.0	5.2	3.6	19.2	3.8	8.8	10.1		24.0	4.3	5.3
Green Ratio (*g/C*)	0.50	0.45	0.45	0.49	0.44	0.44	0.35	0.37		0.25	0.25	0.31
Capacity (*c*), veh/h	293	2563	736	341	2342	769	490	664		346	505	530
Volume-to-Capacity Ratio (*X*)	0.513	0.418	0.176	0.355	0.542	0.133	0.418	0.346		0.738	0.200	0.209
Back of Queue (*Q*), ft/ln (95 th percentile)	89	254	89	71	318	72	173	190		287	94	96
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	9.9	3.5	2.8	12.3	2.8	6.9	7.6		11.1	3.8	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.41	0.00	0.54	0.44	0.00	0.49	1.02	0.00		0.00	0.00	0.96
Uniform Delay (d_1), s/veh	17.5	20.5	18.1	16.6	22.9	18.5	26.4	25.2		40.2	32.8	27.9
Incremental Delay (d_2), s/veh	0.5	0.5	0.5	0.2	0.9	0.4	0.2	0.1		4.1	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	18.1	21.0	18.6	16.8	23.8	18.9	26.6	25.3		44.3	32.9	28.0
Level of Service (LOS)	B	C	B	B	C	B	C	C		D	C	C
Approach Delay, s/veh / LOS	20.4	C		22.9	C		25.9	C		37.9	D	
Intersection Delay, s/veh / LOS	24.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	2.15	B	2.77	C	2.78	C
Bicycle LOS Score / LOS	1.23	A	1.31	A	1.20	A	1.26	A

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HCS Signalized Intersection Results Summary

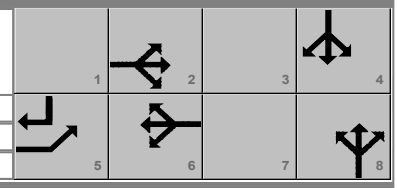
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	MD Peak	PHF	0.95
Urban Street	Gibson Blvd	Analysis Year	2028	Analysis Period	1> 11:15
Intersection	Gibson & Alumni	File Name	2028 B MD INT 1 & 7 - Gibson and University and…		
Project Description	2028 Build MD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	193	1059	51	38	1177	163	18	0	44	148	0	211

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	95	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.5	69.5	14.5	0.0	0.0	0.0					
Yellow	3.0	4.5	4.5	0.0	0.0	0.0					
Red	0.5	1.0	1.0	0.0	0.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		5.3		8.0		7.0
Phase Duration, s	15.0	90.0		75.0		20.0		20.0
Change Period, ($Y+R_c$), s	3.5	5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.4		3.4
Queue Clearance Time (g_s), s	5.2					5.7		14.9
Green Extension Time (g_e), s	0.2	0.0		0.0		0.7		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.03					0.04		1.00

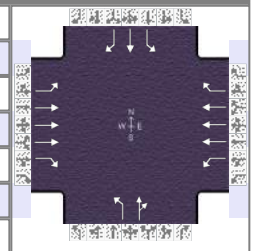
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	203	588	580	43	1327	184		65			156	222
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1905	974	1921	477	1348	1655		1719			1381	1668
Queue Service Time (g_s), s	3.2	11.0	11.0	0.8	13.0	1.3		0.0			8.4	12.9
Cycle Queue Clearance Time (g_c), s	3.2	11.0	11.0	0.8	13.0	1.3		3.7			12.1	12.9
Green Ratio (*g/C*)	0.75	0.77	0.77	0.63	0.63	0.63		0.13			0.13	0.24
Capacity (*c*), veh/h	482	1496	1476	367	2555	1046		269			247	394
Volume-to-Capacity Ratio (*X*)	0.422	0.393	0.393	0.117	0.519	0.176		0.243			0.629	0.563
Back of Queue (*Q*), ft/ln (95 th percentile)	56	76	146	6	120	21		75			198	235
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	3.0	5.8	0.2	4.6	0.8		2.9			7.9	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00	0.00	0.00	0.00	0.13		0.00			0.00	0.00
Uniform Delay (d_1), s/veh	5.6	4.2	4.2	1.5	5.7	1.9		43.1			46.7	37.0
Incremental Delay (d_2), s/veh	2.7	0.8	0.8	0.6	0.7	0.3		0.2			3.8	1.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh	8.3	5.0	5.0	2.0	6.4	2.2		43.3			50.6	38.1
Level of Service (LOS)	A	A	A	A	A	A		D			D	D
Approach Delay, s/veh / LOS	5.5	A		5.7	A		43.3	D		43.3	D	
Intersection Delay, s/veh / LOS	10.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.62	B	1.88	B	2.73	C	2.60	C
Bicycle LOS Score / LOS	1.24	A	1.29	A	0.60	A	1.11	A

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Gibson Blvd	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	University and Gibson	File Name	2028 B PM INT 1 - Gibson and University.xus		
Project Description	2028 Build PM				

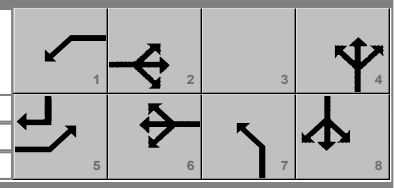


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	161	1071	130	69	2071	210	193	102	55	191	77	172

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.0	0.3	68.2	11.6	23.9	0.0
Yellow	3.0	3.0	4.5	4.0	4.0	0.0
Red	0.5	0.5	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	11.3	77.5	7.5	73.7	15.6	45.0		29.4
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s	7.6		4.2		13.5	9.9		22.9
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	1.2		1.0
Phase Call Probability	1.00		0.93		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.02

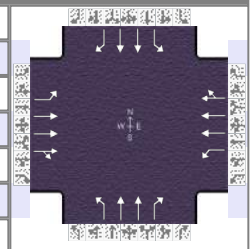
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	173	1152	103	74	2227	162	208	149		205	83	149
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1792	1913	1648	1993	1952	1773	1881	1870		1248	2041	1730
Queue Service Time (g_s), s	5.6	14.6	3.9	2.2	37.9	6.2	11.5	7.9		20.9	4.5	9.3
Cycle Queue Clearance Time (g_c), s	5.6	14.6	3.9	2.2	37.9	6.2	11.5	7.9		20.9	4.5	9.3
Green Ratio (*g/C*)	0.60	0.55	0.55	0.56	0.52	0.52	0.29	0.30		0.18	0.18	0.24
Capacity (*c*), veh/h	201	3179	913	338	3074	931	420	568		285	375	421
Volume-to-Capacity Ratio (*X*)	0.862	0.362	0.113	0.220	0.724	0.174	0.494	0.263		0.721	0.221	0.355
Back of Queue (*Q*), ft/ln (95 th percentile)	139	258	65	44	595	116	225	162		274	102	177
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	10.2	2.6	1.7	23.4	4.6	9.0	6.4		10.9	4.1	7.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.63	0.00	0.39	0.28	0.00	0.80	1.32	0.00		0.00	0.00	1.77
Uniform Delay (d_1), s/veh	27.1	16.2	13.8	14.1	23.7	16.2	37.2	34.2		51.8	45.1	40.7
Incremental Delay (d_2), s/veh	4.2	0.3	0.3	0.1	1.5	0.4	0.3	0.1		2.6	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	31.3	16.5	14.0	14.2	25.2	16.6	37.5	34.3		54.5	45.2	40.9
Level of Service (LOS)	C	B	B	B	C	B	D	C		D	D	D
Approach Delay, s/veh / LOS	18.1	B		24.3	C		36.2	D		48.1	D	
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	2.14	B	2.81	C	2.78	C
Bicycle LOS Score / LOS	1.27	A	1.84	B	1.08	A	1.21	A

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HCS Signalized Intersection Results Summary

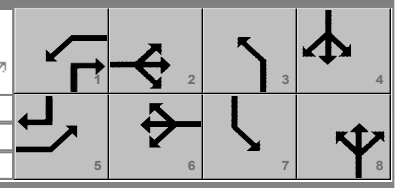
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.97
Urban Street	Avenida Cesar Chavez	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	Cesar Chavez and Univ…	File Name	2028 B PM INT 2 Chavez & University.xus		
Project Description	2028 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	225	461	189	175	579	107	246	405	172	68	353	217

Signal Information			
Cycle, s	65.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.4	1.6	16.0	2.8	1.9	15.2						
Yellow	3.0	0.0	4.0	3.0	3.0	4.0						
Red	0.5	0.0	1.5	0.5	0.5	1.5						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.5	23.1	9.9	21.5	11.8	26.2	6.3	20.7
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.9	10.2	6.4	10.9	8.1	7.1	3.8	7.1
Green Extension Time (g_e), s	0.2	3.2	0.2	3.2	0.3	2.2	0.1	1.5
Phase Call Probability	0.99	1.00	0.96	1.00	0.99	1.00	0.72	1.00
Max Out Probability	0.41	0.00	0.00	0.00	0.01	0.03	0.00	0.03

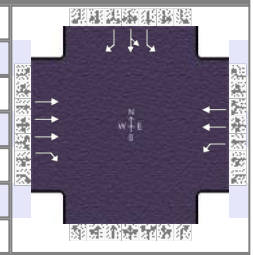
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	232	414	246	180	416	290	254	418	169	70	364	154
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1851	1470	1685	1944	1386	1897	1929	2026	1557	1869	1978	1597
Queue Service Time (g_s), s	5.9	7.8	8.2	4.4	8.7	8.9	6.1	5.1	4.7	1.8	5.1	4.5
Cycle Queue Clearance Time (g_c), s	5.9	7.8	8.2	4.4	8.7	8.9	6.1	5.1	4.7	1.8	5.1	4.5
Green Ratio (*g/C*)	0.37	0.27	0.27	0.34	0.24	0.24	0.39	0.32	0.41	0.28	0.23	0.35
Capacity (*c*), veh/h	415	790	453	390	678	464	516	1279	643	390	920	566
Volume-to-Capacity Ratio (*X*)	0.559	0.524	0.543	0.462	0.615	0.625	0.492	0.326	0.263	0.180	0.395	0.271
Back of Queue (*Q*), ft/ln (95 th percentile)	103	115	134	80	120	167	104	97	63	33	97	68
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	4.5	5.4	3.2	4.7	6.7	4.1	3.8	2.5	1.3	3.9	2.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.69	0.00	0.00	0.62	0.00	0.00	0.75	0.00	0.24	0.18	0.00	0.00
Uniform Delay (d_1), s/veh	15.9	20.4	20.5	16.4	22.0	22.1	14.6	17.1	12.6	17.9	21.2	15.1
Incremental Delay (d_2), s/veh	0.4	0.2	0.4	0.3	0.3	0.5	0.3	0.1	0.1	0.1	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.3	20.6	20.9	16.7	22.3	22.6	14.8	17.1	12.7	18.0	21.3	15.2
Level of Service (LOS)	B	C	C	B	C	C	B	B	B	B	C	B
Approach Delay, s/veh / LOS	19.5	B		21.3	C		15.6	B		19.3	B	
Intersection Delay, s/veh / LOS	18.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.52	C	2.56	C	2.58	C
Bicycle LOS Score / LOS	0.98	A	0.98	A	1.18	A	0.97	A

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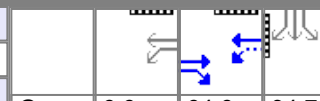
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Avendia Cesar Chavez	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	I-25 SB Ramps and Ave…	File Name	2038 B PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2028 Build PM				

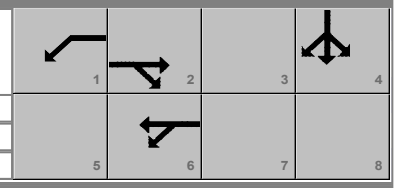


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1035	95	136	707					340	2	432

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	79	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.6	64.6	34.7	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		69.6	10.1	79.8				40.2
Change Period, (*Y+R c*), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (*g s*), s			6.4					33.0
Green Extension Time (*g e*), s		0.0	0.3	0.0				1.7
Phase Call Probability			1.00					1.00
Max Out Probability			0.00					0.00

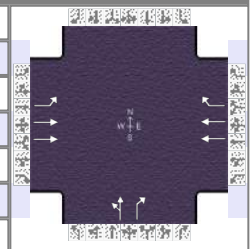
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		1113	102	159	826					165	203	465
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1818		1875	1969					1875	1878	
Queue Service Time (*g s*), s		14.2		4.4	7.1					8.2	10.3	
Cycle Queue Clearance Time (*g c*), s		14.2		4.4	7.1					8.2	10.3	
Green Ratio (*g/C*)		0.54		0.61	0.62					0.29	0.29	
Capacity (*c*), veh/h		2938		377	2454					543	543	
Volume-to-Capacity Ratio (*X*)		0.379		0.422	0.337					0.303	0.374	
Back of Queue (*Q*), ft/ln (95 th percentile)		246		76	115					170	210	
Back of Queue (*Q*), veh/ln (95 th percentile)		9.8		3.0	4.5					6.7	8.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.45	0.00					0.43	0.00	
Uniform Delay (*d 1*), s/veh		16.0		11.2	5.4					33.2	34.0	
Incremental Delay (*d 2*), s/veh		0.4		0.3	0.4					0.1	0.2	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		16.4	0.0	11.4	5.7					33.3	34.1	0.0
Level of Service (LOS)		B	A	B	A					C	C	A
Approach Delay, s/veh / LOS	15.0	B		6.6	A		0.0			14.9	B	
Intersection Delay, s/veh / LOS	12.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.38	A	1.88	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.16	A	1.24	A			1.86	B

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.89
Urban Street	Avendia Cesar Chavez	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	I-25 NB Ramps and Ave…	File Name	2038 B PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2028 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	462	913			748	580	95	7	149			

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

							1	2	3	4
Green	14.0	78.4	13.6	0.0	0.0	0.0	5	6	7	8
Yellow	3.0	4.0	4.5	0.0	0.0	0.0				
Red	0.5	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	17.5	100.9		83.4		19.1		
Change Period, ($Y+R_c$), s	3.5	5.0		5.0		5.5		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (g_s), s	13.0					13.3		
Green Extension Time (g_e), s	1.0	0.0		0.0		0.3		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.21		

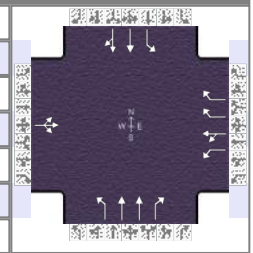
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	497	982			840	652		115	167			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1890	1984			2108			2024				
Queue Service Time (g_s), s	11.0	9.4			10.4			6.4				
Cycle Queue Clearance Time (g_c), s	11.0	9.4			10.4			6.4				
Green Ratio (*g/C*)	0.79	0.80			0.65			0.11				
Capacity (*c*), veh/h	655	3172			2755			229				
Volume-to-Capacity Ratio (*X*)	0.759	0.309			0.305			0.500				
Back of Queue (*Q*), ft/ln (95 th percentile)	111	141			202			150				
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	5.6			8.0			5.9				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00			0.00			0.00				
Uniform Delay (d_1), s/veh	5.4	4.1			9.0			50.0				
Incremental Delay (d_2), s/veh	0.6	0.2			0.3			0.6				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	6.0	4.3			9.3	0.0		50.6	0.0			
Level of Service (LOS)	A	A			A	A		D	A			
Approach Delay, s/veh / LOS	4.9	A		5.2	A		20.6	C		0.0		
Intersection Delay, s/veh / LOS	6.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.36	A	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.76	B	1.72	B	0.95	A		

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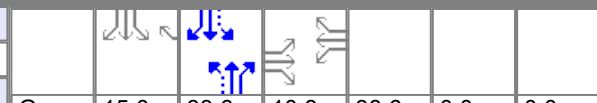
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/18/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.94
Urban Street	Broadway Blvd.	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	Broadway and Gibson B…	File Name	2028 B PM INT 5 - Gibson and Broadway.xus		
Project Description	2028 Build PM				

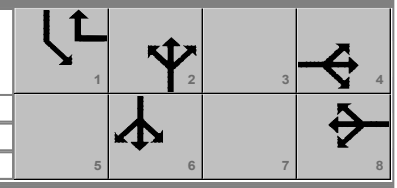


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	18	8	517	11	470	8	456	336	273	432	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	15.0	33.6	10.8	38.6	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.5	1.5	3.0	3.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		12.0		9.0		5.3	1.0	4.0
Phase Duration, s		16.8		45.6		39.1	18.5	57.6
Change Period, (*Y+R c*), s		6.0		7.0		5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		4.3		18.5			14.6	
Green Extension Time (*g e*), s		0.0		1.9		0.0	0.4	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.00			0.00	

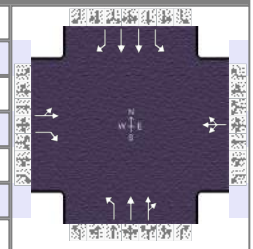
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		39		308	254	307	9	485	357	290	233	240
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1892		1830	1842	1550	935	1804		1890	1838	1887
Queue Service Time (*g s*), s		2.3		16.5	13.0	7.3	0.8	13.4		12.6	9.9	9.9
Cycle Queue Clearance Time (*g c*), s		2.3		16.5	13.0	7.3	0.8	13.4		12.6	9.9	9.9
Green Ratio (*g/C*)		0.09		0.32	0.32	0.45	0.28	0.28		0.42	0.43	0.43
Capacity (*c*), veh/h		170		589	593	1385	322	1009		451	798	819
Volume-to-Capacity Ratio (*X*)		0.231		0.523	0.428	0.222	0.026	0.481		0.644	0.292	0.293
Back of Queue (*Q*), ft/ln (95 th percentile)		56		321	254	122	9	266		239	206	201
Back of Queue (*Q*), veh/ln (95 th percentile)		2.2		12.3	10.2	4.8	0.3	10.1		9.5	7.9	8.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.14	0.00		1.99	0.00	0.00
Uniform Delay (*d 1*), s/veh		50.7		33.2	32.0	20.4	31.4	36.0		25.2	22.0	22.0
Incremental Delay (*d 2*), s/veh		3.1		3.3	2.3	0.4	0.2	1.6		0.6	0.9	0.9
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		53.9		36.5	34.3	20.7	31.6	37.6	0.0	25.7	22.9	22.9
Level of Service (LOS)		D		D	C	C	C	D	A	C	C	C
Approach Delay, s/veh / LOS	53.9	D		30.3	C		21.7	C		24.0	C	
Intersection Delay, s/veh / LOS	25.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.32	B	2.55	C	1.69	B
Bicycle LOS Score / LOS	0.55	A	1.92	B	1.19	A	1.12	A

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HCS Signalized Intersection Results Summary

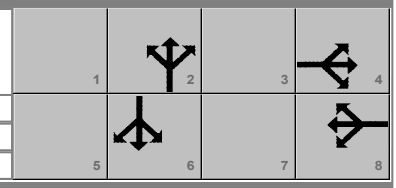
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	Mar 27, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.90
Urban Street	University Blvd	Analysis Year	2028	Analysis Period	1> 3:45
Intersection	University and Site Access	File Name	2028 B PM INT 6 - University and Ex Dwy.xus		
Project Description	2028 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	314	0	39	1	0	10	37	390	2	4	352	289

Signal Information			
Cycle, s	37.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	11.1	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		7.0		8.0		6.0		5.0
Phase Duration, s		16.6		16.6		20.5		20.5
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		3.2		3.2		3.1		3.1
Queue Clearance Time (g_s), s		10.4		2.2		5.8		7.2
Green Extension Time (g_e), s		0.8		0.8		2.6		2.6
Phase Call Probability		0.98		0.98		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

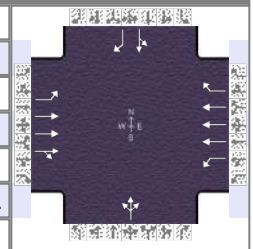
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		349	43		12		41	201	234	4	391	321
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1426	1655		1710		1009	1691	1965	968	1755	1695
Queue Service Time (g_s), s		8.3	0.7		0.0		1.1	3.0	3.0	0.1	2.8	5.2
Cycle Queue Clearance Time (g_c), s		8.4	0.7		0.2		3.8	3.0	3.0	3.1	2.8	5.2
Green Ratio (*g/C*)		0.30	0.30		0.30		0.40	0.40	0.40	0.40	0.40	0.40
Capacity (*c*), veh/h		620	494		616		527	685	796	508	1421	686
Volume-to-Capacity Ratio (*X*)		0.563	0.088		0.020		0.078	0.294	0.294	0.009	0.275	0.468
Back of Queue (*Q*), ft/ln (95 th percentile)		97	10		3		7	30	34	1	28	51
Back of Queue (*Q*), veh/ln (95 th percentile)		3.9	0.4		0.1		0.3	1.2	1.4	0.0	1.1	2.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh		12.1	9.4		9.2		8.7	7.5	7.5	8.5	7.4	8.1
Incremental Delay (d_2), s/veh		0.3	0.0		0.0		0.0	0.1	0.1	0.0	0.0	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		12.4	9.4		9.2		8.7	7.5	7.5	8.5	7.4	8.3
Level of Service (LOS)		B	A		A		A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.0	B		9.2	A		7.6	A		7.8	A	
Intersection Delay, s/veh / LOS	8.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.40	B	1.65	B	1.87	B
Bicycle LOS Score / LOS	1.13	A	0.51	A	0.88	A	1.08	A

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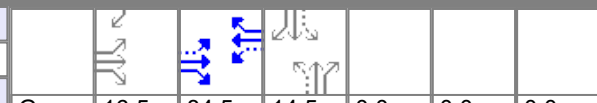
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.97
Urban Street	Gibson Blvd	Analysis Year	2028	Analysis Period	1> 15:15
Intersection	Gibson & Alumni	File Name	2028 B PM INT 1 & 7 - Gibson and University and…		
Project Description	2028 Build PM				

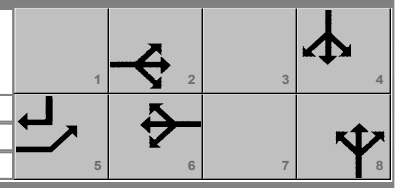


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	156	1233	32	29	2009	141	9	0	38	102	0	203

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	90	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.5	84.5	14.5	0.0	0.0	0.0
Yellow	3.0	4.5	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		5.3		8.0		7.0
Phase Duration, s	20.0	110.0		90.0		20.0		20.0
Change Period, (*Y+R c*), s	3.5	5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.4		3.4
Queue Clearance Time (*g s*), s	4.5					5.4		15.9
Green Extension Time (*g e*), s	0.2	0.0		0.0		0.6		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.00					0.02		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	161	695	609	34	2378	167		48			105	209
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1905	1112	1950	429	1490	1695		1691			1390	1695
Queue Service Time (*g s*), s	2.5	11.6	11.6	0.4	29.0	0.6		0.0			6.1	13.9
Cycle Queue Clearance Time (*g c*), s	2.5	11.6	11.6	0.4	29.0	0.6		3.4			9.5	13.9
Green Ratio (*g/C*)	0.79	0.80	0.80	0.65	0.65	0.65		0.11			0.11	0.24
Capacity (*c*), veh/h	361	1787	1567	334	2905	1102		222			210	404
Volume-to-Capacity Ratio (*X*)	0.445	0.389	0.389	0.103	0.819	0.152		0.219			0.500	0.518
Back of Queue (*Q*), ft/ln (95 th percentile)	166	88	154	3	148	11		68			152	250
Back of Queue (*Q*), veh/ln (95 th percentile)	6.6	3.5	6.2	0.1	5.8	0.4		2.7			6.1	10.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.72	0.00	0.00	0.00	0.00	0.07		0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh	20.8	3.6	3.6	0.8	4.3	1.0		52.8			55.5	43.0
Incremental Delay (*d 2*), s/veh	3.9	0.6	0.7	0.4	1.8	0.2		0.2			0.7	0.5
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh	24.7	4.3	4.4	1.2	6.1	1.2		53.0			56.2	43.5
Level of Service (LOS)	C	A	A	A	A	A		D			E	D
Approach Delay, s/veh / LOS	6.6	A		5.8	A		53.0	D		47.8	D	
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.88	B	2.74	C	2.61	C
Bicycle LOS Score / LOS	1.29	A	1.72	B	0.57	A	1.01	A

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HCS Two-Way Stop-Control Report

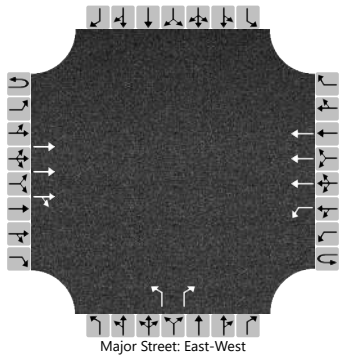
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Build PM

Site Information

Intersection	Gibson Blvd/Mulberry St
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1398	59	5	54	2349			18		43				
Percent Heavy Vehicles (%)					0	0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)					5.6	5.3				6.4		7.1				
Critical Headway (sec)					5.60	5.30				5.70		7.10				
Base Follow-Up Headway (sec)					2.3	3.1				3.8		3.9				
Follow-Up Headway (sec)					2.30	3.10				3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						61				19		45				
Capacity, c (veh/h)						229				82		303				
v/c Ratio						0.27				0.23		0.15				
95% Queue Length, Q_{95} (veh)						1.0				0.8		0.5				
95% Queue Length, Q_{95} (ft)						25.0				20.0		12.5				
Control Delay (s/veh)						26.4				61.3		18.9				
Level of Service (LOS)						D				F		C				
Approach Delay (s/veh)					0.6				31.4							
Approach LOS					A				D							

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HCS Two-Way Stop-Control Report

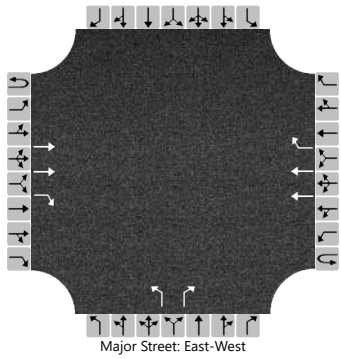
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Build PM

Site Information

Intersection	Gibson Blvd/I-25 NB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		1	0	1		0	0	0
Configuration			T	R			T	R		L		R				
Volume (veh/h)			1051	126			1491	920		29		420				
Percent Heavy Vehicles (%)										3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No						
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)										7.5		6.9				
Critical Headway (sec)										7.56		6.96				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										30		438				
Capacity, c (veh/h)										100		478				
v/c Ratio										0.30		0.91				
95% Queue Length, Q_{95} (veh)										1.1		10.5				
95% Queue Length, Q_{95} (ft)										28.2		268.8				
Control Delay (s/veh)										55.9		52.3				
Level of Service (LOS)										F		F				
Approach Delay (s/veh)										52.5						
Approach LOS										F						

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HCS Two-Way Stop-Control Report

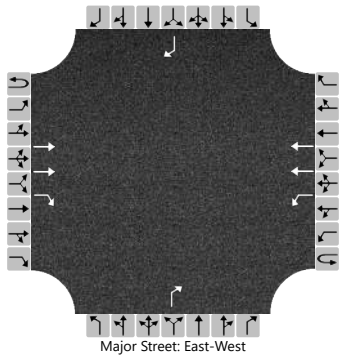
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Build PM

Site Information

Intersection	Gibson Blvd/I-25 SB Ramp
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1		0	0	1
Configuration			T	R		L	T					R				R
Volume (veh/h)			626	26	2	656	865					550				180
Percent Heavy Vehicles (%)					0	2						2				5
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)					6.4	4.1						6.9				6.9
Critical Headway (sec)					6.40	4.14						6.94				7.00
Base Follow-Up Headway (sec)					2.5	2.2						3.3				3.3
Follow-Up Headway (sec)					2.50	2.22						3.32				3.35

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						739						618				202
Capacity, c (veh/h)						775						645				519
v/c Ratio						0.95						0.96				0.39
95% Queue Length, Q_{95} (veh)						14.6						13.7				1.8
95% Queue Length, Q_{95} (ft)						370.8						348.0				46.8
Control Delay (s/veh)						45.1						51.3				16.3
Level of Service (LOS)						E						F				C
Approach Delay (s/veh)					19.5				51.3				16.3			
Approach LOS					C				F				C			

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HCS Two-Way Stop-Control Report

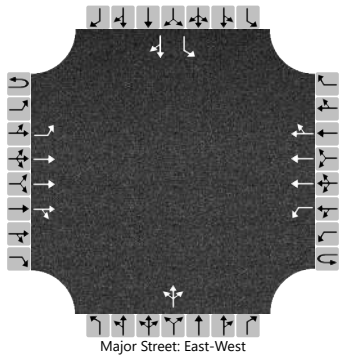
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Build PM

Site Information

Intersection	Ave Cesar Chavez/West Rd
Jurisdiction	
East/West Street	Avenida Cesar Chavez
North/South Street	
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	1	74	845	118	3	0	1049	19		128	0	0		4	0	134
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		25	0	1
Proportion Time Blocked																
Percent Grade (%)									0				-1			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				6.40	6.50	7.10		6.70	6.30	7.02
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				3.80	4.00	3.90		4.05	4.00	3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		88				4					151			5		158
Capacity, c (veh/h)		299				557					73			89		373
v/c Ratio		0.30				0.01					2.07			0.05		0.42
95% Queue Length, Q_{95} (veh)		1.2				0.0					13.8			0.2		2.0
95% Queue Length, Q_{95} (ft)		30.0				0.0					345.0			6.0		50.4
Control Delay (s/veh)		22.0				11.5					619.0			47.5		21.5
Level of Service (LOS)		C				B					F			E		C
Approach Delay (s/veh)	1.6				0.0				619.0				22.3			
Approach LOS	A				A				F				C			

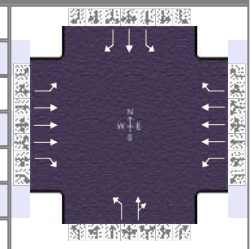
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Bowman

Appendix N
No Build (2038) Capacity Analysis

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.91
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	University and Gibson	File Name	2038 NB AM INT 1 - Gibson and University.xus		
Project Description	2038 No Build AM				

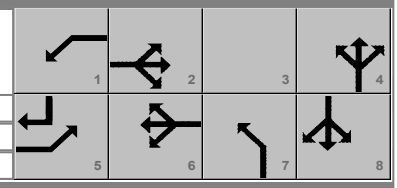


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	2268	97	44	1046	104	188	78	45	159	21	64

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.7	0.1	68.1	8.0	19.2	0.0
Yellow	3.0	3.0	4.5	4.0	4.0	0.0
Red	0.5	0.5	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	9.8	77.2	6.2	73.6	12.0	36.7		24.7
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s	6.1		3.3		10.0	8.9		18.5
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	0.7		0.7
Phase Call Probability	0.99		0.80		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.00

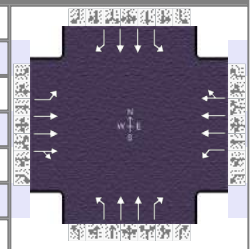
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	155	2492	68	48	1149	85	207	127		175	23	33
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1822	1913	1621	1918	2045	1693	1837	1777		1243	2041	1703
Queue Service Time (g_s), s	4.1	37.1	2.1	1.3	12.0	2.7	8.0	6.9		16.5	1.2	1.9
Cycle Queue Clearance Time (g_c), s	4.1	37.1	2.1	1.3	12.0	2.7	8.0	6.9		16.5	1.2	1.9
Green Ratio (*g/C*)	0.64	0.60	0.60	0.59	0.57	0.57	0.24	0.26		0.16	0.16	0.21
Capacity (*c*), veh/h	377	3428	968	139	3481	960	387	461		258	326	361
Volume-to-Capacity Ratio (*X*)	0.411	0.727	0.070	0.347	0.330	0.088	0.535	0.276		0.676	0.071	0.091
Back of Queue (*Q*), ft/ln (95 th percentile)	67	541	34	25	232	49	63	139		227	26	35
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	21.3	1.3	0.9	8.9	1.8	2.4	5.3		8.8	1.0	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.31	0.00	0.20	0.16	0.00	0.33	0.37	0.00		0.00	0.00	0.35
Uniform Delay (d_1), s/veh	9.9	17.2	10.2	18.5	13.8	11.8	39.8	35.4		49.3	42.9	38.0
Incremental Delay (d_2), s/veh	0.3	1.4	0.1	0.6	0.3	0.2	0.8	0.1		1.2	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	10.2	18.6	10.3	19.1	14.1	12.0	40.6	35.5		50.5	42.9	38.0
Level of Service (LOS)	B	B	B	B	B	B	D	D		D	D	D
Approach Delay, s/veh / LOS	17.9	B		14.1	B		38.7	D		47.9	D	
Intersection Delay, s/veh / LOS	19.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.13	B	2.76	C	2.78	C
Bicycle LOS Score / LOS	1.98	B	1.19	A	1.04	A	0.87	A

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HCS Signalized Intersection Results Summary

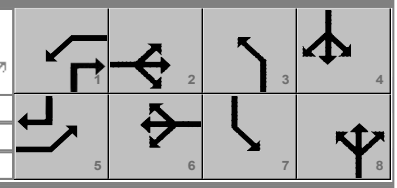
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.89
Urban Street	Avenida Cesar Chavez	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	Cesar Chavez and Univ…	File Name	2038 NB AM INT 2 Chavez & University.xus		
Project Description	2038 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	286	539	138	19	305	47	85	253	38	62	162	86

Signal Information			
Cycle, s	63.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.9	5.3	16.0	2.9	0.7	16.0						
Yellow	3.0	3.0	4.0	3.0	0.0	4.0						
Red	0.5	0.5	1.5	0.5	0.0	1.5						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.2	30.3	4.4	21.5	7.1	22.2	6.4	21.5
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	9.6	10.6	2.5	6.1	4.3	5.6	4.0	4.3
Green Extension Time (g_e), s	0.2	2.5	0.0	2.6	0.1	1.1	0.1	1.1
Phase Call Probability	1.00	1.00	0.31	1.00	0.81	1.00	0.71	1.00
Max Out Probability	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

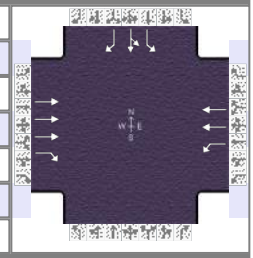
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	321	430	324	21	235	155	96	284	36	70	182	56
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1837	1203	1782	1944	1503	1920	1884	1994	1557	1617	1947	1610
Queue Service Time (g_s), s	7.6	8.4	8.6	0.5	4.0	4.1	2.3	3.6	1.1	2.0	2.3	1.4
Cycle Queue Clearance Time (g_c), s	7.6	8.4	8.6	0.5	4.0	4.1	2.3	3.6	1.1	2.0	2.3	1.4
Green Ratio (*g/C*)	0.44	0.39	0.39	0.27	0.25	0.25	0.31	0.26	0.28	0.30	0.25	0.41
Capacity (*c*), veh/h	578	941	697	308	760	485	482	1054	435	353	984	654
Volume-to-Capacity Ratio (*X*)	0.556	0.457	0.465	0.069	0.310	0.319	0.198	0.270	0.083	0.197	0.185	0.086
Back of Queue (*Q*), ft/ln (95 th percentile)	123	92	137	10	58	77	42	68	16	34	43	20
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8	3.6	5.5	0.4	2.3	3.1	1.6	2.6	0.6	1.2	1.7	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.82	0.00	0.00	0.07	0.00	0.00	0.30	0.00	0.06	0.19	0.00	0.00
Uniform Delay (d_1), s/veh	12.6	14.3	14.3	17.2	19.2	19.2	15.9	18.4	16.8	16.5	18.5	11.6
Incremental Delay (d_2), s/veh	0.3	0.1	0.2	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.9	14.4	14.5	17.2	19.3	19.4	16.0	18.5	16.9	16.6	18.6	11.6
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B
Approach Delay, s/veh / LOS	14.0	B		19.2	B		17.8	B		16.9	B	
Intersection Delay, s/veh / LOS	16.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.48	B	2.57	C	2.57	C
Bicycle LOS Score / LOS	1.08	A	0.71	A	0.83	A	0.74	A

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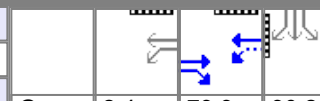
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.89
Urban Street	Avendia Cesar Chavez	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	I-25 SB Ramps and Ave…	File Name	2038 NB AM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2038 No Build AM				

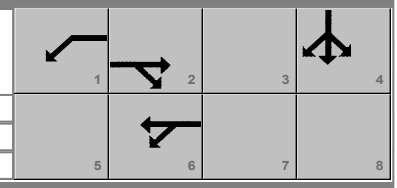


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1284	44	35	293					676	1	346

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.4	73.3	30.2	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		78.3	5.9	84.3				35.7
Change Period, ($Y+R_c$), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (g_s), s			3.0					27.8
Green Extension Time (g_e), s		0.0	0.1	0.0				2.5
Phase Call Probability			0.78					1.00
Max Out Probability			0.00					0.00

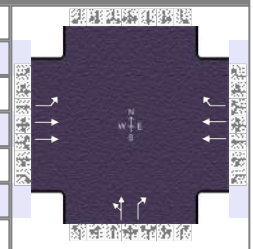
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		1443	49	46	383					410	351	389
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1306		1905	1823					1890	1891	
Queue Service Time (g_s), s		27.2		1.0	5.3					24.9	20.4	
Cycle Queue Clearance Time (g_c), s		27.2		1.0	5.3					24.9	20.4	
Green Ratio (*g/C*)		0.61		0.65	0.66					0.25	0.25	
Capacity (*c*), veh/h		2394		243	2408					476	476	
Volume-to-Capacity Ratio (*X*)		0.603		0.188	0.159					0.861	0.736	
Back of Queue (*Q*), ft/ln (95 th percentile)		313		19	95					435	378	
Back of Queue (*Q*), veh/ln (95 th percentile)		12.3		0.7	3.7					17.3	14.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.11	0.00					1.09	0.00	
Uniform Delay (d_1), s/veh		14.4		11.8	8.8					42.9	41.2	
Incremental Delay (d_2), s/veh		1.1		0.1	0.1					1.8	0.8	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		15.5	0.0	11.9	9.0					44.7	42.1	0.0
Level of Service (LOS)		B	A	B	A					D	D	A
Approach Delay, s/veh / LOS	15.0	B		9.3	A		0.0			28.8	C	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.88	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.31	A	0.79	A			2.38	B

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HCS Signalized Intersection Results Summary

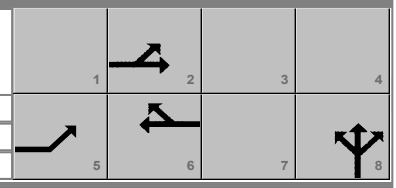
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.85
Urban Street	Avendia Cesar Chavez	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	I-25 NB Ramps and Ave…	File Name	2038 NB AM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2038 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	751	1209			266	297	63	2	164			

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	26	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.8	74.0	15.2	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	20.3	99.3		79.0		20.7		
Change Period, (*Y+R c*), s	3.5	5.0		5.0		5.5		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (*g s*), s	15.1					15.0		
Green Extension Time (*g e*), s	1.7	0.0		0.0		0.2		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.87		

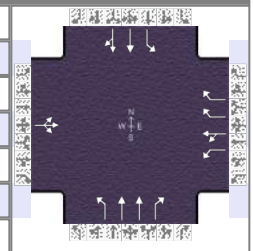
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	735	1184			313	349		76	193			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1875	1984			864			2005				
Queue Service Time (*g s*), s	13.1	16.2			10.2			4.2				
Cycle Queue Clearance Time (*g c*), s	13.1	16.2			10.2			4.2				
Green Ratio (*g/C*)	0.77	0.79			0.62			0.13				
Capacity (*c*), veh/h	889	3118			1065			255				
Volume-to-Capacity Ratio (*X*)	0.827	0.380			0.294			0.300				
Back of Queue (*Q*), ft/ln (95 th percentile)	210	226			89			97				
Back of Queue (*Q*), veh/ln (95 th percentile)	8.3	9.0			3.5			3.8				
Queue Storage Ratio (*RQ*) (95 th percentile)	1.24	0.00			0.00			0.00				
Uniform Delay (*d 1*), s/veh	8.4	7.1			10.8			47.5				
Incremental Delay (*d 2*), s/veh	0.2	0.1			0.7			0.2				
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	8.6	7.2			11.5	0.0		47.8	0.0			
Level of Service (LOS)	A	A			B	A		D	A			
Approach Delay, s/veh / LOS	7.7	A		5.4	A		13.6	B		0.0		
Intersection Delay, s/veh / LOS	7.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.37	A	2.32	B	2.32	B
Bicycle LOS Score / LOS	2.39	B	1.03	A	0.93	A		

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HCS Signalized Intersection Results Summary

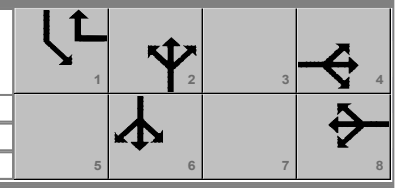
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/18/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.90
Urban Street	Broadway Blvd.	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	Broadway and Gibson B…	File Name	2038 NB AM INT 5 - Gibson and Broadway.xus		
Project Description	2038 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	15	0	213	9	259	4	471	287	368	232	7

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	21.4	30.8	9.6	36.2	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.5	1.5	3.0	3.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		12.0		9.0		5.3	1.0	4.0
Phase Duration, s		15.6		43.2		36.3	24.9	61.2
Change Period, (*Y+R c*), s		6.0		7.0		5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (*g s*), s		3.7		9.1			20.7	
Green Extension Time (*g e*), s		0.0		1.1		0.0	0.7	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		29		142	105	254	4	523	319	409	131	134
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1891		1816	1822	1527	911	1840		1845	1767	1794
Queue Service Time (*g s*), s		1.7		7.1	5.1	5.7	0.4	14.8		18.7	5.2	5.2
Cycle Queue Clearance Time (*g c*), s		1.7		7.1	5.1	5.7	0.4	14.8		18.7	5.2	5.2
Green Ratio (*g/C*)		0.08		0.30	0.30	0.48	0.26	0.26		0.45	0.46	0.46
Capacity (*c*), veh/h		151		548	549	1466	294	944		505	820	833
Volume-to-Capacity Ratio (*X*)		0.191		0.259	0.190	0.174	0.015	0.554		0.810	0.160	0.161
Back of Queue (*Q*), ft/ln (95 th percentile)		43		155	117	93	6	301		343	108	100
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7		5.9	4.2	3.6	0.2	11.2		13.3	3.9	4.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.09	0.00		2.86	0.00	0.00
Uniform Delay (*d 1*), s/veh		51.6		31.7	31.0	17.7	33.3	38.7		25.4	18.6	18.6
Incremental Delay (*d 2*), s/veh		2.8		1.1	0.8	0.3	0.1	2.3		4.0	0.4	0.4
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		54.4		32.9	31.8	18.0	33.4	41.0	0.0	29.4	19.0	19.0
Level of Service (LOS)		D		C	C	B	C	D	A	C	B	B
Approach Delay, s/veh / LOS	54.4	D		25.1	C		25.5	C		25.3	C	
Intersection Delay, s/veh / LOS	25.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.32	B	2.34	B	1.69	B
Bicycle LOS Score / LOS	0.54	A	1.31	A	1.19	A	1.04	A

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HCS Two-Way Stop-Control Report

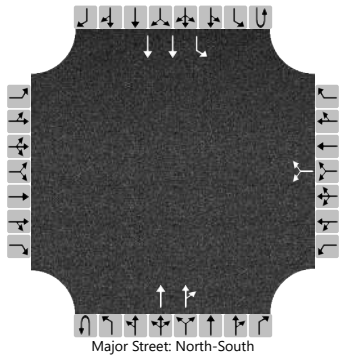
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	No Build AM

Site Information

Intersection	University Blvd/Priv Dwy
Jurisdiction	
East/West Street	University Blvd
North/South Street	
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						0		1			380	2	0	11	173	
Percent Heavy Vehicles (%)						0		0					0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							14		
Capacity, c (veh/h)							772							1101		
v/c Ratio							0.00							0.01		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
95% Queue Length, Q_{95} (ft)							0.0							0.0		
Control Delay (s/veh)							9.7							8.3		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.7								0.5		
Approach LOS						A								A		

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HCS Two-Way Stop-Control Report

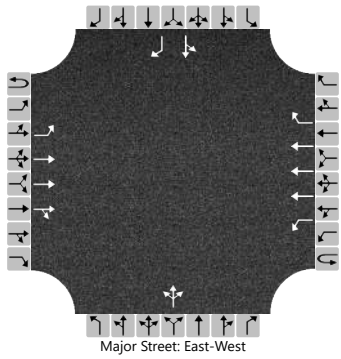
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	No Build AM

Site Information

Intersection	Gibson Blvd/Alumni Dr
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)	28	1	2519	10	4	6	1196	0		3	0	6		0	0	1
Percent Heavy Vehicles (%)	0	0			0	0				33	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				7.06	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				4.13	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		31				11					10			0		1
Capacity, c (veh/h)		471				70					15			0		361
v/c Ratio		0.07				0.15					0.66					0.00
95% Queue Length, Q_{95} (veh)		0.2				0.5					1.6					0.0
95% Queue Length, Q_{95} (ft)		5.0				12.5					43.5					0.0
Control Delay (s/veh)		13.2				65.5					454.9					15.0
Level of Service (LOS)		B				F					F					C
Approach Delay (s/veh)		0.1				0.5				454.9						
Approach LOS		A				A				F						

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HCS Two-Way Stop-Control Report

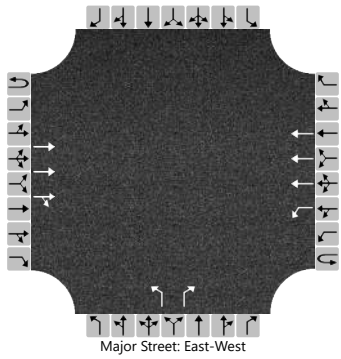
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	No Build AM

Site Information

Intersection	Gibson Blvd/Mulberry St
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			2540	49	4	18	1225			20		32				
Percent Heavy Vehicles (%)					0	0				0		7				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)					5.6	5.3				6.4		7.1				
Critical Headway (sec)					5.60	5.30				5.70		7.24				
Base Follow-Up Headway (sec)					2.3	3.1				3.8		3.9				
Follow-Up Headway (sec)					2.30	3.10				3.80		3.97				

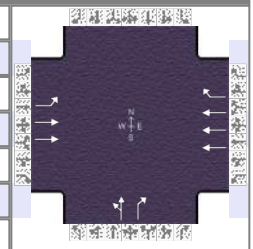
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23				21		33				
Capacity, c (veh/h)						61				19		116				
v/c Ratio						0.38				1.09		0.29				
95% Queue Length, Q_{95} (veh)						1.4				2.9		1.1				
95% Queue Length, Q_{95} (ft)						35.0				72.5		29.0				
Control Delay (s/veh)						96.7				517.5		48.2				
Level of Service (LOS)						F				F		E				
Approach Delay (s/veh)					1.7				228.7							
Approach LOS					A				F							

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/25/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.92
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	Gibson & I-25 NB Ramps	File Name	2038 NB AM INT 9 & 10 - Gibson and RAMPS.xus		
Project Description	2038 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	143	1832			658	595	27	0	740			

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	74	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	6.0	97.0	9.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	12.0	115.0		103.0		15.0		
Change Period, ($Y+R_c$), s	6.0	6.0		6.0		6.0		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (g_s), s	4.2					11.0		
Green Extension Time (g_e), s	0.1	0.0		0.0		0.0		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.05					1.00		

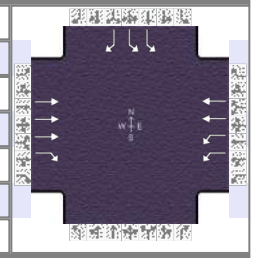
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	154	1970			715	647		29	804			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1905	1904			1457	1695		1905				
Queue Service Time (g_s), s	2.2	40.9			6.4	20.3		1.9				
Cycle Queue Clearance Time (g_c), s	2.2	40.9			6.4	20.3		1.9				
Green Ratio (*g/C*)	0.81	0.84			0.75	0.75		0.07				
Capacity (*c*), veh/h	664	3193			3263	1265		132				
Volume-to-Capacity Ratio (*X*)	0.232	0.617			0.219	0.511		0.223				
Back of Queue (*Q*), ft/ln (95 th percentile)	28	586			80	278		41				
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	23.4			3.2	11.1		1.7				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00		0.00				
Uniform Delay (d_1), s/veh	2.9	11.6			5.0	6.8		57.2				
Incremental Delay (d_2), s/veh	0.0	0.5			0.2	1.5		0.3				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0		0.0				
Control Delay (*d*), s/veh	2.9	12.1			5.2	8.2		57.5	0.0			
Level of Service (LOS)	A	B			A	A		E	A			
Approach Delay, s/veh / LOS	11.4	B		6.6	A		2.0	A		0.0		
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.59	B	1.34	A	2.48	B	2.48	B
Bicycle LOS Score / LOS	2.26	B	1.24	A	1.86	B		

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/25/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.92
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	Gibson & I-25 SB Ramps	File Name	2038 NB AM INT 9 & 10 - Gibson and RAMPS.xus		
Project Description	2038 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		677	22	301	372					1277		123

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	30	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	14.3	46.3	51.4	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	2.0	4.0				9.0
Phase Duration, s		52.3	20.3	72.6				57.4
Change Period, ($Y+R_c$), s		6.0	6.0	6.0				6.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.1
Queue Clearance Time (g_s), s			13.6					49.2
Green Extension Time (g_e), s		0.0	0.7	0.0				2.3
Phase Call Probability			1.00					1.00
Max Out Probability			0.00					0.70

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7		14
Adjusted Flow Rate (*v*), veh/h		736	24	333	412					1388		134
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1816	1695	1850	1904					1850		1695
Queue Service Time (g_s), s		13.1	1.2	11.6	9.0					47.2		6.7
Cycle Queue Clearance Time (g_c), s		13.1	1.2	11.6	9.0					47.2		6.7
Green Ratio (*g/C*)		0.36	0.36	0.11	0.51					0.40		0.40
Capacity (*c*), veh/h		1939	603	407	1950					1464		671
Volume-to-Capacity Ratio (*X*)		0.380	0.040	0.819	0.211					0.948		0.199
Back of Queue (*Q*), ft/ln (95 th percentile)		244	23	247	188					779		123
Back of Queue (*Q*), veh/ln (95 th percentile)		9.8	0.9	9.9	7.5					31.2		4.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00					0.00		0.27
Uniform Delay (d_1), s/veh		31.2	27.4	61.6	21.3					38.0		25.8
Incremental Delay (d_2), s/veh		0.6	0.1	1.6	0.2					12.2		0.1
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay (*d*), s/veh		31.7	27.5	63.2	21.5					50.2		25.8
Level of Service (LOS)		C	C	E	C					D		C
Approach Delay, s/veh / LOS	31.6	C		40.2	D		0.0			48.0	D	
Intersection Delay, s/veh / LOS	42.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.91	B	2.62	C	2.48	B
Bicycle LOS Score / LOS	0.91	A	1.09	A				F

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HCS Two-Way Stop-Control Report

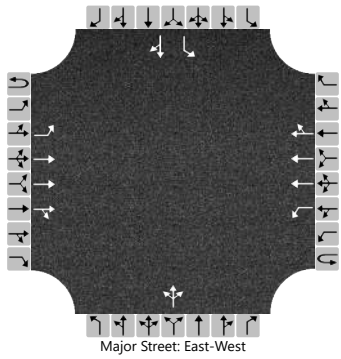
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	No Build AM

Site Information

Intersection	Ave Cesar Chavez/West Rd
Jurisdiction	
East/West Street	Avenida Cesar Chavez
North/South Street	
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	1	322	1050	0	0	0	528	16		0	0	0		1	0	26
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	21
Proportion Time Blocked																
Percent Grade (%)									0				-1			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30				5.30				6.40	6.50	7.10		6.20	6.30	7.42
Base Follow-Up Headway (sec)	2.3	3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10				3.10				3.80	4.00	3.90		3.80	4.00	4.11

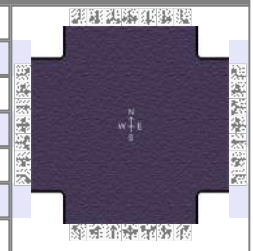
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		394				0					0			1		32
Capacity, c (veh/h)		575				291					0			46		531
v/c Ratio		0.69				0.00								0.03		0.06
95% Queue Length, Q_{95} (veh)		5.3				0.0								0.1		0.2
95% Queue Length, Q_{95} (ft)		132.5				0.0								2.5		5.8
Control Delay (s/veh)		23.8				17.4								85.7		12.2
Level of Service (LOS)		C				C								F		B
Approach Delay (s/veh)	5.6				0.0								14.9			
Approach LOS	A				A								B			

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	MD Peak	PHF	0.91
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 11:15
Intersection	University and Gibson	File Name	2038 NB MD INT 1 - Gibson and University.xus		
Project Description	2038 No Build MD				

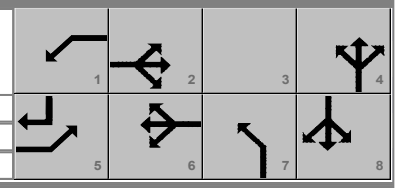


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	152	1065	179	116	1234	117	218	127	131	228	87	151

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.8	1.8	47.2	9.2	27.4	0.0
Yellow	3.0	0.0	4.5	4.0	4.0	0.0
Red	0.5	0.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	11.2	54.6	9.3	52.7	13.2	46.1		32.9
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.3		3.3
Queue Clearance Time (g_s), s	7.5		5.8		11.2	13.3		26.2
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	1.7		1.2
Phase Call Probability	0.99		0.98		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.15

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	167	1170	147	127	1356	84	240	255		251	96	129
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1822	1897	1634	2023	1909	1760	1866	1815		1107	2041	1703
Queue Service Time (g_s), s	5.5	15.8	6.0	3.8	19.5	3.1	9.2	11.3		24.2	4.1	6.1
Cycle Queue Clearance Time (g_c), s	5.5	15.8	6.0	3.8	19.5	3.1	9.2	11.3		24.2	4.1	6.1
Green Ratio (*g/C*)	0.50	0.45	0.45	0.48	0.43	0.43	0.35	0.37		0.25	0.25	0.32
Capacity (*c*), veh/h	291	2539	729	320	2460	756	496	670		341	508	543
Volume-to-Capacity Ratio (*X*)	0.574	0.461	0.202	0.398	0.551	0.111	0.483	0.381		0.735	0.188	0.237
Back of Queue (*Q*), ft/ln (95 th percentile)	100	280	104	76	340	59	203	208		284	89	112
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	11.0	4.1	3.0	13.2	2.3	8.1	8.3		11.0	3.6	4.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.46	0.00	0.63	0.47	0.00	0.41	1.20	0.00		0.00	0.00	1.12
Uniform Delay (d_1), s/veh	18.1	21.2	18.5	17.3	23.5	18.8	27.4	25.5		40.1	32.5	27.6
Incremental Delay (d_2), s/veh	0.7	0.6	0.6	0.3	0.9	0.3	0.3	0.1		4.1	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	18.8	21.8	19.2	17.6	24.4	19.1	27.7	25.6		44.2	32.6	27.7
Level of Service (LOS)	B	C	B	B	C	B	C	C		D	C	C
Approach Delay, s/veh / LOS	21.2	C		23.5	C		26.6	C		37.4	D	
Intersection Delay, s/veh / LOS	24.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	2.15	B	2.76	C	2.78	C
Bicycle LOS Score / LOS	1.30	A	1.35	A	1.30	A	1.27	A

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HCS Two-Way Stop-Control Report

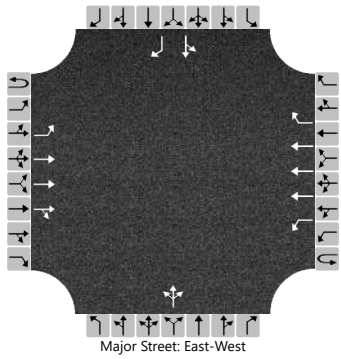
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	MD Peak
Intersection Orientation	East-West
Project Description	No Build MD

Site Information

Intersection	Gibson Blvd/Alumni Dr
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)	28	127	1230	51	3	35	1349	110		18	0	44		89	0	170
Percent Heavy Vehicles (%)	0	0			0	0				33	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No								No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				7.06	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				4.13	4.00	3.90		3.80	4.00	3.90

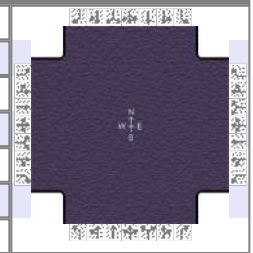
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		163				40					65			94		179
Capacity, c (veh/h)		213				277					41			15		326
v/c Ratio		0.77				0.14					1.59			6.22		0.55
95% Queue Length, Q_{95} (veh)		5.3				0.5					6.7			12.6		3.1
95% Queue Length, Q_{95} (ft)		132.5				12.5					180.3			315.0		77.5
Control Delay (s/veh)		61.9				20.2					510.1			2849.3		28.7
Level of Service (LOS)		F				C					F			F		D
Approach Delay (s/veh)		6.7				0.5					510.1			997.9		
Approach LOS		A				A					F			F		

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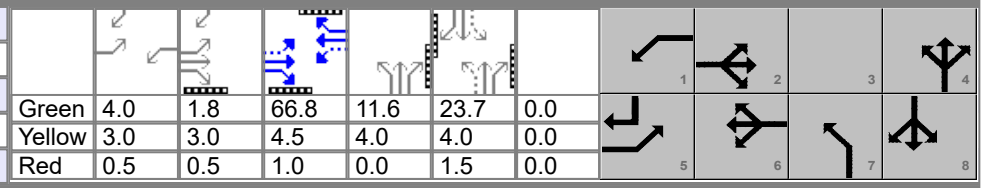
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	University and Gibson	File Name	2038 NB PM INT 1 - Gibson and University.xus		
Project Description	2038 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	175	1157	141	69	2194	198	228	119	58	185	72	185

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.0	1.8	66.8	11.6	23.7	0.0
Yellow	3.0	3.0	4.5	4.0	4.0	0.0
Red	0.5	0.5	1.0	0.0	1.5	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	12.9	77.7	7.5	72.3	15.6	44.8		29.2
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s	9.1		4.3		13.6	11.1		22.6
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	1.2		1.0
Phase Call Probability	1.00		0.93		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.02

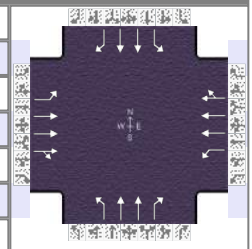
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	188	1244	115	74	2359	149	245	171		199	77	163
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1792	1913	1648	1993	2068	1773	1881	1875		1224	2041	1730
Queue Service Time (g_s), s	7.1	16.0	4.3	2.3	38.8	5.8	11.6	9.1		20.6	4.2	10.1
Cycle Queue Clearance Time (g_c), s	7.1	16.0	4.3	2.3	38.8	5.8	11.6	9.1		20.6	4.2	10.1
Green Ratio (*g/C*)	0.60	0.56	0.56	0.55	0.51	0.51	0.29	0.30		0.18	0.18	0.25
Capacity (*c*), veh/h	216	3186	915	315	3190	912	422	567		278	372	440
Volume-to-Capacity Ratio (*X*)	0.872	0.390	0.126	0.235	0.740	0.164	0.581	0.302		0.715	0.208	0.371
Back of Queue (*Q*), ft/ln (95 th percentile)	148	279	73	46	640	109	43	188		266	95	192
Back of Queue (*Q*), veh/ln (95 th percentile)	5.7	11.0	2.9	1.8	25.2	4.3	1.7	7.4		10.6	3.8	7.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.67	0.00	0.44	0.29	0.00	0.75	0.25	0.00		0.00	0.00	1.92
Uniform Delay (d_1), s/veh	31.5	16.4	13.8	14.7	24.8	16.8	39.2	34.8		51.9	45.2	39.9
Incremental Delay (d_2), s/veh	4.2	0.4	0.3	0.1	1.6	0.4	1.3	0.1		2.3	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	35.7	16.8	14.1	14.8	26.3	17.1	40.5	34.9		54.3	45.3	40.1
Level of Service (LOS)	D	B	B	B	C	B	D	C		D	D	D
Approach Delay, s/veh / LOS	18.9	B		25.5	C		38.2	D		47.4	D	
Intersection Delay, s/veh / LOS	26.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	2.14	B	2.81	C	2.78	C
Bicycle LOS Score / LOS	1.34	A	1.91	B	1.17	A	1.21	A

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HCS Signalized Intersection Results Summary

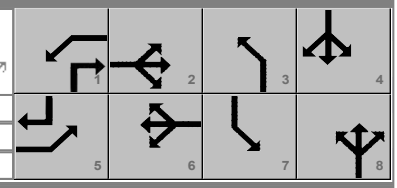
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.97
Urban Street	Avenida Cesar Chavez	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	Cesar Chavez and Univ…	File Name	2038 NB PM INT 2 Chavez & University.xus		
Project Description	2038 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	237	484	120	53	608	112	173	357	39	71	296	228

Signal Information			
Cycle, s	63.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.1	2.3	16.0	2.8	3.2	16.0						
Yellow	3.0	3.0	4.0	3.0	0.0	4.0						
Red	0.5	0.5	1.5	0.5	0.0	1.5						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.4	27.3	5.6	21.5	9.5	24.7	6.3	21.5
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	7.8	8.2	3.3	10.8	6.1	6.5	3.8	6.6
Green Extension Time (g_e), s	0.2	3.1	0.0	3.1	0.2	1.7	0.1	1.7
Phase Call Probability	0.99	1.00	0.62	1.00	0.96	1.00	0.73	1.00
Max Out Probability	0.37	0.00	0.00	0.00	0.00	0.01	0.00	0.01

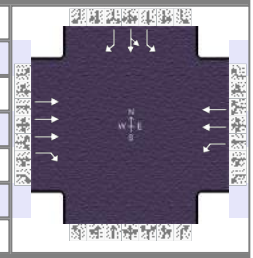
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	244	386	226	55	446	295	178	368	32	73	305	165
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1851	1543	1754	1944	1456	1893	1929	2026	1557	1869	1978	1597
Queue Service Time (g_s), s	5.8	6.0	6.2	1.3	8.7	8.8	4.1	4.5	0.9	1.8	4.0	4.6
Cycle Queue Clearance Time (g_c), s	5.8	6.0	6.2	1.3	8.7	8.8	4.1	4.5	0.9	1.8	4.0	4.6
Green Ratio (*g/C*)	0.40	0.34	0.34	0.28	0.25	0.25	0.37	0.30	0.33	0.29	0.25	0.37
Capacity (*c*), veh/h	420	1052	598	354	729	474	502	1217	519	397	991	597
Volume-to-Capacity Ratio (*X*)	0.582	0.367	0.378	0.154	0.612	0.622	0.355	0.302	0.062	0.184	0.308	0.277
Back of Queue (*Q*), ft/ln (95 th percentile)	98	89	101	24	124	163	70	84	13	32	75	69
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	3.4	4.1	1.0	4.9	6.5	2.8	3.3	0.5	1.3	3.0	2.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.00	0.19	0.00	0.00	0.50	0.00	0.05	0.18	0.00	0.00
Uniform Delay (d_1), s/veh	14.4	15.9	15.9	16.9	21.2	21.3	14.2	17.2	14.5	16.6	19.5	14.0
Incremental Delay (d_2), s/veh	0.5	0.1	0.1	0.1	0.3	0.5	0.2	0.1	0.0	0.1	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.9	16.0	16.1	17.0	21.5	21.8	14.4	17.3	14.5	16.7	19.5	14.1
Level of Service (LOS)	B	B	B	B	C	C	B	B	B	B	B	B
Approach Delay, s/veh / LOS	15.7	B		21.3	C		16.2	B		17.5	B	
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.52	C	2.56	C	2.58	C
Bicycle LOS Score / LOS	0.96	A	0.93	A	0.96	A	0.94	A

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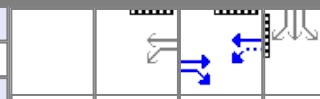
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Avendia Cesar Chavez	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	I-25 SB Ramps and Ave…	File Name	2038 NB PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2038 No Build PM				

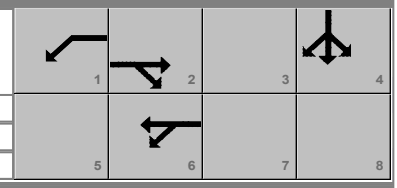


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		919	100	143	559					323	2	455

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	79	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.8	62.8	36.4	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		67.8	10.3	78.1				41.9
Change Period, ($Y+R_c$), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (g_s), s			6.6					34.6
Green Extension Time (g_e), s		0.0	0.2	0.0				1.8
Phase Call Probability			1.00					1.00
Max Out Probability			0.00					0.01

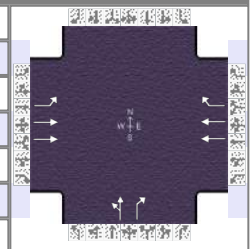
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		988	108	161	628					156	193	489
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1614		1875	1969					1875	1878	
Queue Service Time (g_s), s		14.7		4.6	5.5					7.6	9.6	
Cycle Queue Clearance Time (g_c), s		14.7		4.6	5.5					7.6	9.6	
Green Ratio (*g/C*)		0.52		0.60	0.61					0.30	0.30	
Capacity (*c*), veh/h		2534		395	2399					568	569	
Volume-to-Capacity Ratio (*X*)		0.390		0.407	0.262					0.275	0.339	
Back of Queue (*Q*), ft/ln (95 th percentile)		232		81	96					158	198	
Back of Queue (*Q*), veh/ln (95 th percentile)		9.2		3.2	3.8					6.2	7.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.48	0.00					0.39	0.00	
Uniform Delay (d_1), s/veh		17.1		11.9	6.0					31.8	32.5	
Incremental Delay (d_2), s/veh		0.5		0.2	0.3					0.1	0.1	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		17.6	0.0	12.1	6.3					31.9	32.6	0.0
Level of Service (LOS)		B	A	B	A					C	C	A
Approach Delay, s/veh / LOS	15.9	B		7.5	A		0.0			13.5	B	
Intersection Delay, s/veh / LOS	12.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.39	A	1.89	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.09	A	1.11	A			1.87	B

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.89
Urban Street	Avendia Cesar Chavez	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	I-25 NB Ramps and Ave…	File Name	2038 NB PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2038 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	485	756			602	573	100	7	157			

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

							1	2	3	4
Green	15.2	76.6	14.2	0.0	0.0	0.0	5	6	7	8
Yellow	3.0	4.0	4.5	0.0	0.0	0.0				
Red	0.5	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	18.7	100.3		81.6		19.7		
Change Period, (*Y+R c*), s	3.5	5.0		5.0		5.5		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (*g s*), s	14.2					13.9		
Green Extension Time (*g e*), s	1.1	0.0		0.0		0.3		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.35		

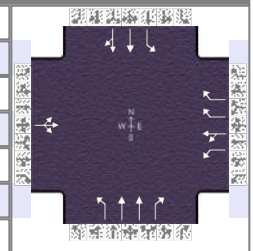
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	522	814			676	644		120	176			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1890	1984			2108			2024				
Queue Service Time (*g s*), s	12.2	7.3			8.3			6.7				
Cycle Queue Clearance Time (*g c*), s	12.2	7.3			8.3			6.7				
Green Ratio (*g/C*)	0.78	0.79			0.64			0.12				
Capacity (*c*), veh/h	737	3152			2691			239				
Volume-to-Capacity Ratio (*X*)	0.708	0.258			0.251			0.502				
Back of Queue (*Q*), ft/ln (95 th percentile)	121	109			167			157				
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8	4.3			6.6			6.1				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.71	0.00			0.00			0.00				
Uniform Delay (*d 1*), s/veh	4.8	3.8			9.4			49.6				
Incremental Delay (*d 2*), s/veh	0.4	0.2			0.2			0.6				
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	5.2	4.0			9.6	0.0		50.2	0.0			
Level of Service (LOS)	A	A			A	A		D	A			
Approach Delay, s/veh / LOS	4.5	A		4.9	A		20.3	C		0.0		
Intersection Delay, s/veh / LOS	6.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.36	A	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.64	B	1.58	B	0.98	A		

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HCS Signalized Intersection Results Summary

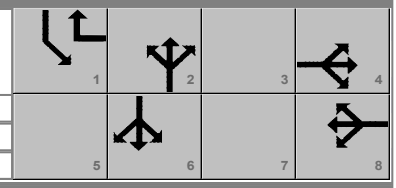
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/18/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.94
Urban Street	Broadway Blvd.	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	Broadway and Gibson B…	File Name	2038 NB PM INT 5 - Gibson and Broadway.xus		
Project Description	2038 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	19	9	504	12	491	8	479	319	290	455	16

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	32.6	10.8	38.6	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.5	1.5	3.0	3.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		12.0		9.0		5.3	1.0	4.0
Phase Duration, s		16.8		45.6		38.1	19.5	57.6
Change Period, ($Y+R_c$), s		6.0		7.0		5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		4.5		18.0			15.5	
Green Extension Time (g_e), s		0.0		1.9		0.0	0.4	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		43		300	249	330	9	510	339	309	250	248
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1889		1830	1843	1550	913	1895		1890	1906	1886
Queue Service Time (g_s), s		2.5		16.0	12.7	7.8	0.8	13.6		13.5	10.3	10.3
Cycle Queue Clearance Time (g_c), s		2.5		16.0	12.7	7.8	0.8	13.6		13.5	10.3	10.3
Green Ratio (*g/C*)		0.09		0.32	0.32	0.45	0.27	0.27		0.42	0.43	0.43
Capacity (*c*), veh/h		170		589	593	1410	308	1030		454	828	819
Volume-to-Capacity Ratio (*X*)		0.250		0.510	0.419	0.234	0.028	0.495		0.680	0.303	0.303
Back of Queue (*Q*), ft/ln (95 th percentile)		61		312	249	129	9	279		254	218	207
Back of Queue (*Q*), veh/ln (95 th percentile)		2.4		12.0	10.0	5.1	0.4	10.6		10.1	8.3	8.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.15	0.00		2.12	0.00	0.00
Uniform Delay (d_1), s/veh		50.8		33.0	31.9	20.0	32.1	36.8		25.5	22.1	22.1
Incremental Delay (d_2), s/veh		3.5		3.1	2.2	0.4	0.2	1.7		0.9	0.9	1.0
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		54.3		36.2	34.1	20.3	32.3	38.5	0.0	26.4	23.1	23.1
Level of Service (LOS)		D		D	C	C	C	D	A	C	C	C
Approach Delay, s/veh / LOS	54.3	D		29.6	C		23.2	C		24.3	C	
Intersection Delay, s/veh / LOS	26.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.32	B	2.55	C	1.69	B
Bicycle LOS Score / LOS	0.56	A	1.94	B	1.19	A	1.15	A

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HCS Two-Way Stop-Control Report

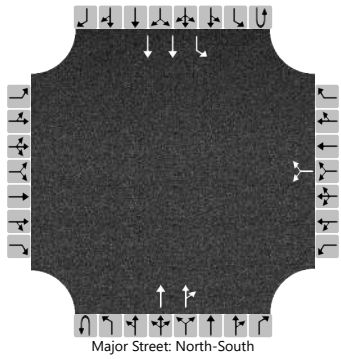
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	No Build PM

Site Information

Intersection	University Blvd/Priv Dwy
Jurisdiction	
East/West Street	University Blvd
North/South Street	
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						1		10			444	2	0	4	390	
Percent Heavy Vehicles (%)						0		0					0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							12							4		
Capacity, c (veh/h)							717							1079		
v/c Ratio							0.02							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							10.1							8.4		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						10.1								0.1		
Approach LOS						B								A		

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HCS Two-Way Stop-Control Report

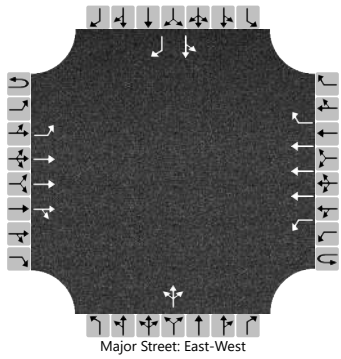
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	No Build PM

Site Information

Intersection	Gibson Blvd/Alumni Dr
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	1		0	1	0		0	1	1
Configuration		L	T	TR		L	T	R			LTR			LT		R
Volume (veh/h)	11	90	1403	32	2	27	2233	70		9	0	38		41	0	122
Percent Heavy Vehicles (%)	0	0			0	0				0	0	3		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No								No		
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				6.40	6.50	7.16		6.40	6.50	7.10
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				3.80	4.00	3.93		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		104				30					48			42		126
Capacity, c (veh/h)		76				238					0			0		167
v/c Ratio		1.37				0.13										0.75
95% Queue Length, Q_{95} (veh)		8.2				0.4										4.8
95% Queue Length, Q_{95} (ft)		205.0				10.0										120.0
Control Delay (s/veh)		324.7				22.3										73.1
Level of Service (LOS)		F				C										F
Approach Delay (s/veh)		21.3				0.3										
Approach LOS		F				A										

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HCS Two-Way Stop-Control Report

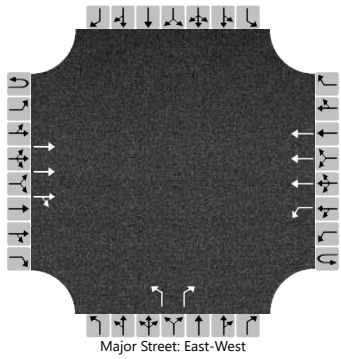
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	No Build PM

Site Information

Intersection	Gibson Blvd/Mulberry St
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1526	62	5	45	2501			19		34				
Percent Heavy Vehicles (%)					0	0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)					5.6	5.3				6.4		7.1				
Critical Headway (sec)					5.60	5.30				5.70		7.10				
Base Follow-Up Headway (sec)					2.3	3.1				3.8		3.9				
Follow-Up Headway (sec)					2.30	3.10				3.80		3.90				

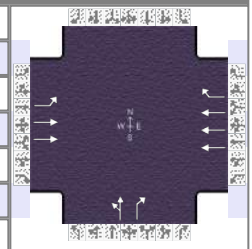
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						52				20		35				
Capacity, c (veh/h)						198				70		273				
v/c Ratio						0.26				0.28		0.13				
95% Queue Length, Q_{95} (veh)						1.0				1.0		0.4				
95% Queue Length, Q_{95} (ft)						25.0				25.0		10.0				
Control Delay (s/veh)						29.6				75.5		20.1				
Level of Service (LOS)						D				F		C				
Approach Delay (s/veh)					0.6				40.0							
Approach LOS					A				E							

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/25/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	Gibson & I-25 NB Ramps	File Name	2038 NB PM INT 9 & 10 - Gibson and RAMPS.xus		
Project Description	2038 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	213	1042			1561	1008	31	0	480			

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	74	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	6.0	97.0	9.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	12.0	115.0		103.0		15.0		
Change Period, ($Y+R_c$), s	6.0	6.0		6.0		6.0		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (g_s), s	5.1					11.0		
Green Extension Time (g_e), s	0.2	0.0		0.0		0.0		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.18					1.00		

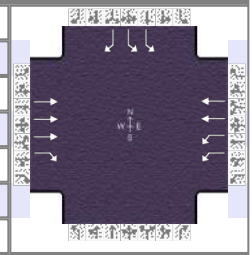
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	222	1087			1697	1096		34	522			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1875	1874			1405	1682		1860				
Queue Service Time (g_s), s	3.1	8.3			22.2	61.7		2.2				
Cycle Queue Clearance Time (g_c), s	3.1	8.3			22.2	61.7		2.2				
Green Ratio (*g/C*)	0.81	0.84			0.75	0.75		0.07				
Capacity (*c*), veh/h	308	3143			3146	1255		129				
Volume-to-Capacity Ratio (*X*)	0.721	0.346			0.539	0.873		0.262				
Back of Queue (*Q*), ft/ln (95 th percentile)	198	96			252	749		49				
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	3.8			9.9	29.7		1.9				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00		0.00				
Uniform Delay (d_1), s/veh	14.4	2.3			7.0	12.0		57.4				
Incremental Delay (d_2), s/veh	3.2	0.2			0.7	8.6		0.4				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0		0.0				
Control Delay (*d*), s/veh	17.6	2.5			7.7	20.6		57.7	0.0			
Level of Service (LOS)	B	A			A	C		E	A			
Approach Delay, s/veh / LOS	5.1	A		12.7	B		3.5	A		0.0		
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.59	B	1.34	A	2.48	B	2.48	B
Bicycle LOS Score / LOS	1.61	B	2.02	B	1.40	A		

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HCS Signalized Intersection Results Summary

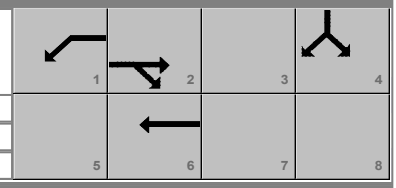
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/25/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	Gibson & I-25 SB Ramps	File Name	2038 NB PM INT 9 & 10 - Gibson and RAMPS.xus		
Project Description	2038 No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		627	28	729	865					578		189

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	30	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	31.3	54.9	25.8	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	2.0	4.0				9.0
Phase Duration, s		60.9	37.3	98.2				31.8
Change Period, ($Y+R_c$), s		6.0	6.0	6.0				6.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (g_s), s			29.3					23.7
Green Extension Time (g_e), s		0.0	2.0	0.0				2.1
Phase Call Probability			1.00					1.00
Max Out Probability			0.00					0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7		14
Adjusted Flow Rate (*v*), veh/h		682	30	791	939					628		205
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1802	1695	1821	1859					1821		1629
Queue Service Time (g_s), s		10.8	1.4	27.3	15.9					21.7		15.0
Cycle Queue Clearance Time (g_c), s		10.8	1.4	27.3	15.9					21.7		15.0
Green Ratio (*g/C*)		0.42	0.42	0.24	0.71					0.20		0.20
Capacity (*c*), veh/h		2283	716	877	2637					723		323
Volume-to-Capacity Ratio (*X*)		0.299	0.043	0.903	0.356					0.869		0.635
Back of Queue (*Q*), ft/ln (95 th percentile)		208	26	443	270					384		265
Back of Queue (*Q*), veh/ln (95 th percentile)		8.2	1.0	17.4	10.6					15.1		10.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00					0.00		0.59
Uniform Delay (d_1), s/veh		24.8	22.1	45.7	10.1					50.5		47.8
Incremental Delay (d_2), s/veh		0.3	0.1	2.3	0.3					1.3		0.8
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay (*d*), s/veh		25.2	22.2	48.1	10.4					51.8		48.6
Level of Service (LOS)		C	C	D	B					D		D
Approach Delay, s/veh / LOS	25.0	C		27.6	C		0.0			51.0	D	
Intersection Delay, s/veh / LOS	33.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.87	B	2.62	C	2.48	B
Bicycle LOS Score / LOS	0.88	A	1.92	B				F

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HCS Two-Way Stop-Control Report

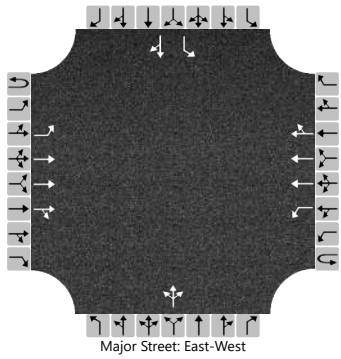
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	No Build AM

Site Information

Intersection	Ave Cesar Chavez/West Rd
Jurisdiction	
East/West Street	Avenida Cesar Chavez
North/South Street	
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	1	78	810	0	3	0	1017	20		0	0	0		4	0	141
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		25	0	1
Proportion Time Blocked																
Percent Grade (%)									0				-1			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				6.40	6.50	7.10		6.70	6.30	7.02
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				3.80	4.00	3.90		4.05	4.00	3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		93				4					0			5		166
Capacity, c (veh/h)		311				657					0			98		383
v/c Ratio		0.30				0.01								0.05		0.43
95% Queue Length, Q_{95} (veh)		1.2				0.0								0.2		2.1
95% Queue Length, Q_{95} (ft)		30.0				0.0								6.0		52.9
Control Delay (s/veh)		21.4				10.5								43.7		21.4
Level of Service (LOS)		C				B								E		C
Approach Delay (s/veh)	1.9				0.0								22.0			
Approach LOS	A				A								C			

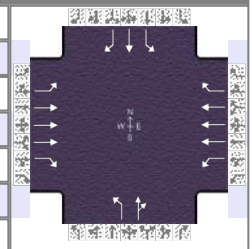
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Bowman

Appendix O
Build (2038) Capacity Analysis

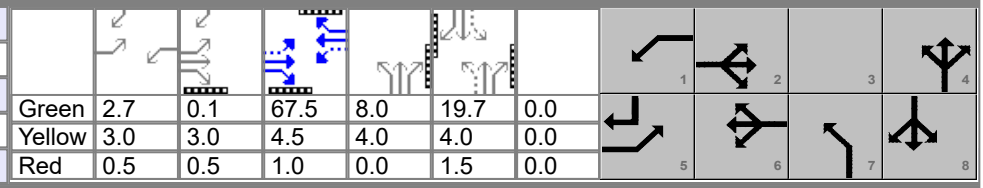
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.91
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	University and Gibson	File Name	2038 B AM INT 1 - Gibson and University.xus		
Project Description	2038 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	2273	97	44	1061	112	188	80	45	164	22	64

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.7	0.1	67.5	8.0	19.7	0.0
Yellow	3.0	3.0	4.5	4.0	4.0	0.0
Red	0.5	0.5	1.0	0.0	1.5	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	9.8	76.6	6.2	73.0	12.0	37.2		25.2
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s	6.1		3.3		10.0	8.9		19.0
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	0.7		0.7
Phase Call Probability	0.99		0.80		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.00

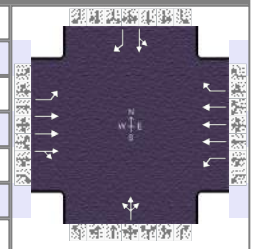
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	155	2498	68	48	1166	93	207	130		180	24	33
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1822	1913	1621	1918	2045	1693	1837	1779		1241	2041	1703
Queue Service Time (g_s), s	4.1	37.7	2.1	1.3	12.3	3.1	8.0	6.9		17.0	1.2	1.9
Cycle Queue Clearance Time (g_c), s	4.1	37.7	2.1	1.3	12.3	3.1	8.0	6.9		17.0	1.2	1.9
Green Ratio (*g/C*)	0.63	0.59	0.59	0.58	0.56	0.56	0.25	0.26		0.16	0.16	0.22
Capacity (*c*), veh/h	371	3400	961	138	3449	952	392	470		264	336	370
Volume-to-Capacity Ratio (*X*)	0.418	0.735	0.071	0.350	0.338	0.098	0.527	0.276		0.683	0.072	0.089
Back of Queue (*Q*), ft/ln (95 th percentile)	69	550	34	25	239	55	60	140		232	27	35
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	21.7	1.3	1.0	9.2	2.1	2.4	5.4		9.0	1.1	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.31	0.00	0.21	0.16	0.00	0.38	0.35	0.00		0.00	0.00	0.35
Uniform Delay (d_1), s/veh	10.2	17.6	10.4	19.1	14.2	12.2	39.3	35.0		49.0	42.4	37.5
Incremental Delay (d_2), s/veh	0.3	1.4	0.1	0.6	0.3	0.2	0.7	0.1		1.2	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	10.5	19.1	10.5	19.7	14.5	12.4	40.0	35.1		50.2	42.4	37.5
Level of Service (LOS)	B	B	B	B	B	B	D	D		D	D	D
Approach Delay, s/veh / LOS	18.4	B		14.5	B		38.1	D		47.6	D	
Intersection Delay, s/veh / LOS	20.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.13	B	2.76	C	2.78	C
Bicycle LOS Score / LOS	1.98	B	1.21	A	1.04	A	0.88	A

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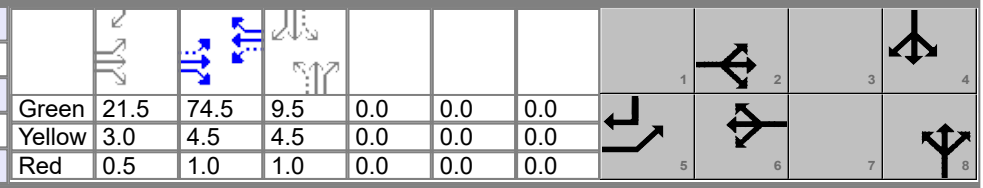
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.93
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	Gibson & Alumni	File Name	2038 B AM INT 1 & 7 - Gibson and University and…		
Project Description	2038 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	65	2508	10	10	1191	20	3	0	6	16	0	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	38	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	21.5	74.5	9.5	0.0	0.0	0.0
Yellow	3.0	4.5	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		5.3		8.0		7.0
Phase Duration, s	25.0	105.0		80.0		15.0		15.0
Change Period, ($Y+R_c$), s	3.5	5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.8					2.6		3.3
Green Extension Time (g_e), s	0.1	0.0		0.0		0.1		0.1
Phase Call Probability	1.00					0.79		0.79
Max Out Probability	0.00					0.00		0.00

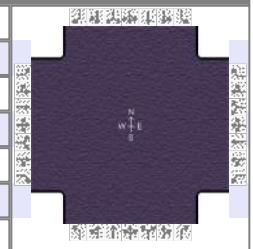
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	70	1738	969	12	1407	24		10			17	20
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1905	1764	1965	108	1332	1695		1667			1432	1695
Queue Service Time (g_s), s	0.8	19.9	20.0	3.0	20.1	0.4		0.0			0.7	1.1
Cycle Queue Clearance Time (g_c), s	0.8	19.9	20.0	3.0	20.1	0.4		0.6			1.3	1.1
Green Ratio (*g/C*)	0.82	0.83	0.83	0.62	0.62	0.62		0.08			0.08	0.26
Capacity (*c*), veh/h	577	2925	1629	127	2481	1052		172			174	438
Volume-to-Capacity Ratio (*X*)	0.121	0.594	0.595	0.093	0.567	0.022		0.056			0.099	0.047
Back of Queue (*Q*), ft/ln (95 th percentile)	13	186	212	5	204	6		12			22	21
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	7.3	8.5	0.2	7.9	0.2		0.5			0.9	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.06	0.00	0.00	0.00	0.00	0.04		0.00			0.00	0.00
Uniform Delay (d_1), s/veh	4.6	3.5	3.5	4.7	9.3	5.0		51.1			51.5	33.4
Incremental Delay (d_2), s/veh	0.4	0.9	1.6	1.4	0.9	0.0		0.0			0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh	5.0	4.4	5.1	6.1	10.2	5.1		51.2			51.6	33.4
Level of Service (LOS)	A	A	A	A	B	A		D			D	C
Approach Delay, s/veh / LOS	4.6	A		10.0	B		51.2	D		41.7	D	
Intersection Delay, s/veh / LOS	6.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.59	B	1.88	B	2.74	C	2.61	C
Bicycle LOS Score / LOS	2.02	B	1.21	A	0.50	A	0.55	A

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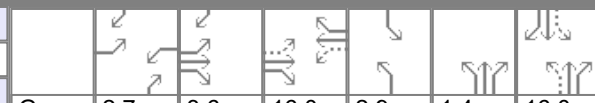
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.89
Urban Street	Avenida Cesar Chavez	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	Cesar Chavez and Univ…	File Name	2038 B AM INT 2 Chavez & University.xus		
Project Description	2038 Build AM				

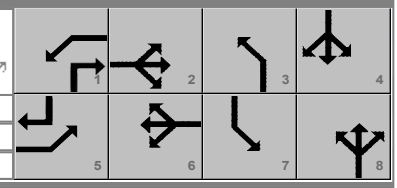


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	286	539	164	63	305	47	101	270	65	62	191	86

Signal Information			
Cycle, s	64.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.7	3.6	16.0	2.9	1.4	16.0						
Yellow	3.0	3.0	4.0	3.0	0.0	4.0						
Red	0.5	0.5	1.5	0.5	0.0	1.5						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.3	28.6	6.2	21.5	7.8	22.9	6.4	21.5
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.0
Queue Clearance Time (g_s), s	9.7	11.6	3.7	6.2	4.8	5.8	4.0	4.8
Green Extension Time (g_e), s	0.2	2.6	0.1	2.7	0.1	1.3	0.1	1.3
Phase Call Probability	1.00	1.00	0.72	1.00	0.87	1.00	0.71	1.00
Max Out Probability	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

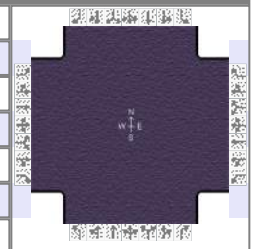
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	321	449	334	71	235	155	113	303	66	70	215	56
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1837	1203	1760	1944	1503	1920	1884	1994	1557	1617	1947	1610
Queue Service Time (g_s), s	7.7	9.4	9.6	1.7	4.1	4.2	2.8	3.8	2.0	2.0	2.8	1.4
Cycle Queue Clearance Time (g_c), s	7.7	9.4	9.6	1.7	4.1	4.2	2.8	3.8	2.0	2.0	2.8	1.4
Green Ratio (*g/C*)	0.43	0.36	0.36	0.29	0.25	0.25	0.32	0.27	0.31	0.30	0.25	0.40
Capacity (*c*), veh/h	573	868	635	323	750	479	479	1080	488	352	972	649
Volume-to-Capacity Ratio (*X*)	0.561	0.517	0.527	0.219	0.314	0.323	0.237	0.281	0.136	0.198	0.221	0.087
Back of Queue (*Q*), ft/ln (95 th percentile)	126	106	156	32	60	78	50	73	28	35	53	20
Back of Queue (*Q*), veh/ln (95 th percentile)	4.9	4.1	6.2	1.3	2.4	3.1	1.9	2.9	1.1	1.2	2.1	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.84	0.00	0.00	0.24	0.00	0.00	0.36	0.00	0.11	0.20	0.00	0.00
Uniform Delay (d_1), s/veh	12.9	16.1	16.2	16.9	19.6	19.6	16.0	18.5	15.8	16.8	19.1	11.8
Incremental Delay (d_2), s/veh	0.4	0.2	0.3	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.3	16.3	16.4	17.0	19.7	19.8	16.1	18.5	15.8	16.9	19.2	11.9
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B
Approach Delay, s/veh / LOS	15.4	B		19.3	B		17.6	B		17.5	B	
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.48	B	2.57	C	2.58	C
Bicycle LOS Score / LOS	1.10	A	0.74	A	0.89	A	0.77	A

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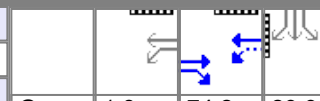
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.89
Urban Street	Avendia Cesar Chavez	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	I-25 SB Ramps and Ave…	File Name	2038 B AM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2038 Build AM				

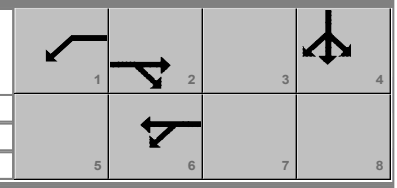


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1341	44	35	328					687	1	346

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.8	74.2	29.9	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		78.9	5.3	84.2				35.8
Change Period, ($Y+R_c$), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (g_s), s			2.6					27.8
Green Extension Time (g_e), s		0.0	0.0	0.0				2.5
Phase Call Probability			0.61					1.00
Max Out Probability			0.00					0.00

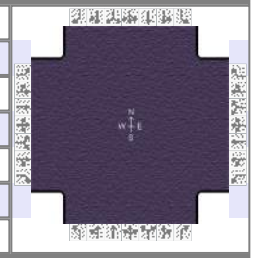
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		1507	49	28	265					417	356	389
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1364		1905	1953					1890	1891	
Queue Service Time (g_s), s		26.9		0.6	4.5					25.4	20.8	
Cycle Queue Clearance Time (g_c), s		26.9		0.6	4.5					25.4	20.8	
Green Ratio (*g/C*)		0.62		0.65	0.66					0.25	0.25	
Capacity (*c*), veh/h		2520		227	2580					477	477	
Volume-to-Capacity Ratio (*X*)		0.598		0.124	0.103					0.875	0.747	
Back of Queue (*Q*), ft/ln (95 th percentile)		319		11	87					444	385	
Back of Queue (*Q*), veh/ln (95 th percentile)		12.6		0.5	3.4					17.6	14.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.07	0.00					1.11	0.00	
Uniform Delay (d_1), s/veh		14.0		11.4	11.8					43.1	41.3	
Incremental Delay (d_2), s/veh		1.1		0.1	0.1					2.0	0.9	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		15.1	0.0	11.5	11.8					45.1	42.2	0.0
Level of Service (LOS)		B	A	B	B					D	D	A
Approach Delay, s/veh / LOS	14.6	B		11.8	B		0.0			29.1	C	
Intersection Delay, s/veh / LOS	19.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.88	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.34	A	0.82	A			2.40	B

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.85
Urban Street	Avendia Cesar Chavez	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	I-25 NB Ramps and Ave…	File Name	2038 B AM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2038 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	751	1277			301	304	63	2	164			

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	26	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	16.5	75.1	14.5	0.0	0.0	0.0	5	6	7	8
Yellow	3.0	4.0	4.5	0.0	0.0	0.0				
Red	0.5	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	20.2	99.3		79.0		20.7		
Change Period, ($Y+R_c$), s	3.5	5.0		5.0		5.5		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (g_s), s	15.0					15.0		
Green Extension Time (g_e), s	1.7	0.0		0.0		0.2		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.87		

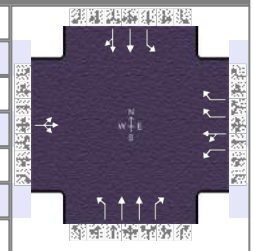
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	734	1249			354	358		76	193			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1875	1984			978			2005				
Queue Service Time (g_s), s	13.0	17.0			10.2			4.2				
Cycle Queue Clearance Time (g_c), s	13.0	17.0			10.2			4.2				
Green Ratio (*g/C*)	0.77	0.79			0.62			0.13				
Capacity (*c*), veh/h	867	3118			1206			255				
Volume-to-Capacity Ratio (*X*)	0.847	0.401			0.294			0.300				
Back of Queue (*Q*), ft/ln (95 th percentile)	210	232			100			97				
Back of Queue (*Q*), veh/ln (95 th percentile)	8.2	9.2			3.9			3.8				
Queue Storage Ratio (*RQ*) (95 th percentile)	1.23	0.00			0.00			0.00				
Uniform Delay (d_1), s/veh	8.9	7.1			10.8			47.5				
Incremental Delay (d_2), s/veh	0.2	0.1			0.6			0.2				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	9.1	7.1			11.4	0.0		47.8	0.0			
Level of Service (LOS)	A	A			B	A		D	A			
Approach Delay, s/veh / LOS	7.9	A		5.7	A		13.6	B		0.0		
Intersection Delay, s/veh / LOS	7.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.37	A	2.32	B	2.32	B
Bicycle LOS Score / LOS	2.46	B	1.07	A	0.93	A		

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HCS Signalized Intersection Results Summary

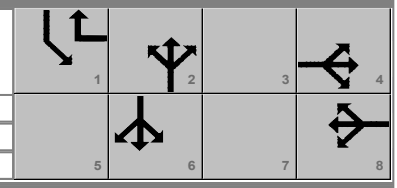
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/18/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.90
Urban Street	Broadway Blvd.	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	Broadway and Gibson B…	File Name	2038 B AM INT 5 - Gibson and Broadway.xus		
Project Description	2038 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	15	0	224	9	260	4	471	304	372	232	7

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	21.7	30.5	9.6	36.2	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.5	1.5	3.0	3.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		12.0		9.0		5.3	1.0	4.0
Phase Duration, s		15.6		43.2		36.0	25.2	61.2
Change Period, ($Y+R_c$), s		6.0		7.0		5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		3.7		9.5			21.0	
Green Extension Time (g_e), s		0.0		1.1		0.0	0.7	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.00			0.00	

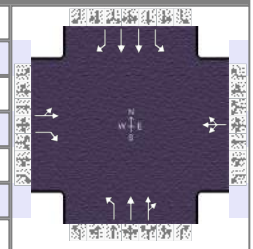
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		29		149	110	256	4	523	338	413	131	134
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1891		1816	1821	1527	911	1840		1845	1767	1794
Queue Service Time (g_s), s		1.7		7.5	5.4	5.7	0.4	14.8		19.0	5.2	5.2
Cycle Queue Clearance Time (g_c), s		1.7		7.5	5.4	5.7	0.4	14.8		19.0	5.2	5.2
Green Ratio (*g/C*)		0.08		0.30	0.30	0.48	0.25	0.25		0.45	0.46	0.46
Capacity (*c*), veh/h		151		548	549	1472	292	936		506	820	833
Volume-to-Capacity Ratio (*X*)		0.191		0.273	0.199	0.174	0.015	0.559		0.816	0.160	0.161
Back of Queue (*Q*), ft/ln (95 th percentile)		43		164	123	93	6	302		348	108	100
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7		6.2	4.5	3.6	0.2	11.3		13.5	3.9	4.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.09	0.00		2.90	0.00	0.00
Uniform Delay (d_1), s/veh		51.6		31.9	31.1	17.6	33.5	38.9		25.5	18.6	18.6
Incremental Delay (d_2), s/veh		2.8		1.2	0.8	0.3	0.1	2.4		4.4	0.4	0.4
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		54.4		33.1	31.9	17.8	33.6	41.3	0.0	29.9	19.0	19.0
Level of Service (LOS)		D		C	C	B	C	D	A	C	B	B
Approach Delay, s/veh / LOS	54.4	D		25.3	C		25.1	C		25.6	C	
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.32	B	2.34	B	1.69	B
Bicycle LOS Score / LOS	0.54	A	1.34	A	1.20	A	1.05	A

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HCS Signalized Intersection Results Summary

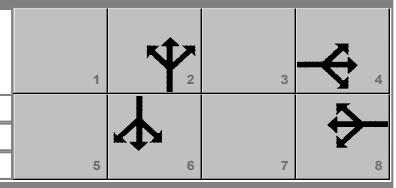
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	Mar 27, 2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.81
Urban Street	University Blvd	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	University and Site Access	File Name	2038 B AM INT 6 - University and Ex Dwy.xus		
Project Description	2038 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	62	0	7	0	0	1	12	378	2	11	172	100

Signal Information			
Cycle, s	29.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	3.0	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		7.0		8.0		6.0		5.0
Phase Duration, s		8.5		8.5		20.5		20.5
Change Period, (*Y+R c*), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		3.2		3.2		3.1		3.1
Queue Clearance Time (*g s*), s		3.5		2.0		4.1		4.3
Green Extension Time (*g e*), s		0.1		0.1		1.6		1.6
Phase Call Probability		0.50		0.50		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		77	9		0		15	219	250	14	212	123
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1438	1655		0		1188	1709	1950	939	1570	1695
Queue Service Time (*g s*), s		1.5	0.1		0.0		0.2	2.1	2.1	0.2	1.0	1.1
Cycle Queue Clearance Time (*g c*), s		1.5	0.1		0.0		1.2	2.1	2.1	2.3	1.0	1.1
Green Ratio (*g/C*)		0.10	0.10				0.52	0.52	0.52	0.52	0.52	0.52
Capacity (*c*), veh/h		398	172				821	884	1008	667	1623	876
Volume-to-Capacity Ratio (*X*)		0.192	0.050		0.000		0.018	0.248	0.248	0.020	0.131	0.141
Back of Queue (*Q*), ft/ln (95 th percentile)		17	2		0		1	7	8	1	3	4
Back of Queue (*Q*), veh/ln (95 th percentile)		0.7	0.1		0.0		0.0	0.3	0.3	0.0	0.1	0.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.01	0.00	0.00
Uniform Delay (*d 1*), s/veh		12.3	11.7				3.9	3.9	3.9	4.5	3.6	3.7
Incremental Delay (*d 2*), s/veh		0.1	0.0		0.0		0.0	0.1	0.0	0.0	0.0	0.0
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		12.4	11.8				3.9	3.9	3.9	4.5	3.6	3.7
Level of Service (LOS)		B	B				A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.3	B		11.7	B		3.9	A		3.7	A	
Intersection Delay, s/veh / LOS	4.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.41	B	1.62	B	1.85	B
Bicycle LOS Score / LOS	0.63	A	0.49	A	0.89	A	0.78	A

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HCS Two-Way Stop-Control Report

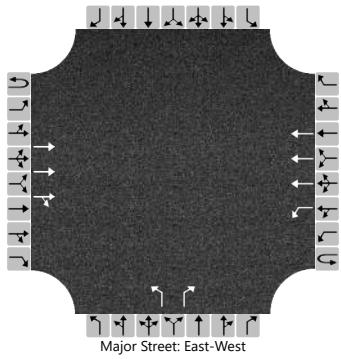
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Build AM

Site Information

Intersection	Gibson Blvd/Mulberry St
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			2561	49	4	20	1236			20		36				
Percent Heavy Vehicles (%)					0	0				0		7				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)					5.6	5.3				6.4		7.1				
Critical Headway (sec)					5.60	5.30				5.70		7.24				
Base Follow-Up Headway (sec)					2.3	3.1				3.8		3.9				
Follow-Up Headway (sec)					2.30	3.10				3.80		3.97				

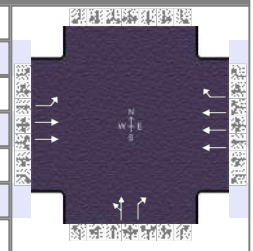
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25				21		38				
Capacity, c (veh/h)						58				18		114				
v/c Ratio						0.43				1.13		0.33				
95% Queue Length, Q_{95} (veh)						1.6				2.9		1.3				
95% Queue Length, Q_{95} (ft)						40.0				72.5		34.3				
Control Delay (s/veh)						106.7				546.3		51.5				
Level of Service (LOS)						F				F		F				
Approach Delay (s/veh)					2.0				228.2							
Approach LOS					A				F							

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/25/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.92
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	Gibson & I-25 NB Ramps	File Name	2038 B AM INT 9 & 10 - Gibson and RAMPS.xus		
Project Description	2038 Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	164	1811			658	595	27	0	740			

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	74	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	6.0	97.0	9.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	12.0	115.0		103.0		15.0		
Change Period, ($Y+R_c$), s	6.0	6.0		6.0		6.0		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (g_s), s	4.9					11.0		
Green Extension Time (g_e), s	0.1	0.0		0.0		0.0		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.13					1.00		

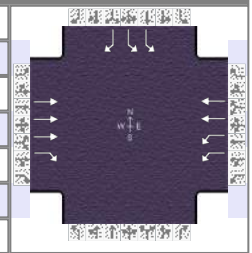
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	178	1968			715	647		29	804			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1741	1874			1401	1642		1860				
Queue Service Time (g_s), s	2.9	41.4			6.8	21.4		1.9				
Cycle Queue Clearance Time (g_c), s	2.9	41.4			6.8	21.4		1.9				
Green Ratio (*g/C*)	0.81	0.84			0.75	0.75		0.07				
Capacity (*c*), veh/h	610	3143			3135	1225		129				
Volume-to-Capacity Ratio (*X*)	0.292	0.626			0.228	0.528		0.228				
Back of Queue (*Q*), ft/ln (95 th percentile)	37	588			84	293		42				
Back of Queue (*Q*), veh/ln (95 th percentile)	1.3	23.2			3.2	11.3		1.7				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00		0.00				
Uniform Delay (d_1), s/veh	3.0	11.4			5.0	6.9		57.2				
Incremental Delay (d_2), s/veh	0.1	0.5			0.2	1.6		0.3				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0		0.0				
Control Delay (*d*), s/veh	3.1	12.0			5.2	8.5		57.5	0.0			
Level of Service (LOS)	A	B			A	A		E	A			
Approach Delay, s/veh / LOS	11.2	B		6.8	A		2.0	A		0.0		
Intersection Delay, s/veh / LOS	8.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.59	B	1.34	A	2.48	B	2.48	B
Bicycle LOS Score / LOS	2.26	B	1.24	A	1.86	B		

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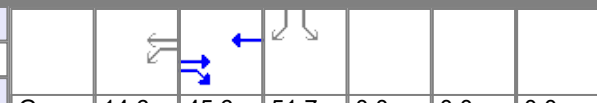
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/25/2025	Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.92
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 7:15
Intersection	Gibson & I-25 SB Ramps	File Name	2038 B AM INT 9 & 10 - Gibson and RAMPS.xus		
Project Description	2038 Build AM				

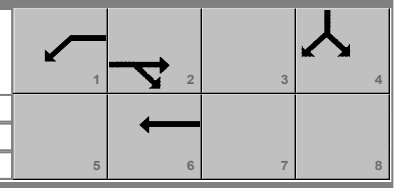


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		698	22	301	384					1277		123

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	30	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	14.6	45.6	51.7	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	2.0	4.0				9.0
Phase Duration, s		51.6	20.6	72.3				57.7
Change Period, ($Y+R_c$), s		6.0	6.0	6.0				6.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.1
Queue Clearance Time (g_s), s			14.0					49.6
Green Extension Time (g_e), s		0.0	0.6	0.0				2.1
Phase Call Probability			1.00					1.00
Max Out Probability			0.00					0.77

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7		14
Adjusted Flow Rate (*v*), veh/h		759	24	327	417					1388		134
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1745	1417	1763	1845					1835		1642
Queue Service Time (g_s), s		14.3	1.4	12.0	9.6					47.6		6.9
Cycle Queue Clearance Time (g_c), s		14.3	1.4	12.0	9.6					47.6		6.9
Green Ratio (*g/C*)		0.35	0.35	0.11	0.51					0.40		0.40
Capacity (*c*), veh/h		1838	498	397	1881					1460		653
Volume-to-Capacity Ratio (*X*)		0.413	0.048	0.824	0.222					0.951		0.205
Back of Queue (*Q*), ft/ln (95 th percentile)		265	27	256	199					788		126
Back of Queue (*Q*), veh/ln (95 th percentile)		10.2	0.9	9.8	7.7					31.3		4.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00					0.00		0.28
Uniform Delay (d_1), s/veh		32.0	27.8	61.9	21.7					37.9		25.7
Incremental Delay (d_2), s/veh		0.7	0.2	1.6	0.3					12.6		0.1
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay (*d*), s/veh		32.7	28.0	63.6	22.0					50.5		25.7
Level of Service (LOS)		C	C	E	C					D		C
Approach Delay, s/veh / LOS	32.6	C		40.3	D		0.0			48.3	D	
Intersection Delay, s/veh / LOS	42.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.91	B	2.62	C	2.48	B
Bicycle LOS Score / LOS	0.92	A	1.10	A				F

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HCS Two-Way Stop-Control Report

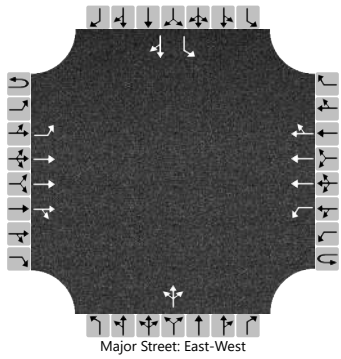
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Build AM

Site Information

Intersection	Ave Cesar Chavez/West Rd
Jurisdiction	
East/West Street	Avenida Cesar Chavez
North/South Street	
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	1	322	1076	42	0	0	544	16		26	0	0		1	0	26
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	21
Proportion Time Blocked																
Percent Grade (%)									0				-1			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30				5.30				6.40	6.50	7.10		6.20	6.30	7.42
Base Follow-Up Headway (sec)	2.3	3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10				3.10				3.80	4.00	3.90		3.80	4.00	4.11

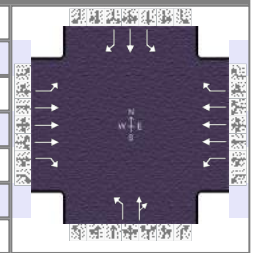
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		394				0					32			1		32
Capacity, c (veh/h)		563				265					9			41		523
v/c Ratio		0.70				0.00					3.63			0.03		0.06
95% Queue Length, Q_{95} (veh)		5.5				0.0					5.2			0.1		0.2
95% Queue Length, Q_{95} (ft)		137.5				0.0					130.0			2.5		5.8
Control Delay (s/veh)		25.0				18.6					2020.4			94.4		12.3
Level of Service (LOS)		C				C					F			F		B
Approach Delay (s/veh)	5.6				0.0				2020.4				15.4			
Approach LOS	A				A				F				C			

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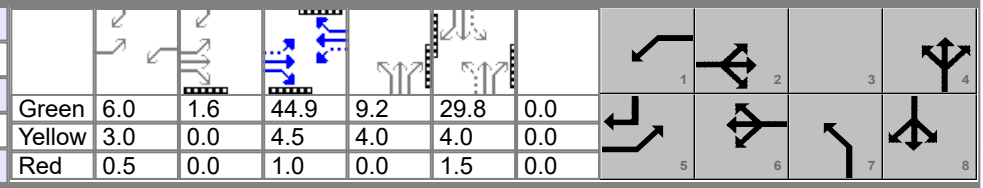
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	MD Peak	PHF	0.91
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 11:15
Intersection	University and Gibson	File Name	2038 B MD INT 1 - Gibson and University.xus		
Project Description	2038 Build MD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	1112	180	116	1263	143	219	132	131	251	93	150

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.0	1.6	44.9	9.2	29.8	0.0
Yellow	3.0	0.0	4.5	4.0	4.0	0.0
Red	0.5	0.0	1.0	0.0	1.5	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	11.1	52.0	9.5	50.4	13.2	48.5		35.3
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.0	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.4		3.4
Queue Clearance Time (g_s), s	7.5		6.0		11.2	13.2		28.8
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	1.8		1.0
Phase Call Probability	0.99		0.98		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.47

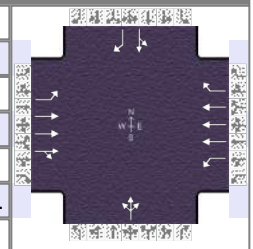
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	159	1222	148	127	1388	112	241	260		276	102	127
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1822	1897	1634	2023	1954	1760	1866	1818		1101	2041	1703
Queue Service Time (g_s), s	5.5	17.4	6.3	4.0	20.2	4.4	9.2	11.2		26.8	4.2	5.9
Cycle Queue Clearance Time (g_c), s	5.5	17.4	6.3	4.0	20.2	4.4	9.2	11.2		26.8	4.2	5.9
Green Ratio (*g/C*)	0.48	0.42	0.42	0.46	0.41	0.41	0.37	0.39		0.27	0.27	0.34
Capacity (*c*), veh/h	276	2406	691	297	2391	718	521	711		364	554	580
Volume-to-Capacity Ratio (*X*)	0.577	0.508	0.215	0.430	0.580	0.156	0.462	0.366		0.757	0.185	0.220
Back of Queue (*Q*), ft/ln (95 th percentile)	101	306	110	80	360	84	197	205		312	92	106
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	12.0	4.4	3.2	14.0	3.3	7.8	8.2		12.1	3.7	4.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.46	0.00	0.67	0.50	0.00	0.58	1.16	0.00		0.00	0.00	1.06
Uniform Delay (d_1), s/veh	19.7	23.3	20.2	18.9	25.3	20.6	25.5	23.8		39.0	30.8	25.9
Incremental Delay (d_2), s/veh	0.7	0.8	0.7	0.4	1.0	0.5	0.2	0.1		6.0	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	20.4	24.1	20.9	19.3	26.3	21.1	25.8	23.9		44.9	30.8	25.9
Level of Service (LOS)	C	C	C	B	C	C	C	C		D	C	C
Approach Delay, s/veh / LOS	23.4	C		25.4	C		24.8	C		37.3	D	
Intersection Delay, s/veh / LOS	26.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	2.16	B	2.76	C	2.78	C
Bicycle LOS Score / LOS	1.33	A	1.38	A	1.31	A	1.32	A

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HCS Signalized Intersection Results Summary

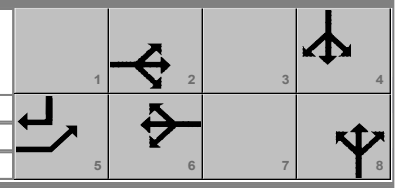
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	MD Peak	PHF	0.95
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 11:15
Intersection	Gibson & Alumni	File Name	2038 B MD INT 1 & 7 - Gibson and University and…		
Project Description	2038 Build MD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	268	1177	51	38	1274	213	18	0	44	184	0	293

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	95	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.5	69.5	14.5	0.0	0.0	0.0						
Yellow	3.0	4.5	4.5	0.0	0.0	0.0						
Red	0.5	1.0	1.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		5.3		8.0		7.0
Phase Duration, s	15.0	90.0		75.0		20.0		20.0
Change Period, ($Y+R_c$), s	3.5	5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.4		3.4
Queue Clearance Time (g_s), s	6.7					5.7		16.5
Green Extension Time (g_e), s	0.2	0.0		0.0		1.0		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.21					0.07		1.00

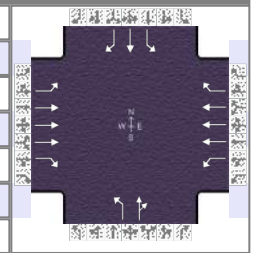
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	282	685	608	43	1435	240		65			194	308
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1905	1082	1923	423	1459	1655		1748			1381	1668
Queue Service Time (g_s), s	4.7	11.8	11.8	0.9	12.8	1.8		0.0			10.8	14.5
Cycle Queue Clearance Time (g_c), s	4.7	11.8	11.8	0.9	12.8	1.8		3.7			14.5	14.5
Green Ratio (*g/C*)	0.75	0.77	0.77	0.63	0.63	0.63		0.13			0.13	0.24
Capacity (*c*), veh/h	458	1663	1477	333	2765	1046		273			247	394
Volume-to-Capacity Ratio (*X*)	0.616	0.412	0.412	0.129	0.519	0.229		0.239			0.783	0.782
Back of Queue (*Q*), ft/ln (95 th percentile)	93	89	156	6	126	27		75			261	347
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7	3.5	6.3	0.2	4.9	1.1		2.9			10.4	13.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.40	0.00	0.00	0.00	0.00	0.17		0.00			0.00	0.00
Uniform Delay (d_1), s/veh	8.0	4.3	4.3	1.4	5.6	1.9		43.1			48.2	39.3
Incremental Delay (d_2), s/veh	6.1	0.8	0.9	0.7	0.6	0.4		0.2			13.8	9.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh	14.1	5.1	5.2	2.1	6.2	2.3		43.2			62.0	48.3
Level of Service (LOS)	B	A	A	A	A	A		D			E	D
Approach Delay, s/veh / LOS	6.7	A		5.5	A		43.2	D		53.6	D	
Intersection Delay, s/veh / LOS	12.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.62	B	1.88	B	2.73	C	2.60	C
Bicycle LOS Score / LOS	1.35	A	1.37	A	0.60	A	1.32	A

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	University and Gibson	File Name	2038 B PM INT 1 - Gibson and University.xus		
Project Description	2038 Build PM				

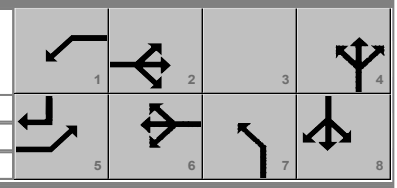


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	171	1207	141	69	2226	223	225	124	58	208	77	186

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.1	1.8	64.1	11.1	26.3	0.0						
Yellow	3.0	3.0	4.5	4.0	4.0	0.0						
Red	0.5	0.5	1.0	0.5	1.5	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4		8
Case Number	1.1	3.0	1.1	3.0	1.0	4.0		5.3
Phase Duration, s	13.0	74.9	7.6	69.6	15.6	47.4		31.8
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	4.5	5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0	3.0	0.0	3.1	3.2		3.2
Queue Clearance Time (g_s), s	9.3		4.4		13.1	11.1		25.3
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0	0.0	1.3		1.0
Phase Call Probability	1.00		0.93		1.00	1.00		1.00
Max Out Probability	0.00		0.00		1.00	0.00		0.09

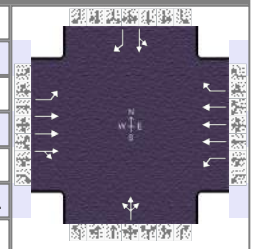
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	184	1298	115	74	2394	176	242	176		224	83	165
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1792	1913	1648	1993	2093	1773	1881	1877		1218	2041	1730
Queue Service Time (g_s), s	7.3	17.7	4.5	2.4	40.6	7.3	11.1	9.1		23.3	4.4	9.9
Cycle Queue Clearance Time (g_c), s	7.3	17.7	4.5	2.4	40.6	7.3	11.1	9.1		23.3	4.4	9.9
Green Ratio (*g/C*)	0.58	0.53	0.53	0.52	0.49	0.49	0.30	0.32		0.20	0.20	0.28
Capacity (*c*), veh/h	211	3065	880	291	3095	874	439	605		302	413	476
Volume-to-Capacity Ratio (*X*)	0.871	0.423	0.131	0.255	0.773	0.202	0.551	0.291		0.741	0.200	0.345
Back of Queue (*Q*), ft/ln (95 th percentile)	153	306	77	48	682	138	41	187		297	99	188
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	12.0	3.1	1.9	26.8	5.4	1.6	7.4		11.8	4.0	7.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.00	0.47	0.30	0.00	0.95	0.24	0.00		0.00	0.00	1.88
Uniform Delay (d_1), s/veh	32.2	18.2	15.2	16.2	27.0	18.5	37.4	32.9		50.6	43.1	37.7
Incremental Delay (d_2), s/veh	7.0	0.4	0.3	0.2	1.9	0.5	0.9	0.1		4.5	0.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	39.2	18.7	15.5	16.4	28.9	19.1	38.3	33.0		55.1	43.2	37.9
Level of Service (LOS)	D	B	B	B	C	B	D	C		E	D	D
Approach Delay, s/veh / LOS	20.8	C		27.9	C		36.1	D		47.0	D	
Intersection Delay, s/veh / LOS	28.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	2.15	B	2.80	C	2.78	C
Bicycle LOS Score / LOS	1.37	A	1.94	B	1.18	A	1.26	A

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.97
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	Gibson & Alumni	File Name	2038 B PM INT 1 & 7 - Gibson and University and…		
Project Description	2038 Build PM				

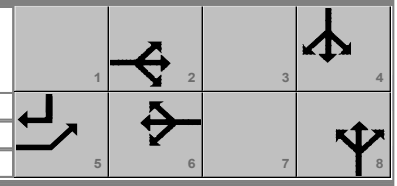


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	206	1362	32	29	2154	181	9	0	38	128	0	259

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	90	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.5	84.5	14.5	0.0	0.0	0.0
Yellow	3.0	4.5	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		5.3		8.0		7.0
Phase Duration, s	20.0	110.0		90.0		20.0		20.0
Change Period, ($Y+R_c$), s	3.5	5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s	3.0	0.0		0.0		3.4		3.4
Queue Clearance Time (g_s), s	8.3					5.4		16.5
Green Extension Time (g_e), s	0.2	0.0		0.0		0.8		0.0
Phase Call Probability	1.00					1.00		1.00
Max Out Probability	0.01					0.04		1.00

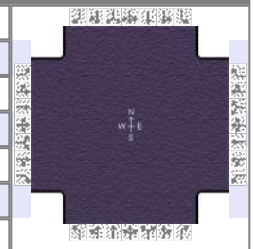
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	212	801	636	35	2584	217		48			132	267
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1905	1228	1951	378	1597	1695		1731			1390	1695
Queue Service Time (g_s), s	6.3	12.3	12.3	0.6	34.0	1.0		0.0			8.7	14.5
Cycle Queue Clearance Time (g_c), s	6.3	12.3	12.3	0.6	34.0	1.0		3.4			12.1	14.5
Green Ratio (*g/C*)	0.79	0.80	0.80	0.65	0.65	0.65		0.11			0.11	0.24
Capacity (*c*), veh/h	345	1974	1568	301	3115	1102		226			210	404
Volume-to-Capacity Ratio (*X*)	0.616	0.406	0.406	0.116	0.829	0.197		0.214			0.627	0.661
Back of Queue (*Q*), ft/ln (95 th percentile)	221	103	164	4	181	16		68			201	323
Back of Queue (*Q*), veh/ln (95 th percentile)	8.8	4.1	6.6	0.1	7.1	0.6		2.7			8.0	12.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.96	0.00	0.00	0.00	0.00	0.10		0.00			0.00	0.00
Uniform Delay (d_1), s/veh	32.0	3.7	3.7	1.0	5.5	1.1		52.8			56.7	44.7
Incremental Delay (d_2), s/veh	8.0	0.6	0.8	0.5	1.7	0.2		0.2			4.4	3.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh	40.0	4.3	4.5	1.5	7.2	1.4		53.0			61.1	47.9
Level of Service (LOS)	D	A	A	A	A	A		D			E	D
Approach Delay, s/veh / LOS	9.0	A		6.7	A		53.0	D		52.3	D	
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.88	B	2.74	C	2.61	C
Bicycle LOS Score / LOS	1.39	A	1.83	B	0.57	A	1.15	A

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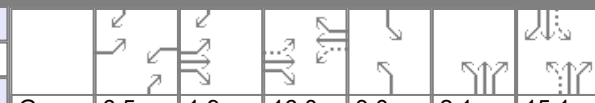
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.97
Urban Street	Avenida Cesar Chavez	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	Cesar Chavez and Univ…	File Name	2038 B PM INT 2 Chavez & University.xus		
Project Description	2038 Build PM				

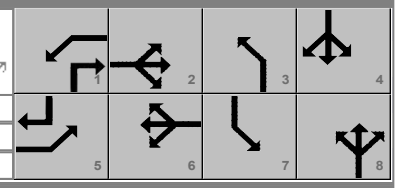


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	237	484	195	177	608	112	255	453	173	71	387	228

Signal Information			
Cycle, s	66.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.5	1.9	16.0	3.0	2.1	15.1						
Yellow	3.0	0.0	4.0	3.0	3.0	4.0						
Red	0.5	0.0	1.5	0.5	0.5	1.5						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.9	23.4	10.0	21.5	12.1	26.3	6.5	20.6
Change Period, ($Y+R_c$), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	8.3	10.4	6.5	11.2	8.4	7.9	4.0	7.7
Green Extension Time (g_e), s	0.2	3.4	0.2	3.4	0.3	2.4	0.1	1.6
Phase Call Probability	0.99	1.00	0.96	1.00	0.99	1.00	0.74	1.00
Max Out Probability	0.58	0.01	0.00	0.01	0.02	0.05	0.00	0.05

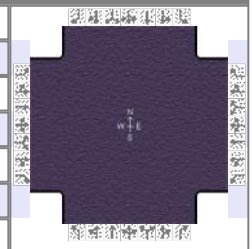
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	244	441	249	182	446	295	263	467	170	73	399	165
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1851	1543	1681	1944	1456	1893	1929	2026	1557	1869	1978	1597
Queue Service Time (g_s), s	6.3	8.0	8.4	4.5	9.1	9.2	6.4	5.9	4.8	2.0	5.7	4.9
Cycle Queue Clearance Time (g_c), s	6.3	8.0	8.4	4.5	9.1	9.2	6.4	5.9	4.8	2.0	5.7	4.9
Green Ratio (*g/C*)	0.37	0.27	0.27	0.34	0.24	0.24	0.39	0.31	0.41	0.27	0.23	0.36
Capacity (*c*), veh/h	416	834	454	389	705	458	504	1272	642	372	906	568
Volume-to-Capacity Ratio (*X*)	0.588	0.529	0.547	0.470	0.633	0.644	0.521	0.367	0.265	0.197	0.440	0.290
Back of Queue (*Q*), ft/ln (95 th percentile)	110	124	137	83	131	173	110	111	64	35	109	75
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	4.8	5.5	3.3	5.2	6.9	4.4	4.4	2.6	1.4	4.3	2.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.73	0.00	0.00	0.64	0.00	0.00	0.79	0.00	0.25	0.20	0.00	0.00
Uniform Delay (d_1), s/veh	16.0	20.5	20.7	16.6	22.4	22.5	14.9	17.6	12.8	18.2	21.9	15.3
Incremental Delay (d_2), s/veh	0.5	0.2	0.4	0.3	0.4	0.6	0.3	0.1	0.1	0.1	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.5	20.7	21.0	16.9	22.8	23.1	15.2	17.6	12.9	18.3	22.0	15.4
Level of Service (LOS)	B	C	C	B	C	C	B	B	B	B	C	B
Approach Delay, s/veh / LOS	19.7	B		21.7	C		16.0	B		19.9	B	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.52	C	2.56	C	2.58	C
Bicycle LOS Score / LOS	1.00	A	1.00	A	1.23	A	1.01	A

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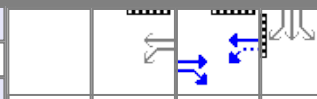
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Avendia Cesar Chavez	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	I-25 SB Ramps and Ave…	File Name	2038 B PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2038 Build PM				

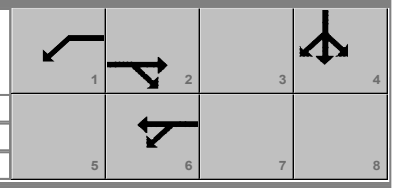


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1080	100	143	734					355	2	455

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	79	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.7	67.0	34.3	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		69.7	8.3	78.1				41.9
Change Period, ($Y+R_c$), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (g_s), s			4.9					34.6
Green Extension Time (g_e), s		0.0	0.1	0.0				1.8
Phase Call Probability			0.97					1.00
Max Out Probability			0.00					0.01

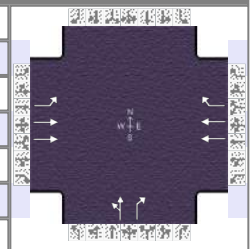
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		1161	108	103	530					172	212	489
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1897		1875	1969					1875	1878	
Queue Service Time (g_s), s		14.2		2.9	2.7					8.4	10.6	
Cycle Queue Clearance Time (g_c), s		14.2		2.9	2.7					8.4	10.6	
Green Ratio (*g/C*)		0.54		0.60	0.61					0.30	0.30	
Capacity (*c*), veh/h		3070		339	2398					569	570	
Volume-to-Capacity Ratio (*X*)		0.378		0.304	0.221					0.302	0.372	
Back of Queue (*Q*), ft/ln (95 th percentile)		254		51	47					175	214	
Back of Queue (*Q*), veh/ln (95 th percentile)		10.1		2.0	1.9					6.9	8.4	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.30	0.00					0.44	0.00	
Uniform Delay (d_1), s/veh		16.0		11.4	3.4					32.0	32.8	
Incremental Delay (d_2), s/veh		0.4		0.2	0.2					0.1	0.2	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		16.3	0.0	11.6	3.6					32.1	33.0	0.0
Level of Service (LOS)		B	A	B	A					C	C	A
Approach Delay, s/veh / LOS	15.0	B		4.9	A		0.0			14.3	B	
Intersection Delay, s/veh / LOS	12.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.38	A	1.89	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.19	A	1.27	A			1.93	B

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.89
Urban Street	Avendia Cesar Chavez	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	I-25 NB Ramps and Ave…	File Name	2038 B PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2038 Build PM				

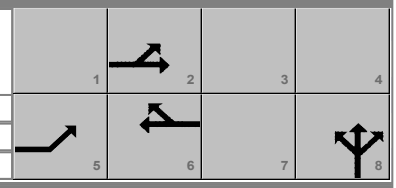


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	485	949			777	608	100	7	157			

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



Green	15.3	76.5	14.2	0.0	0.0	0.0						
Yellow	3.0	4.0	4.5	0.0	0.0	0.0						
Red	0.5	1.0	1.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	18.8	100.3		81.5		19.7		
Change Period, (*Y+R c*), s	3.5	5.0		5.0		5.5		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (*g s*), s	14.3					13.9		
Green Extension Time (*g e*), s	1.1	0.0		0.0		0.3		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.35		

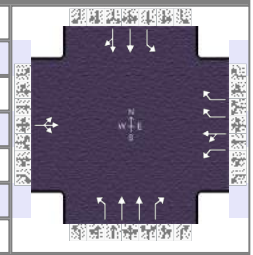
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	522	1021			873	683		120	176			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1890	1984			2108			2024				
Queue Service Time (*g s*), s	12.3	10.5			11.4			6.7				
Cycle Queue Clearance Time (*g c*), s	12.3	10.5			11.4			6.7				
Green Ratio (*g/C*)	0.78	0.79			0.64			0.12				
Capacity (*c*), veh/h	649	3152			2688			239				
Volume-to-Capacity Ratio (*X*)	0.805	0.324			0.325			0.502				
Back of Queue (*Q*), ft/ln (95 th percentile)	128	166			221			157				
Back of Queue (*Q*), veh/ln (95 th percentile)	5.1	6.6			8.8			6.1				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.75	0.00			0.00			0.00				
Uniform Delay (*d 1*), s/veh	6.2	4.5			9.9			49.6				
Incremental Delay (*d 2*), s/veh	1.3	0.2			0.3			0.6				
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0			0.0				
Control Delay (*d*), s/veh	7.6	4.8			10.3	0.0		50.2	0.0			
Level of Service (LOS)	A	A			B	A		D	A			
Approach Delay, s/veh / LOS	5.7	A		5.8	A		20.3	C		0.0		
Intersection Delay, s/veh / LOS	7.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.36	A	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.82	B	1.77	B	0.98	A		

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HCS Signalized Intersection Results Summary

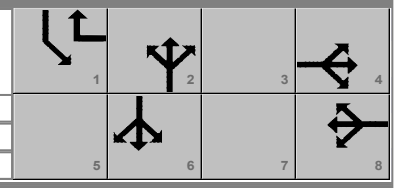
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/18/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.94
Urban Street	Broadway Blvd.	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	Broadway and Gibson B…	File Name	2038 B PM INT 5 - Gibson and Broadway.xus		
Project Description	2038 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	19	9	554	12	503	8	479	366	300	455	16

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.5	32.1	10.8	38.6	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	0.0	0.0
Red	0.5	1.5	3.0	3.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		12.0		9.0		5.3	1.0	4.0
Phase Duration, s		16.8		45.6		37.6	20.0	57.6
Change Period, ($Y+R_c$), s		6.0		7.0		5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		4.5		19.9			16.1	
Green Extension Time (g_e), s		0.0		2.1		0.0	0.4	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.00			0.01	

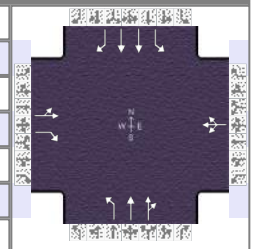
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		43		330	272	343	9	510	389	319	250	248
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1889		1830	1842	1550	913	1895		1890	1906	1886
Queue Service Time (g_s), s		2.5		17.9	14.1	8.1	0.8	13.7		14.1	10.3	10.3
Cycle Queue Clearance Time (g_c), s		2.5		17.9	14.1	8.1	0.8	13.7		14.1	10.3	10.3
Green Ratio (*g/C*)		0.09		0.32	0.32	0.46	0.27	0.27		0.42	0.43	0.43
Capacity (*c*), veh/h		170		589	593	1425	304	1012		458	828	819
Volume-to-Capacity Ratio (*X*)		0.250		0.561	0.459	0.240	0.028	0.503		0.697	0.303	0.303
Back of Queue (*Q*), ft/ln (95 th percentile)		61		344	272	134	9	281		265	218	207
Back of Queue (*Q*), veh/ln (95 th percentile)		2.4		13.2	10.9	5.3	0.4	10.7		10.5	8.3	8.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00	0.00	0.15	0.00		2.20	0.00	0.00
Uniform Delay (d_1), s/veh		50.8		33.7	32.4	19.7	32.5	37.2		25.7	22.1	22.1
Incremental Delay (d_2), s/veh		3.5		3.8	2.6	0.4	0.2	1.8		1.3	0.9	1.0
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		54.3		37.5	34.9	20.1	32.7	39.0	0.0	27.0	23.1	23.1
Level of Service (LOS)		D		D	C	C	C	D	A	C	C	C
Approach Delay, s/veh / LOS	54.3	D		30.5	C		22.2	C		24.6	C	
Intersection Delay, s/veh / LOS	26.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.32	B	2.55	C	1.69	B
Bicycle LOS Score / LOS	0.56	A	2.05	B	1.24	A	1.16	A

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HCS Signalized Intersection Results Summary

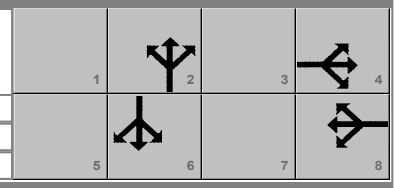
General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	Mar 27, 2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.90
Urban Street	University Blvd	Analysis Year	2038	Analysis Period	1> 3:45
Intersection	University and Site Access	File Name	2038 B PM INT 6 - University and Ex Dwy.xus		
Project Description	2038 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	324	0	39	1	0	10	37	433	2	4	381	299

Signal Information			
Cycle, s	37.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	11.5	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		7.0		8.0		6.0		5.0
Phase Duration, s		17.0		17.0		20.5		20.5
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		3.2		3.2		3.1		3.1
Queue Clearance Time (g_s), s		10.8		2.2		5.9		7.5
Green Extension Time (g_e), s		0.8		0.9		2.8		2.8
Phase Call Probability		0.99		0.99		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		360	43		12		41	236	247	4	423	332
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1426	1655		1713		979	1878	1966	926	1900	1695
Queue Service Time (g_s), s		8.6	0.7		0.0		1.1	3.2	3.2	0.1	2.8	5.5
Cycle Queue Clearance Time (g_c), s		8.8	0.7		0.2		3.9	3.2	3.2	3.4	2.8	5.5
Green Ratio (*g/C*)		0.31	0.31		0.31		0.40	0.40	0.40	0.40	0.40	0.40
Capacity (*c*), veh/h		628	507		629		511	752	787	483	1521	679
Volume-to-Capacity Ratio (*X*)		0.573	0.086		0.019		0.080	0.314	0.314	0.009	0.278	0.490
Back of Queue (*Q*), ft/ln (95 th percentile)		101	10		3		7	37	38	1	32	56
Back of Queue (*Q*), veh/ln (95 th percentile)		4.1	0.4		0.1		0.3	1.4	1.5	0.0	1.3	2.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh		12.1	9.3		9.1		8.9	7.7	7.7	8.9	7.6	8.4
Incremental Delay (d_2), s/veh		0.3	0.0		0.0		0.0	0.1	0.1	0.0	0.0	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		12.4	9.3		9.1		8.9	7.8	7.8	8.9	7.6	8.6
Level of Service (LOS)		B	A		A		A	A	A	A	A	A
Approach Delay, s/veh / LOS	12.0	B		9.1	A		7.9	A		8.0	A	
Intersection Delay, s/veh / LOS	9.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.40	B	1.65	B	1.87	B
Bicycle LOS Score / LOS	1.15	A	0.51	A	0.92	A	1.11	A

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HCS Two-Way Stop-Control Report

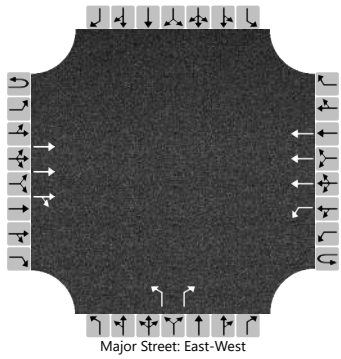
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Build PM

Site Information

Intersection	Gibson Blvd/Mulberry St
Jurisdiction	
East/West Street	Gibson Blvd
North/South Street	
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			1578	62	5	57	2559			19		46				
Percent Heavy Vehicles (%)					0	0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)					5.6	5.3				6.4		7.1				
Critical Headway (sec)					5.60	5.30				5.70		7.10				
Base Follow-Up Headway (sec)					2.3	3.1				3.8		3.9				
Follow-Up Headway (sec)					2.30	3.10				3.80		3.90				

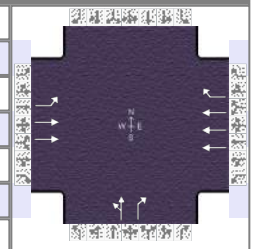
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						65				20		48				
Capacity, c (veh/h)						184				61		263				
v/c Ratio						0.35				0.32		0.18				
95% Queue Length, Q_{95} (veh)						1.5				1.2		0.7				
95% Queue Length, Q_{95} (ft)						37.5				30.0		17.5				
Control Delay (s/veh)						34.7				89.8		21.7				
Level of Service (LOS)						D				F		C				
Approach Delay (s/veh)					0.8				41.6							
Approach LOS					A				E							

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/25/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Urban Street	Gibson Blvd	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	Gibson & I-25 NB Ramps	File Name	2038 B PM INT 9 & 10 - Gibson and RAMPS.xus		
Project Description	2038 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	191	1119			1624	1001	31	0	477			

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	74	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	6.0	97.0	9.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		11.0		
Phase Duration, s	12.0	115.0		103.0		15.0		
Change Period, ($Y+R_c$), s	6.0	6.0		6.0		6.0		
Max Allow Headway (*MAH*), s	3.1	0.0		0.0		3.3		
Queue Clearance Time (g_s), s	4.9					11.0		
Green Extension Time (g_e), s	0.2	0.0		0.0		0.0		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.14					1.00		

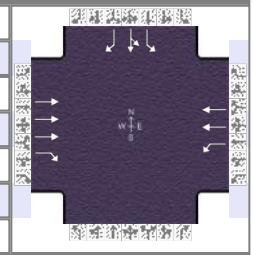
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (*v*), veh/h	208	1216			1765	1088		34	518			
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1875	1874			1460	1682		1860				
Queue Service Time (g_s), s	2.9	12.5			22.3	60.5		2.2				
Cycle Queue Clearance Time (g_c), s	2.9	12.5			22.3	60.5		2.2				
Green Ratio (*g/C*)	0.81	0.84			0.75	0.75		0.07				
Capacity (*c*), veh/h	298	3143			3268	1255		129				
Volume-to-Capacity Ratio (*X*)	0.698	0.387			0.540	0.867		0.262				
Back of Queue (*Q*), ft/ln (95 th percentile)	183	164			260	734		49				
Back of Queue (*Q*), veh/ln (95 th percentile)	7.2	6.4			10.2	29.1		1.9				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00		0.00				
Uniform Delay (d_1), s/veh	14.3	3.4			7.0	11.9		57.4				
Incremental Delay (d_2), s/veh	2.5	0.3			0.6	8.2		0.4				
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0		0.0				
Control Delay (*d*), s/veh	16.8	3.7			7.7	20.1		57.7	0.0			
Level of Service (LOS)	B	A			A	C		E	A			
Approach Delay, s/veh / LOS	5.6	A		12.4	B		3.5	A		0.0		
Intersection Delay, s/veh / LOS	9.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.59	B	1.34	A	2.48	B	2.48	B
Bicycle LOS Score / LOS	1.66	B	2.06	B	1.40	A		

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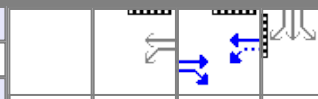
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Bowman			Duration, h	0.250
Analyst		Analysis Date	3/20/2025	Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Avendia Cesar Chavez	Analysis Year	2038	Analysis Period	1> 15:15
Intersection	I-25 SB Ramps and Ave…	File Name	2038 B PM INT 3 & 4 - CHAVEZ and RAMPS.xus		
Project Description	2038 Build PM				

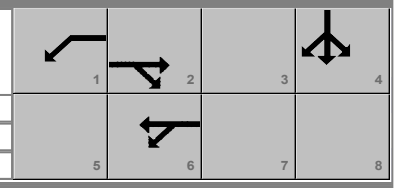


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1080	100	143	734					355	2	455

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	79	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.8	62.7	36.4	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		7.3	1.0	4.0				9.0
Phase Duration, s		67.7	10.3	78.1				41.9
Change Period, (*Y+R c*), s		5.0	3.5	5.0				5.5
Max Allow Headway (*MAH*), s		0.0	3.1	0.0				3.2
Queue Clearance Time (*g s*), s			6.6					34.6
Green Extension Time (*g e*), s		0.0	0.2	0.0				1.8
Phase Call Probability			1.00					1.00
Max Out Probability			0.00					0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (*v*), veh/h		1161	108	161	825					172	212	489
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1897		1875	1969					1875	1878	
Queue Service Time (*g s*), s		14.7		4.6	7.2					8.4	10.6	
Cycle Queue Clearance Time (*g c*), s		14.7		4.6	7.2					8.4	10.6	
Green Ratio (*g/C*)		0.52		0.60	0.61					0.30	0.30	
Capacity (*c*), veh/h		2975		361	2398					569	570	
Volume-to-Capacity Ratio (*X*)		0.390		0.446	0.344					0.302	0.372	
Back of Queue (*Q*), ft/ln (95 th percentile)		264		81	119					175	214	
Back of Queue (*Q*), veh/ln (95 th percentile)		10.5		3.2	4.7					6.9	8.4	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.48	0.00					0.44	0.00	
Uniform Delay (*d 1*), s/veh		17.2		12.0	5.7					32.0	32.8	
Incremental Delay (*d 2*), s/veh		0.4		0.3	0.4					0.1	0.2	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0					0.0	0.0	
Control Delay (*d*), s/veh		17.6	0.0	12.3	6.0					32.1	33.0	0.0
Level of Service (LOS)		B	A	B	A					C	C	A
Approach Delay, s/veh / LOS	16.1	B		7.1	A		0.0			14.3	B	
Intersection Delay, s/veh / LOS	12.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.39	A	1.89	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.19	A	1.27	A			1.93	B

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HCS Two-Way Stop-Control Report

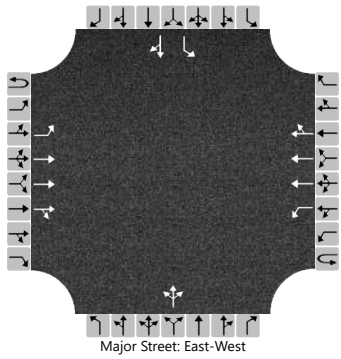
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Build PM

Site Information

Intersection	Ave Cesar Chavez/West Rd
Jurisdiction	
East/West Street	Avenida Cesar Chavez
North/South Street	
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		1	1	0
Configuration		L	T	TR		L	T	TR			LTR			L		TR
Volume (veh/h)	1	78	885	118	3	0	1099	20		128	0	0		4	0	141
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		25	0	1
Proportion Time Blocked																
Percent Grade (%)										0				-1		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.60	5.30			5.60	5.30				6.40	6.50	7.10		6.70	6.30	7.02
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.30	3.10			2.30	3.10				3.80	4.00	3.90		4.05	4.00	3.91

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		93				4					151			5		166
Capacity, c (veh/h)		279				533					61			80		357
v/c Ratio		0.33				0.01					2.47			0.06		0.46
95% Queue Length, Q_{95} (veh)		1.4				0.0					15.0			0.2		2.4
95% Queue Length, Q_{95} (ft)		35.0				0.0					375.0			6.0		60.5
Control Delay (s/veh)		24.2				11.8					812.9			53.0		23.5
Level of Service (LOS)		C				B					F			F		C
Approach Delay (s/veh)	1.8				0.0				812.9				24.3			
Approach LOS	A				A				F				C			

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Bowman

Appendix P
Build (2028) Internal Capacity Analysis

HCS Two-Way Stop-Control Report

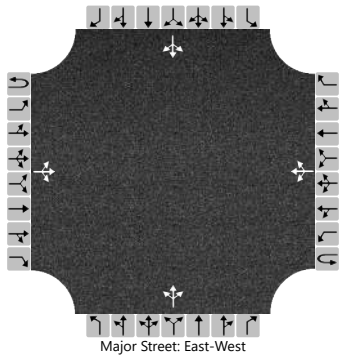
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Build AM

Site Information

Intersection	West Rd. and Internal Dwy. #1
Jurisdiction	
East/West Street	West Road
North/South Street	
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		31	44	3		3	71	38		1	0	2		23	0	13
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				-1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		6.92	6.32	6.12
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		34				3					3				39	
Capacity, c (veh/h)		1470				1555					883				793	
v/c Ratio		0.02				0.00					0.00				0.05	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.0				0.2	
95% Queue Length, Q_{95} (ft)		2.5				0.0					0.0				5.1	
Control Delay (s/veh)		7.5	0.2	0.2		7.3	0.0	0.0			9.1				9.8	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)		3.1				0.2				9.1				9.8		
Approach LOS		A				A				A				A		

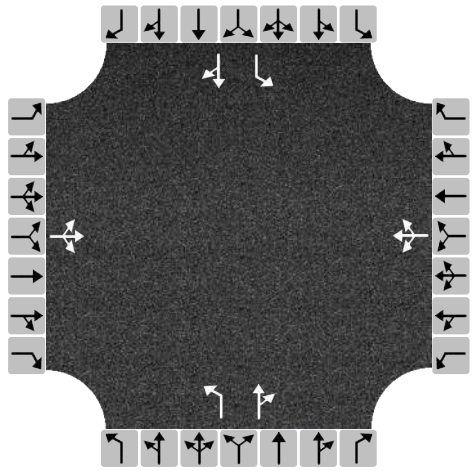
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HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/31/2025
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Build AM
Intersection	West Rd. and Alumni Dr.
Jurisdiction	
East/West Street	West Road
North/South Street	Alumni Drive
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	29	13	0	6	8	71	0	35	21	44	28	18
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	TR		L	TR	
Flow Rate, v (veh/h)	46			92			0	61		48	50	
Percent Heavy Vehicles	2			2			2	2		2	2	
Initial Departure Headway, h_d (s)	3.20			3.20			3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.041			0.082			0.000	0.054		0.043	0.044	
Final Departure Headway, h_d (s)	4.55			3.88			5.43	4.66		5.39	4.61	
Final Degree of Utilization, x	0.058			0.100			0.000	0.079		0.072	0.064	
Move-Up Time, m (s)	2.0			2.0			2.3	2.3		2.3	2.3	
Service Time, t_s (s)	2.55			1.88			3.13	2.36		3.09	2.31	

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	TR		L	TR	
Flow Rate, v (veh/h)	46			92			0	61		48	50	
Capacity (veh/h)	792			928			0	772		668	781	
95% Queue Length, Q_{95} (veh)	0.2			0.3			0.0	0.3		0.2	0.2	
95% Queue Length, Q_{95} (ft)	5.1			7.6			0.0	7.6		5.1	5.1	
Control Delay (s/veh)	7.8			7.3			8.1	7.8		8.5	7.6	
Level of Service, LOS	A			A				A		A	A	
Approach Delay (s/veh) | LOS	7.8	A		7.3	A		7.8	A		8.1	A	
Intersection Delay (s/veh) | LOS	7.7						A					

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HCS Two-Way Stop-Control Report

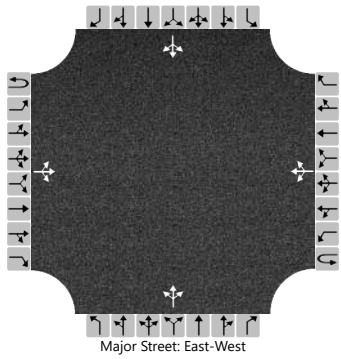
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Build PM

Site Information

Intersection	West Rd. and Internal Dwy. #1
Jurisdiction	
East/West Street	West Road
North/South Street	
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		107	222	10		10	205	111		7	0	11		120	0	81
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				-1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		6.92	6.32	6.12
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		116				11					20				218	
Capacity, c (veh/h)		1216				1313					401				374	
v/c Ratio		0.10				0.01					0.05				0.58	
95% Queue Length, Q_{95} (veh)		0.3				0.0					0.2				3.6	
95% Queue Length, Q_{95} (ft)		7.5				0.0					5.1				91.4	
Control Delay (s/veh)		8.3	0.9	0.9		7.8	0.1	0.1			14.4				27.3	
Level of Service (LOS)		A	A	A		A	A	A			B				D	
Approach Delay (s/veh)	3.2				0.3				14.4				27.3			
Approach LOS	A				A				B				D			

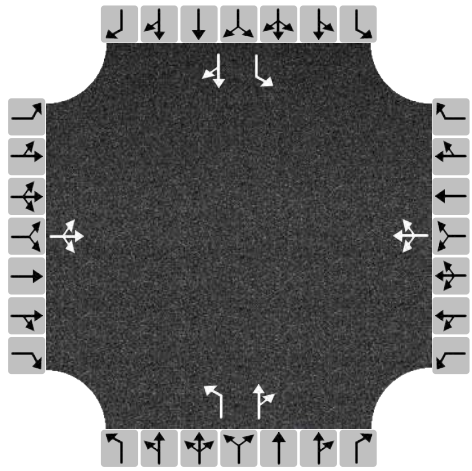
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HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/31/2025
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Build PM
Intersection	West Rd. and Alumni Dr.
Jurisdiction	
East/West Street	West Road
North/South Street	Alumni Drive
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	83	35	0	44	44	205	0	138	92	222	195	84
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	TR		L	TR	
Flow Rate, v (veh/h)	128			318			0	250		241	303	
Percent Heavy Vehicles	2			2			2	2		2	2	
Initial Departure Headway, h_d (s)	3.20			3.20			3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.114			0.283			0.000	0.222		0.214	0.270	
Final Departure Headway, h_d (s)	7.07			6.04			7.47	6.67		7.01	6.28	
Final Degree of Utilization, x	0.252			0.534			0.000	0.464		0.470	0.529	
Move-Up Time, m (s)	2.0			2.0			2.3	2.3		2.3	2.3	
Service Time, t_s (s)	5.07			4.04			5.17	4.37		4.71	3.98	

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	TR		L	TR	
Flow Rate, v (veh/h)	128			318			0	250		241	303	
Capacity (veh/h)	509			596			0	539		514	573	
95% Queue Length, Q_{95} (veh)	1.0			3.2			0.0	2.4		2.5	3.1	
95% Queue Length, Q_{95} (ft)	25.4			81.3			0.0	61.0		63.5	78.7	
Control Delay (s/veh)	12.4			15.8			10.2	15.0		15.8	15.8	
Level of Service, LOS	B			C				C		C	C	
Approach Delay (s/veh) | LOS	12.4	B		15.8	C		15.0	C		15.8	C	
Intersection Delay (s/veh) | LOS	15.3						C					

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Bowman

Appendix Q
Build (2038) Internal Capacity Analysis

HCS Two-Way Stop-Control Report

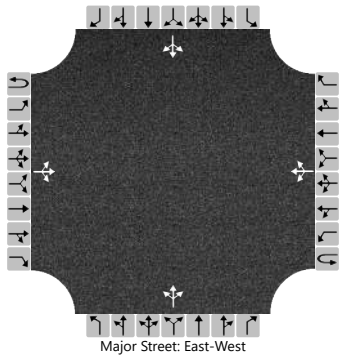
General Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Build AM

Site Information

Intersection	West Rd. and Internal Dwy. #1
Jurisdiction	
East/West Street	West Road
North/South Street	
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		31	44	3		3	71	38		1	0	2		23	0	13
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				-1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		6.92	6.32	6.12
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		34				3					3				39	
Capacity, c (veh/h)		1470				1555					883				793	
v/c Ratio		0.02				0.00					0.00				0.05	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.0				0.2	
95% Queue Length, Q_{95} (ft)		2.5				0.0					0.0				5.1	
Control Delay (s/veh)		7.5	0.2	0.2		7.3	0.0	0.0			9.1				9.8	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)		3.1				0.2				9.1				9.8		
Approach LOS		A				A				A				A		

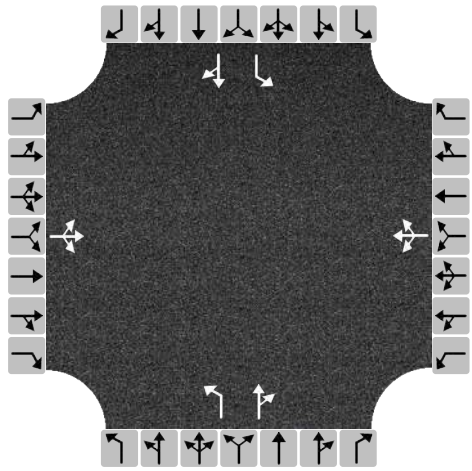
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HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	Bowman
Date Performed	3/31/2025
Analysis Year	2038
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Build AM
Intersection	West Rd. and Alumni Dr.
Jurisdiction	
East/West Street	West Road
North/South Street	Alumni Drive
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	29	13	0	6	8	71	0	35	21	44	28	18
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	TR		L	TR	
Flow Rate, v (veh/h)	46			92			0	61		48	50	
Percent Heavy Vehicles	2			2			2	2		2	2	
Initial Departure Headway, h_d (s)	3.20			3.20			3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.041			0.082			0.000	0.054		0.043	0.044	
Final Departure Headway, h_d (s)	4.55			3.88			5.43	4.66		5.39	4.61	
Final Degree of Utilization, x	0.058			0.100			0.000	0.079		0.072	0.064	
Move-Up Time, m (s)	2.0			2.0			2.3	2.3		2.3	2.3	
Service Time, t_s (s)	2.55			1.88			3.13	2.36		3.09	2.31	

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	TR		L	TR	
Flow Rate, v (veh/h)	46			92			0	61		48	50	
Capacity (veh/h)	792			928			0	772		668	781	
95% Queue Length, Q_{95} (veh)	0.2			0.3			0.0	0.3		0.2	0.2	
95% Queue Length, Q_{95} (ft)	5.1			7.6			0.0	7.6		5.1	5.1	
Control Delay (s/veh)	7.8			7.3			8.1	7.8		8.5	7.6	
Level of Service, LOS	A			A				A		A	A	
Approach Delay (s/veh) | LOS	7.8	A		7.3	A		7.8	A		8.1	A	
Intersection Delay (s/veh) | LOS	7.7						A					

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HCS Two-Way Stop-Control Report

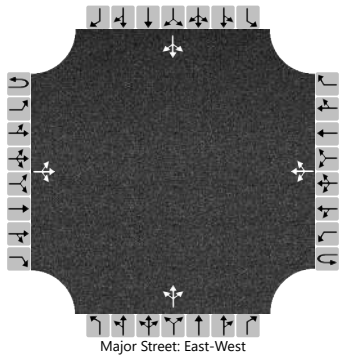
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Agency/Co.	Bowman
Date Performed	3/20/2025
Analysis Year	2038
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Build PM

Site Information

Intersection	West Rd. and Internal Dwy. #1
Jurisdiction	
East/West Street	West Road
North/South Street	
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		107	232	10		10	215	111		7	0	11		120	0	81
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				-1		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		6.92	6.32	6.12
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		116				11					20				218	
Capacity, c (veh/h)		1204				1301					389				363	
v/c Ratio		0.10				0.01					0.05				0.60	
95% Queue Length, Q_{95} (veh)		0.3				0.0					0.2				3.8	
95% Queue Length, Q_{95} (ft)		7.5				0.0					5.1				96.5	
Control Delay (s/veh)		8.3	0.9	0.9		7.8	0.1	0.1			14.8				28.9	
Level of Service (LOS)		A	A	A		A	A	A			B				D	
Approach Delay (s/veh)	3.2				0.3				14.8				28.9			
Approach LOS	A				A				B				D			

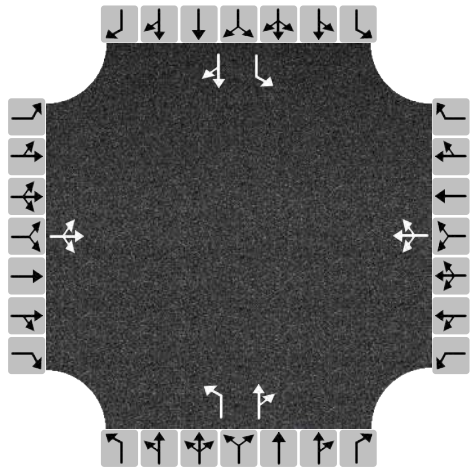
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HCS All-Way Stop Control Report

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Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Build PM
Intersection	West Rd. and Alumni Dr.
Jurisdiction	
East/West Street	West Road
North/South Street	Alumni Drive
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	83	35	0	54	44	205	0	138	92	222	195	84
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	TR		L	TR	
Flow Rate, v (veh/h)	128			329			0	250		241	303	
Percent Heavy Vehicles	2			2			2	2		2	2	
Initial Departure Headway, h_d (s)	3.20			3.20			3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.114			0.293			0.000	0.222		0.214	0.270	
Final Departure Headway, h_d (s)	7.12			6.08			7.53	6.73		7.06	6.34	
Final Degree of Utilization, x	0.254			0.556			0.000	0.468		0.473	0.534	
Move-Up Time, m (s)	2.0			2.0			2.3	2.3		2.3	2.3	
Service Time, t_s (s)	5.12			4.08			5.23	4.43		4.76	4.04	

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			L	TR		L	TR	
Flow Rate, v (veh/h)	128			329			0	250		241	303	
Capacity (veh/h)	506			592			0	535		510	568	
95% Queue Length, Q_{95} (veh)	1.0			3.4			0.0	2.5		2.5	3.1	
95% Queue Length, Q_{95} (ft)	25.4			86.4			0.0	63.5		63.5	78.7	
Control Delay (s/veh)	12.5			16.4			10.2	15.2		15.9	16.1	
Level of Service, LOS	B			C				C		C	C	
Approach Delay (s/veh) | LOS	12.5	B		16.4	C		15.2	C		16.0	C	
Intersection Delay (s/veh) | LOS	15.6						C					

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