Neighborhood Impact Assessment MAS Charter School

Report

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Prepared for: Charter School Property Solutions

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Prepared By:



EXECUTIVE SUMMARY

Lee Engineering has completed this report for Charter School Property Solutions. This report summarizes a Neighborhood Impact Assessment (NIA) of a parking lot development at Mission Achievement and Success (MAS) Charter School located at 1718 Yale Boulevard in the southeast quadrant of Albuquerque, New Mexico. All analyses and items herein conform to the requirements outlined in the CABQ Traffic Scoping Form dated December 8, 2021, and City of Albuquerque comments received on May 10, 2022. Scoping forms and comments are in Appendix A.

Background

MAS Charter School is located at 1718 Yale Boulevard. Two alternatives were initially proposed to address traffic concerns along Yale Boulevard and Ross Avenue resulting from the parking lot development. First, the West Loop consists of constructing an additional parking area and student drop-off/pick-up loop on the northwest corner of Yale Boulevard SE and Ross Avenue SE, 1717 Yale Boulevard. The improvement of the parking lot was expected to be completed by the 2022/2023 academic year and used in conjunction with the East Alley Loop to house all drop-off and pick-up operations for the school. Secondly, a community initiative was proposed that uses the West Loop and the South Loop, Centre Avenue, and International Avenue.

9-hour turning movement counts were collected on December 8, 2021, for study intersections 1 through 4 (Figure 2) and December 15, 2021, for study intersections 5 and 6. Construction was anticipated to begin in 2022, with full completion of the development by Fall 2022. Analysis scenarios for this study included:

- 1. Existing Conditions (2021)
- 2. West Loop Build-out w/Yale Boulevard Road Diet (2022)
- 3. South Loop Build-out (2022)

Analysis of these alternatives was conducted, documented, and submitted to CABQ in May of 2022. CABQ provided feedback and comments on the report. The City's response comprised several significant changes:

- 1. Use of the East Alley Loop is prohibited
- 2. Analyze Ross Loop and Church Lot operations for the 2022/2023 school year
- 3. Analyze West Loop and Community Center Loop Site Plan

The CABQ Department of Municipal Development restricted access to the East Alley Loop. Excessive dust from the use of the East Alley has negatively impacted the air quality of adjacent residents. This restriction required the school to reevaluate and revise its drop-off and pick-up operations. CABQ Traffic Engineering Department granted use of the two-way left turn lane (TWLTL) on Ross Avenue for queuing during peak drop-off and pick-up hours as an intermediate solution. MAS Charter School will use this alternative for the 2022/2023 school year in conjunction with the Church Lot at 1717 Yale Boulevard. The City is looking at the potential for the school to acquire and develop the Community Center Loop. This loop is located along the south property line of the adjacent community center. Lastly, another alternative is evaluated, which uses the West Loop and Ross Avenue in place of the Community Center Loop.

In addition to the initial analyses, this report documents the results of the following scenario evaluations:

- 1. Ross Avenue Loop and Church Lot
- 2. West and Community Center Loops
- 3. West and Ross Avenue Loops

SUMMARY OF RECOMMENDATIONS

Either West Loop alternative with a concurrent lane reconfiguration on Yale Boulevard is recommended with adherence to the following recommendations:

• General Recommendations

A school zone is established on Yale Boulevard and the eastern leg of Ross Avenue, specific to MAS Charter School's bell schedule.

 Implement a Rectangular Rapid Flashing Beacon for the established crosswalk on the northern leg of the intersection of Yale Boulevard and Ross Avenue.

Install four quadrant lighting at Yale Boulevard and Ross Avenue to mitigate overrepresented dark-hour crashes.

As detailed in the sight distance sections of this report, intersection sight distance should be provided and maintained.

• Recommendations for Ross Avenue Loop Alternative

 Restricting traffic flow resulting from traffic queuing on Ross Avenue east of the school is prohibited. Do Not Block Intersection pavement markings shall be applied, communicated to parents, and firmly enforced.

An exclusive right-turn lane should be striped on northbound Yale Boulevard between Ross
 and International Avenues to add queuing capacity to the intermediate drop-off/pick-up (Ross Loop) scheme and per CABQ DPM.

• Recommendations for West Loop Alternatives

Blocking the business's driveway, north of Driveway 1, is prohibited. Do Not Block
 Intersection pavement markings shall be applied, communicated to parents, and firmly enforced.

An exclusive right-turn lane should be striped on northbound Yale Boulevard between Ross and International Avenues per the CABQ DPM for the West Loop alternatives.

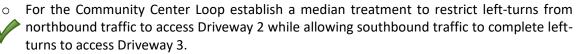
Access to the site is maintained via the drop-off/pick-up operations map provided in this report.

- Driveway 1 right-in only
- Driveway 2 right-out only
- Driveway 4 right-out only

Stripe a through/right turn lane on Yale Boulevard for Driveway 2 egress.

• Install plastic bollards between the turn and through lanes at Driveways 1 and 2 to communicate the right-in, right-out access of these driveways.

Recommendations for Community Center Loop Alternative



For the Community Center Loop, auxiliary right-turn lanes are established on Yale Boulevard for Driveways 1 and 3.

CONTENTS

Executive Summary	i
Summary of Recommendations	ii
List of Tables	iv
List of Figures	v
List of Appendices	v
Introduction	
Project Location & Initial Site Plan	1
Current Adjacent Projects	5
Transit	6
Pedestrian and Bicycle Accessibility	7
Analysis of Existing Conditions	8
Crash Summary	8
Data Collection	11
Level of Service and Capacity Analysis	13
Drop-off and Pick-up Operations	17
Analysis of Initial Proposed Conditions	19
Traffic Projections	19
Trip Generation	19
West Loop Build-out	20
South Loop Build-out (Centre and International Avenues)	24
Initial Conclusions	27
Initial Feedback And Revised Site Plans	
Analysis of Revised Site Plans	
Ross Avenue Loop and Church Lot	30
West Loop Alternatives	34
West and Community Center Loops	35
West and Ross Avenue Loops	40
Conclusion	45
Summary of Recommendations	

LIST OF TABLES

Table 1: Crash Summary (2015-2019)	9
Table 2: Intersection Peak Hours	11
Table 3: LOS Criteria and Descriptions for Signalized Intersections	13
Table 4: LOS Criteria for Unsignalized Intersections	13
Table 5: 2021 Existing Signalized Capacity Analysis Summary	14
Table 6: 2021 Existing Signalized Queue Storage Summary	14
Table 7: 2021 Existing Stop Control Capacity Analysis Summary	15
Table 8: 2021 Existing Stop Control Queue Storage Summary	15
Table 9: Observed Student-to-Vehicle Ratio	18
Table 10: Trip Generation	19
Table 11: Queuing Analysis	21
Table 12: Sight Distance Requirements	22
Table 13: Right turn Auxiliary Lane Analysis	22
Table 14: Emission Factors, Annual Average	22
Table 15: Emission concentrations at 100 feet from the source.	23
Table 16: Queuing Analysis, South Loop Build-out	26
Table 17: Ross Loop and Church Stop Control Capacity Analysis Summary	32
Table 18: Ross Loop and Church Lot Stop Control Queue Storage Summary	
Table 19: Queuing Analysis, Ross Loop/Church Lot	33
Table 20: Sight Distance Requirements, Ross Loop and Church Lot	33
Table 21: Right turn Auxiliary Lane Analysis, Ross Loop and Church Lot	34
Table 22: West and Community Center Loops Stop Control Capacity Analysis Summary	37
Table 23: West and Community Center Loops Stop Control Queue Storage Summary	37
Table 24: Queuing Analysis, West and Community Center Loops	38
Table 25: Sight Distance Requirements, West and Community Center Loops	38
Table 26: Right turn Auxiliary Lane Analysis, West and Community Center Loops	39
Table 27: West and Ross Avenue Loops Stop Control Capacity Analysis Summary	42
Table 28: West and Ross Avenue Loops Stop Control Queue Storage Summary	
Table 29: Queuing Analysis, West and Ross Loops	43
Table 30: Sight Distance Requirements, West and Ross Loops	
Table 31: Right turn Auxiliary Lane Analysis, Ross Loop and Church Lot	44

LIST OF FIGURES

Figure 1. Initial Site Plan	2
Figure 1. Initial Site Plan Figure 2. Vicinity Map	3
Figure 3: Adjacent Land Uses	4
Figure 4: Transit Routes and Stops	6
Figure 5: Bicycle Facilities	7
Figure 6. Existing 2021 Turning Movement Counts	12
Figure 7: Existing Drop-Off/Pick-Up Operations	17
Figure 8. West Loop Build-out Drop-Off/Pick-Up Operations	20
Figure 9: Diagram of links and receptors used in CALINE4	23
Figure 10: South Loop Build-out Drop-Off/Pick-Up Operations	24
Figure 11: South Loop Build-out Traffic Volumes	25
Figure 12: Restricted access to the East Alley Loop. Kathryn Ave looking south	28
Figure 13: West and Community Center Loop Site Plan and Study Intersections	29
Figure 14: Ross Loop and Church Lot Traffic Distribution	30
Figure 15. Ross Loop and Church Lot Drop-Off/Pick-Up Operations	31
Figure 16: PM Pick-up queue at the eastern approach of Ross Ave and Yale Blvd	33
Figure 17: West and Community Center Loops Traffic Distribution	35
Figure 18. West and Community Center Loops Drop-Off/Pick-Up Operations	36
Figure 19: West and Ross Loops Traffic Distribution	40
Figure 20. West and Ross Loops Drop-Off/Pick-Up Operations	41

LIST OF APPENDICES

- Appendix A: Scoping Forms and City of Albuquerque Comments
- Appendix B: Turning Movement Count Sheets
- Appendix C: Trip Generation Manual Excerpts
- Appendix D: HCS Software Level of Service and Capacity Output Sheets
- Appendix E: AASHTO Green Book Intersection Sight Distance Calculations
- Appendix F: Yale Boulevard Conceptual Drawings for West Loop Alternatives

INTRODUCTION

This report details the procedures and findings of a Neighborhood Impact Assessment (NIA) performed by Lee Engineering for Charter School Property Solutions. This report and the analyses were performed for a parking lot development that serves Mission Achievement and Success (MAS) Charter School, located at 1718 Yale Boulevard in the southeast quadrant of Albuquerque, New Mexico. All analyses and items herein conform to the requirements outlined in the CABQ Traffic Scoping Form dated December 8, 2021, and City of Albuquerque comments received on May 10, 2022. Scoping forms and comments are in Appendix A. Analysis procedures, conclusions, and recommendations for this study use guidance from the *ITE Trip Generation Manual 11th Edition and Highway Capacity Manual 6th Edition*. This report documents the results of the following scenarios:

- 1. Initial Proposed Development
 - a. Existing Conditions (2021)
 - b. West Loop Build-out w/Yale Boulevard Road Diet (2022)
 - c. South Loop Build-out (2022)
- 2. Future Development
 - d. Ross Avenue Loop and Church Lot (2022)
 - e. West Loop and Community Center Loop (2023)
 - f. West Loop and Ross Avenue Loop (2023)

This report is organized by discussing the initial proposed development and scenario analyses. Then discusses the City's comments regarding these analyses. Lastly, the report concludes with the final proposed development and scenario analyses.

PROJECT LOCATION & INITIAL SITE PLAN

MAS Charter School plans to expand its parking area and develop a student drop-off/pick-up loop at 1717 Yale Boulevard. The parking lot developments were initially expected to be completed before the 2022/2023 academic year; however, project coordination delays have extended the timeline. The project area is in southeast Albuquerque, north of Albuquerque International Sunport. The project area is bound by existing commercial, residential, and community developments. North of MAS Charter School is Loma Linda Community Center, and to the south are several hotels. The east and west of the development are zoned for residential use. Figure 1 shows the site plan for the initial development.



Figure 1. Initial Site Plan

Site Access

Three driveways provide access to the site via Yale Boulevard. Driveway 1 will serve as the ingress to the west drop-off/pick-up loop for passenger vehicles and will operate as a right-in driveway. Driveway 2 is an ingress point of the parking area for passenger vehicles and buses. Driveway 3 will be an egress point from the parking area and west drop-off/pick-up loop, operating as a right-out driveway. Figure 1 shows the driveway locations and configuration.

Study Area

Kathryn Avenue binds the study area on the north and Centre Avenue to the south. The alleyway to the east of MAS Charter School binds the study area on the east and the proposed parking lot development on the west. The following intersections, identified and agreed upon in the scoping form, are the study intersections for this Neighborhood Impact Analysis:

- 1. Yale Boulevard & Anderson Avenue
- 2. Yale Boulevard & Ross Avenue
- 3. Access Driveway on Ross Avenue
- 4. Access Driveways on Yale Boulevard (3)

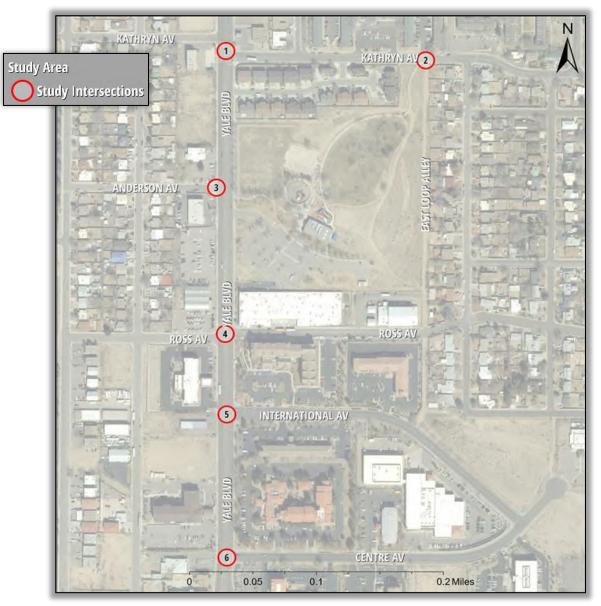


Figure 2. Vicinity Map

Area Land Use

MAS Charter School is located at 1718 Yale Boulevard at the northeast corner of the intersection of Yale Boulevard and Ross Avenue in the southeast quadrant of Albuquerque, New Mexico. Adjacent to and surrounding the project site are land uses consisting of the following:

- Commercial: Some adjacent land use is commercial, with commercial developments located south of MAS Charter School and proposed parking lot development.
- Community: Abutting the school's property to the north is a community center; its property is zoned for community use.
- Residential: Just beyond the community and commercial developments to the north and the east and west of the school property and proposed parking lot development are multi-family and single-family residential zoned areas.
- Other uses within a quarter-mile of the school property and proposed parking lot development include office, drainage, and industrial.



Figure 3: Adjacent Land Uses

Streets

Yale Boulevard is a two-way, undivided five-lane roadway with a shared two-way left-turn lane in the center. There are four 11-foot travel lanes; two lanes are for southbound travel and two for northbound. The roadway incorporates a curb and gutter, and a sidewalk is on both sides. Its functional class is urban minor arterial with a posted speed limit of 40 MPH. A school zone is not implemented for MAS Charter School.

Kathryn Avenue is a two-lane, two-way undivided roadway, classified as a local urban street running east and west. The traveled way is approximately 28 feet wide west of Yale Boulevard and 36-wide on the east. Sidewalks are on both sides of the road, and the roadway has a posted speed limit of 25 MPH.

Anderson Avenue is a two-lane, two-way undivided roadway, classified as a local urban street, and runs east and west. The traveled way is approximately 28 feet wide, with sidewalks present on both sides of the road. The roadway has the standard speed limit for local urban streets of 25 MPH per the City of Albuquerque Code of Ordinances.

Ross Avenue is a two-lane undivided roadway, classified as a local urban street running east and west. The traveled way is approximately 36 feet wide. A sidewalk is present on both sides of the road. The roadway has a standard speed limit for local urban streets of 25 MPH.

International Avenue is a two-lane undivided roadway, classified as a local urban street running east from Yale Boulevard to Centre Avenue. The traveled way ranges between 56 feet wide on the approach to Yale Boulevard and 36 feet wide. A sidewalk is present along both sides of the road. The roadway has a standard speed limit for local urban streets of 25 MPH.

Centre Avenue is a two-lane undivided roadway, classified as a local urban street running east and west between Yale Boulevard and International Avenue. The traveled way is approximately 36 feet wide. Detached sidewalks are present along the road. The roadway has a standard speed limit for local urban streets of 25 MPH.

Intersections

The City of Albuquerque maintains all intersections in the study area.

Yale Boulevard & Kathryn Avenue is a 3-legged, signalized intersection with crosswalks marked at all approaches. The west side leg of Kathryn is not included in this study as it is not part of the signalized intersection, and no trips are projected to use this facility. Kathryn Avenue also extends to the west via an offset connection.

Yale Boulevard & Anderson Avenue is a 3-legged unsignalized intersection with stop control on Anderson Avenue. Pedestrian crossings are not marked on any approach to the intersection.

Yale Boulevard & Ross Avenue is a 4-legged, unsignalized intersection with stop control on Ross Avenue. A marked pedestrian crosswalk with a center refuge island exists on the northern intersection approach. All other pedestrian crossings are unmarked.

Yale Boulevard & International Avenue is a 3-legged, unsignalized intersection with stop control on International Avenue. Pedestrian crossings are unmarked.

Yale Boulevard & Centre Avenue is a 3-legged, unsignalized intersection with stop control on Centre Avenue. Crosswalks are unmarked.

CURRENT ADJACENT PROJECTS

There are pending improvements for commercial land use on the southwest corner of Gibson and Yale Boulevards. Additionally, Loma Linda Community Center is developing a community garden as part of the Bernalillo County Urban Agriculture Project initiative.

TRANSIT

Two bus routes operate within the study area: Route 50 and Route 16. These routes operate on weekdays with stops every 30 minutes and on weekends with stops every hour in the north and southbound directions on Yale Boulevard. Figure 4 shows the transit routes and stop locations in the study area.

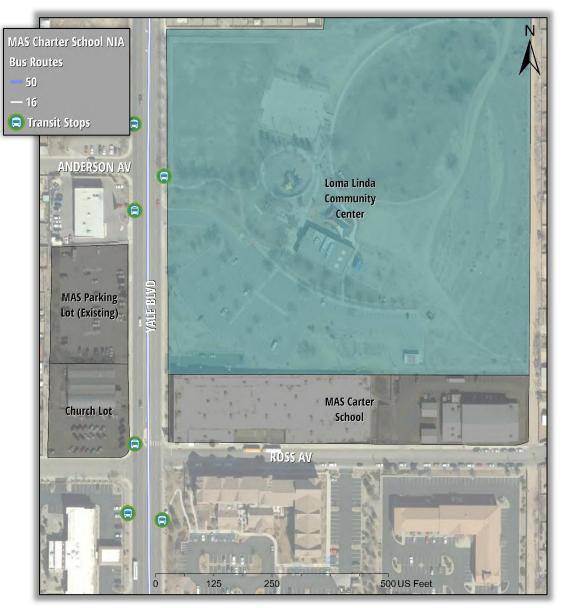


Figure 4: Transit Routes and Stops

PEDESTRIAN AND BICYCLE ACCESSIBILITY

Bicycle facilities are not present on any road in the study area. Sidewalks exist on all streets within the study area in compliance with CABQ DPM. In addition, a marked crosswalk with a pedestrian refuge island is on the northern leg of the Yale Boulevard and Ross Avenue intersection.



Figure 5: Bicycle Facilities

ANALYSIS OF EXISTING CONDITIONS

CRASH SUMMARY

This study analyzed five years of crashes occurring in the study corridor between 2015 and 2019 provided by The University of New Mexico, Geospatial and Population Studies, Traffic Research Unit. This crash dataset, the most recent available, contained forty-six crashes. Crash data is extracted from crash reports filed by law enforcement officers. The following injury codes identify crash severity in New Mexico:

- K Killed (Fatal)
- A Incapacitated (Serious Injury)
- B Visible Injury (Minor Injury)
- C Complaint of Injury (Suspected Injury)
- O Property Damage Only (No Apparent Injury)

Of the reported crashes, one was fatal. None resulted in a serious injury, nineteen were minor or suspected injuries, and twenty-six did not involve an injury. A pedestrian involved in a crash at Yale Boulevard and Ross Avenue had a suspected injury. Bicyclists were involved in two crashes; one was reported as having a suspected injury from a crash at Yale and Kathryn. The other bicyclist was involved in the fatal crash at Yale And Ross. Only one crash involved alcohol or drugs. Table 1 summarizes the crashes by year, type, lighting conditions, severity, and top contributing factor.

_	Table 1: Crash S	summai	y (2015-	2019)					
	Intersection/Segment	Yale Bivd & Kathryn Ave	Kathryn Ave to East Alley Loop	Yale Blvd & Academic Pl	Yale Bivd & Anderson Ave	Yale Bivd & Ross Ave	Yale Bivd & International Ave	International Ave to Centre Ave	Yale Blvd & Centre Ave
	Total Crashes	11	4	1	4	18	2	2	4
	2015	1	1	1	2	1	0	0	1
=	2016	5	0	0	1	6	0	1	2
Yea	2017	1	1	0	1	3	2	0	0
By Year	2018	3	2	0	0	6	0	1	0
				0					
_	2019	1	0		0	2	0	0	1
	Fixed Object - Median Raised Or Curb	0	0	0	0	2	0	0	0
	Fixed Object - Traffic Signal Standard	1	0	0	0	0	0	0	0
	Fixed Object - Tree	0	1	0	0	0	0	0	0
	Left Blank	2	1	0	0	3	0	1	0
	Non-Collision - Person Fell/Jumped/Pushed From Vehicle	1	0	0	0	0	0	0	0
	Other Vehicle - Both Going Straight/Entering At Angle	3	0	0	2	4	1	0	1
	Other Vehicle - Both Turn Left/Entering At Angle	0	0	0	0	1	0	0	0
	Other Vehicle - From Opposite Direction	0	0	0	0	0	0	0	1
e	Other Vehicle - From Opposite Direction/One Left Turn	0	0	0	1	0	0	0	0
Typ	Other Vehicle - From Same Direction/Both Going Straight	1	0	0	1	0	0	0	0
By Type	Other Vehicle - From Same Direction/Rear End Collision	0	0	0	0	1	0	0	0
	Other Vehicle - One Left Turn/Entering At Angle	2	2	1	0	4	1	0	2
	Other Vehicle - One Right Turn/Entering At Angle	0	0	0	0	1	0	0	0
	Pedestrian Collision - Vehicle Going Straight	0	0	0	0	1	0	0	0
	Vehicle Parked in Proper Location	0	0	0	0	0	0	1	0
	Vehicle Struck Pedalcyclist At Angle	1	0	0	0	0	0	0	0
	Vehicle Struck Pedalcyclist From Behind	0	0	0	0	1	0	0	0
		-		-			-	-	-
	%Other Vehicle - One Left Turn/Entering At Angle	18%	50%	100%	0%	22%	50%	0%	50%
	%Other Vehicle - Both Going Straight/Entering At Angle	27%	0%	0%	50%	22%	50%	0%	25%
	%Left Blank	18%	25%	0%	0%	17%	0%	50%	0%
	Daylight	8	4	1	4	11	0	0	3
20 2	Dawn/Dusk	0	0	0	0	2	1	0	0
By Lighting Conditions	Dark	2	0	0	0	5	1	0	1
Ligi ndi	Invalid Code/Not Specified	1	0	0	0	0	0	1	0
S B	%Daylight	73%	100%	100%	100%	61%	0%	0%	75%
_	%Dark	18%	0%	0%	0%	28%	50%	0%	25%
	Fatal (K)	0	0	0	0	1	0	0	0
	Serious Injury (A)	0	0	0	0	0	0	0	0
ity	Visible Injury (B)	1	0	0	0	5	0	0	0
Severity	Complaint of Injury (C)	4	0	0	1	7	0	0	1
Se	Property Damage Only (O)	6	4	1	3	5	2	2	3
By	%Property Damage Only (O)	55%	100%	100%	75%	28%	100%	100%	75%
	%Complaint of Injury (C)	36%	0%	0%	25%	39%	0%	0%	25%
	%Visible Injury (B)	9%	0%	0%	0%	28%	0%	0%	0%
	Alcohol/Drug Involved	0	1	0	0	0	0	0	0
	Avoid No Contact - Vehicle	1	0	0	0	0	0	0	0
	Driver Inattention	2	1	0	1	5	0	0	4
	Excessive Speed	2	1	0	0	1	0	0	0
5	Failed to Yield Right of Way	2	1	1	3	6	1	0	0
tor	Improper Backing	0	0	0	0	0	0	1	0
Fac	Improper Lane Change	1	0	0	0	0	0	0	0
SC.	Made Improper Turn	1	0	0	0	1	1	0	0
uti	Missing Data	1	0	0	0	1	0	1	0
rib	Other - No Driver Error	0	0	0	0	1	0	0	0
By Contributing Factors	Other Mechanical Defect	1	0	0	0	0	0	0	0
V C	Passed Stop Sign	0	0	0	0	2	0	0	0
8		0	0	0	0	1	0	0	0
	Pedestrian Error								
	%Failed to Yield Right of Way	18%	25%	100%	75%	33%	50%	0%	0%
	%Driver Inattention	18%	25%	0%	25%	28%	0%	0%	100%
	%Excessive Speed	18%	25%	0%	0%	6%	0%	0%	0%
	%Made Improper Turn	9%	0%	0%	0%	6%	50%	0%	0%

Crash Summaries for Intersections/Segments

Yale Boulevard & Kathryn Avenue:

- 11 crashes
- The most common crash classification is Other Vehicle Both Going Straight/Entering at Angle.
- 18% of crashes occurred under low light conditions.
- No fatal crashes were reported, but minor injury crashes accounted for 45% of crashes.
- The most common contributing factors are Failed to Yield Right of Way, Driver Inattention, and Excessive Speed.

Kathryn Avenue between Yale Boulevard and the East Alley Loop:

- 4 crashes
- The most common crash classification is Other Vehicle One Left Turn/Entering at Angle.
- All crashes occurred during daylight conditions.
- None of the crashes were fatal or involved injuries.
- Alcohol/Drugs were a contributing factor in one crash.
- The most common contributing factors are Failed to Yield Right of Way, Driver Inattention, and Excessive Speed.

Yale Blvd & Anderson Avenue

- 4 crashes
- The most common crash classification is Other Vehicle Both Going Straight/Entering at Angle.
- All crashes occurred during daylight conditions.
- None of the crashes were fatal, and only one had a suspected injury.
- The most common contributing factor is *Failed to Yield Right of Way*.

Yale Boulevard & Ross Avenue

- 18 crashes
- The most common crash classifications are Other Vehicle One Left Turn/Entering at Angle and Other Vehicle Both Going Straight/Entering at Angle.
- 28% of crashes occurred under low light conditions.
- None of the crashes were fatal; however, 67% of crashes resulted in injuries.
- The most common contributing factor is Failed to Yield Right of Way.

Yale Boulevard between International and Centre Avenues

- 8 crashes
- The most common crash classifications are Other Vehicle One Left Turn/Entering at Angle.
- 43% of crashes occurred under low light conditions.
- None of the crashes were fatal, and only one had a suspected injury.
- The most common contributing factor is Driver Inattention.

DATA COLLECTION

Turning movement counts for the study intersections were collected for 9 hours in 2-periods: 6:00 AM-10:00 AM (morning) and 1:00 PM-6:00 PM (afternoon) on December 8 and December 15, 2021. Table 2 shows the observed peak hours for each intersection used in the analysis. Current year turning movement counts, lane geometry, and traffic control for the study intersections are presented in Figure 6. Complete turning movement count sheets are in Appendix B.

Table 2: Intersection Peak Hours						
Intersection	Data Collection Date	AM Peak Hour	PM Peak Hour			
Yale Boulevard & Kathryn Avenue	December 8, 2021	7:30 - 8:30	4:00 - 5:00			
Kathryn Avenue at East Alley Loop	December 8, 2021	7:15 - 8:15	4:15 - 5:15			
Yale Boulevard & Anderson Avenue	December 8, 2021	7:30 - 8:30	4:00 - 5:00			
Yale Boulevard & Ross Avenue	December 8, 2021	7:30 - 8:30	4:00 - 5:00			
Yale Boulevard & International Avenue	December 15, 2021	7:15 - 8:15	4:15 - 5:15			
Yale Boulevard & Centre Avenue	December 15, 2021	7:15 - 8:15	4:00 - 5:00			

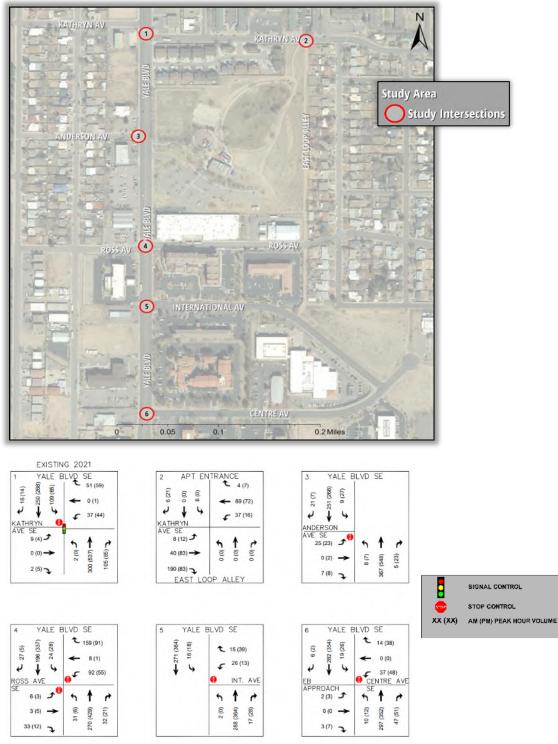


Figure 6. Existing 2021 Turning Movement Counts

LEVEL OF SERVICE AND CAPACITY ANALYSIS

Intersection Analysis

Intersection Capacity and Level of Service (LOS) analyses were performed according to the methods and procedures provided in the *Highway Capacity Manual, 6th Edition (HCM6)*. Highway Capacity software was used to facilitate the analysis. According to the Highway Capacity Manual, LOS is presented as a letter grade (A through F) based on the average delay for an intersection or movement. Delay is calculated as a function of several variables, including signal phasing operations, cycle length, traffic volumes, and opposing traffic volumes; it is the average wait time a driver can expect when moving through an intersection. Factors such as total cycle time (for all movements), queueing restrictions, and vehicle volumes can affect delay measurements, especially for lower volume movements and side streets. Generally, these factors are only realized when delays reach or exceed LOS E thresholds. In such cases, a narrative is offered in subsequent sections specific to the individual movement in question. Table 3, reproduced from the Highway Capacity Manual, shows delay thresholds and the associated Level of Service assigned to delay ranges. Generally, a LOS of D or better is considered an acceptable level of service.

Level of Service	Average Control Delay (sec/vehicle)	General Description (Signalized Intersections)
A	≤10	Free flow
В	>10-20	Stable flow (slight delays)
С	>10 - 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

Table 3: LOS Criteria and Descriptions for Signalized Intersections

Unsignalized intersection LOS is divided into two intersection types: all-way stop-controlled and two-way stop-controlled. All-way stop-controlled intersection LOS is expressed in the average vehicle delay of all the movements. Two-way stop-controlled intersection LOS is defined as the average vehicle delay of an individual movement. Table 4 shows LOS criteria for unsignalized intersections.

Table 4: LOS Criteria for Unsignalized Intersections						
Level of Service Average Control Delay (sec/vehicle)						
А	≤10					
В	>10 - 15					
С	>15 – 25					
D	>25 – 35					
E	>35 – 50					
F	>50					

Based on procedures outlined in the Highway Capacity Manual, intersection delay and LOS for study intersections are reported as the delay and level of service for the worst-case movement. Per HCM6 procedures, peak hour factors obtained from collected traffic counts for the intersections were used in the existing conditions analysis and all other scenarios. Queues are reported for queue measurements falling within the 95th percentile. It should be noted that 95th percentile queues are statistically expected to occur during only 5% of the peak hour's sign cycles. It is also stated that unreported average queueing at an intersection would statistically be much shorter than 95th percentile queueing.

Analysis of Signalized Intersections

Table 5 summarizes the intersection capacity and LOS analysis performed for existing conditions at Yale Boulevard and Kathryn Avenue. Per HCM6 procedures, peak hour factors are derived from the collected traffic counts for the intersections and are used in the existing conditions analysis and all other scenarios. The current signal timings for Yale Boulevard and Kathryn Avenue, provided by CABQ, were used in each analysis scenario unless otherwise stated.

Tuble 5. 2021 Existing Signalized Capacity Analysis Summary								
Intersection	Sconaria	Worst Case	Delay	VIC	1.05	Intersection Delay	Intersection	
mersection	Scenario	Movement	(sec/veh)	V/C	LOS	(sec/veh)	LOS	
Yale Boulevard &	AM	WB L/R	57.9	0.65	Е	6.3	А	
Kathryn Avenue	PM	WB L/R	39.9	0.22	D	8.8	А	

Table 5: 2021 Existing Signalized Capacity Analysis Summa	ry
---	----

Queueing is reported as a ratio Queue Storage Ratio (QSR) for signalized intersections. It indicates the ratio of demand to capacity based on possible lengths of vehicles waiting during "red" times for specific movements. Table 6 summarizes the queuing results for the existing conditions. Detailed capacity output sheets are in Appendix D.

Table 6: 2021 Existing Signalized Queue Storage Summary							
Intersection Scenario Movement 95th Percentile (QSR) Sto							
	WB T	0.37	240				
AM	NB T/R	0.16	105				
	SB L/T	0.05	360				
	WB T	0.45	240				
PM	NB T/R	0.27	105				
	SB L/T	0.00	360				
	Scenario AM	ScenarioMovementAMNB T/RAMSB L/TWB TWB TPMNB T/R	Scenario Movement 95th Percentile (QSR) WB T 0.37 AM NB T/R 0.16 SB L/T 0.05 WB T 0.45 PM NB T/R 0.27				

*95th Percentile (QSR)= Queue Storage Ratio

The summaries in Table 5 and Table 6 indicate:

Yale Boulevard & Kathryn Avenue

- Capacity Analysis:
 - Under existing conditions, the intersection operates at an acceptable level of service in both the AM and PM peak hours. Individual movements operate at a tolerable LOS for the PM peak. Still, the AM peak hour operates at a level of intolerable delay.
- Queueing Analysis:
 - 95th percentile Queue Storage Ratios (QSR) is accommodated by existing storage lengths during the AM and PM peak hours.

Analysis of Stop Controlled Intersections

Table 7 summarizes stop-controlled intersection capacity and LOS analysis performed for existing conditions of the unsignalized intersections.

Table 7: 2021 Existing Stop Control Capacity Analysis Summary							
Intersection	Scenario	Worst Case Movement	Delay (sec/veh)	V/C	LOS		
Kathryn Ave at	AM	SB T	10.2	0.02	А		
East Alley Loop	PM	SB T	8.8	0.03	А		
Yale Boulevard &	AM	EB L	12.3	0.05	В		
Anderson Avenue	PM	EB L	13.7	0.06	В		
Yale Boulevard &	AM	WB T	19.5	0.13	С		
Ross Avenue	PM	WB T	31.0	0.69	D		
Yale Boulevard &	AM	WB L	11.8	0.05	В		
International Avenue	PM	WB L	12.7	0.03	В		
Yale Boulevard &	AM	WB T	12.7	0.11	В		
Centre Avenue	PM	WB T	13.4	0.18	В		

Table 7: 2021 Existing Stop Control Capacity Analysis Summary

Queueing is reported as the number of vehicles in the queue for stop-controlled intersections. Table 8 summarizes the queuing results. Detailed capacity output sheets are in Appendix D.

Table 8: 2021 Existing Stop Control Queue Storage Summary						
	Existing 2021					
Study Intersection	Movement	AM	PM			
		95th Percentile (veh)	95th Percentile (veh)			
Kathryn Ave at	EB L	0.0	0.0			
East Alley Loop	WB L	0.1	0.0			
	SB T	0.1	0.1			
	EB L	0.2	0.2			
Yale Boulevard &	EB R	0.0	0.0			
Anderson Avenue	NB L	0.0	0.0			
	SB L	0.0	0.1			
	EB T	0.3	0.0			
Yale Boulevard &	WB T	6.1	0.4			
Ross Avenue	NB L	0.1	0.0			
	SB L	0.1	0.1			
Yale Boulevard &	WB L	0.2	0.1			
International Avenue	WB R	0.1	0.2			
	SB L	0.0	0.1			
	EB T	0.0	0.1			
Yale Boulevard &	WB T	0.4	0.7			
Centre Avenue	NB L	0.0	0.0			
	SB L	0.1	0.1			

*95th Percentile Queues are calculated in vehicles

The summaries in Table 7 and Table 8 indicate:

Kathryn Avenue at East Alley Loop

- Capacity Analysis:
 - \circ $\;$ Individual movements operate at an acceptable LOS for AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths at the intersection are less than one vehicle during the AM and PM peak hours.

Yale Boulevard & Anderson Avenue

- Capacity Analysis:
 - Individual movements operate at an acceptable LOS for AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths at the intersection are less than one vehicle during the AM and PM peak hours.

Yale Boulevard & Ross Avenue

- Capacity Analysis:
 - Individual movements operate at an acceptable LOS for the AM Peak Hour and a tolerable LOS for the PM peak hour.
- Queueing Analysis:
 - 95th percentile lengths at the intersection are less than one vehicle during the AM and PM peak hours except for the westbound through movement in the AM Peak hour.

Yale Boulevard & International Avenue

- Capacity Analysis:
 - Individual movements operate at an acceptable LOS for AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths at the intersection are less than one vehicle during the AM and PM peak hours.

Yale Boulevard & Centre Avenue

- Capacity Analysis:
 - Individual movements operate at an acceptable LOS for AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths at the intersection are less than one vehicle during the AM and PM peak hours.

DROP-OFF AND PICK-UP OPERATIONS

A map showing the existing parent drop-off/pick-up loops and bus drop-off/pick-up location are shown in Figure 7. The traffic circulation is designed to avoid conflicts between parent drop-off/pick-up operations and bus drop-off/pick-up operations while upholding student safety, not adversely impacting traffic operations on Yale Boulevard, and not posing a nuisance to adjacent neighborhoods during peak drop-off/pick-up hours. The East Alley Loop and existing drop-off/pick-up loop at 1717 Yale Boulevard, the Church Lot, are in use for the 2021/2022 academic year, with buses dropping students off curbside via westbound Ross Avenue. The East Alley Loop is designated for use by students in Pre-K through fourth grade.



Figure 7: Existing Drop-Off/Pick-Up Operations

Students in grades 5 through 12 use the Church Lot drop-off/pick-up area. The Church Lot is on the northwest corner of Yale Boulevard and Ross Avenue. Student traffic crosses Yale Boulevard via a marked crossing with a pedestrian refuge island on the northern leg of the intersection to access MAS Charter School.

MAS Charter School has developed specific operational rules governing drop-off and pick-up times and has communicated these to the parents. The standards apply to grades Pre-K to grade 4, grades 5 to 12, after-school program participants, and students who utilize the school's buses. This information is critical

to understanding the current measures and factors that provide operational context to the study and how the parents and students interface with the drop-off and pick-up daily.

The school's regular hours of operation are Monday through Friday, 8:20 AM to 4:20 PM (Before school program starts at 7:00 AM and after school program ends at 6:00 PM). Student drop-off in the morning is between 7:00 AM and 8:15 AM. Student pick-up is between 4:15 PM and 4:35 PM. Students participating in before and after school programs do not impact the peak drop-off and pick-up numbers.

The school owns five buses that pick students up at locations around the city, drop off students between 7:30 AM to 8:00 AM on Ross Avenue in the morning, and pick up students at 4:20 PM. There are approximately 208 students that currently utilize the MAS buses.

MAS has approximately 40 staff that assist with the drop-off and pick-up operations. This includes a contract crossing attendant that provides crossing assistance at Yale Boulevard and Ross Avenue. Staff and older siblings physically accompany younger students dropped off or picked up at the West Loop through the crosswalk from Ross Avenue to the Yale Boulevard campus. Multiple families with more than one child attend MAS Charter School. If siblings are apart in age, the younger child accompanies the older sibling to and from the West Loop. Table 9 shows real-world counts taken at the existing Church Lot, demonstrating the student-to-vehicle ratio.

Table 9: Observed Student-to-Vehicle Ratio						
Church Lot						
	AM PM					
Day of the Week	Vehicles	Students	Students per Vehicle	Vehicles	Students	Students per Vehicle
Monday (2/28/22)	97	154	1.6	57	110	1.9
Tuesday (3/1/22)	-	-	-	65	118	1.8
Wednesday (3/2/22)	87	132	1.5	52	97	1.9
Thursday (3/4/22)	99	148	1.5	55	115	2.1

Grades PreK-12 students use the East Alley Loop for the after-school program pick-up and range in pickup time over an hour and a half outside the PM peak hour. Approximately 226 students participate in after-school programs. These students are not part of the regular pick-up time slot, and their parents utilize the alley between 4:30 PM and 6:00 PM.

School Bus Drop-off/Pick-up

The bus drop-off/pick-up occurs on Ross Avenue in front of the school. Buses will not use the parking lot development other than for after-hours storage.

Pedestrian and Bicycle Circulation

The proposed development will not create a change in pedestrian or bicycle traffic. Sidewalks are present along all roadways in the study area. Students should use the sidewalk and cross at the marked crosswalk at Ross Avenue and Yale Boulevard. No bicycle facilities are not present in the study area. Charter schools do not typically generate a lot of pedestrian or bicycle traffic; most students ride the bus or are driven by parents.

ANALYSIS OF INITIAL PROPOSED CONDITIONS

TRAFFIC PROJECTIONS

The West Loop's anticipated completion is Fall of 2022, within the same year as the data collection for the study. Therefore, forecasting existing traffic volumes to future analysis conditions was not performed.

TRIP GENERATION

Trip generation for the development was performed using the procedures and methodologies provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition.* This analysis uses trip generation tables from the ITE 528 Charter School (K-12) land use category. Trips were calculated using rates for AM peak hour and PM peak hour generators. Total development trips and trips generated are shown in Table 10. Site trips for the development site were generated using data and procedures according to the Institute of Transportation Engineer's Trip Generation Manual. ITE Code 538 – Charter School (K-12) does not account for bus operations within the trip generation. Therefore, the number of students expected to ride the bus, 208, was removed from the total number of students, 1180, to reflect the trip generation better.

Table 10: Trip Generation							
Land Lise Catagony	Units	Trip Generation				Peak Hour Trips	
Land Use Category	Students	Period	Total	Enter	Exit	In	Out
	070	AM Peak	884	53%	47%	469	415
ITE 538 Charter School (K-12)	972	PM Peak	661	50%	50%	330	331

Trip Distribution and Assignment

Trip Distribution is based on the analysis of existing intersection demand characteristics within the study area. Overall, trips were distributed within the roadway network to and from the development based on the proportions of existing turning movement counts/demands. Trip routing uses the proportional split of the grade of students using the West Loop and the East Alley Loop.

Traffic Volume Calculations

As stated above, build-out traffic volumes are calculated using the existing traffic volumes. No traffic growth factors are used as the student enrollment is already at the school charter's maximum. Primary site trips were added to study intersections with direct access to the proposed development.

Queuing Analysis Methodology Applicability and Variances

The queuing analysis uses a methodology to estimate the maximum queue lengths. This method is a linear model using the school's student enrollment as the dependent variable. This model estimates the maximum queue length derived from observations at 55 public elementary schools in Houston, Texas¹. While these analyses provide a best estimate of queue lengths during drop-off/pick-up operations, it is based on operational and procedural projections. The linear model used to determine maximum queue lengths is derived from the busiest time of day at a sample of Texas elementary schools, PM Peak hour pick-up operations. MAS Charter School's busiest time of day is AM Peak Hour. This may be due to their extended school day and no-cost after-school program used by 226 students. Additionally, MAS Charter School's student body consists of grades Pre-K through 12, which may indicate a higher student-to-vehicle ratio than an elementary school. In other words, multiple children from the same household arrive in one vehicle. This analysis also assumes full adherence to the outlined drop-off/pick-up procedures. It does not account for students who may be dropped off or picked up at other locations adjacent to the school.

¹ Qualls, "Strategies for the Greening of Student Pick-Ups at School Dismissal."

WEST LOOP BUILD-OUT

This scenario evaluates the West Loop Build-out considering a road diet is implemented on Yale Boulevard from Anderson Avenue to Ross Avenue. The Yale Road Diet involves removing a travel lane for vehicles in each direction. The additional road space allows for an auxiliary right-turn lane to access the West Loop parking lot development and will add more queuing space for drop-off/pick-up operations. The narrowed vehicle traveled way can improve safety conditions for students crossing Yale Boulevard by encouraging a reduction in travel speeds of motor vehicles. The road diet also provides a safer environment for pedestrians when crossing the street by reducing the number of travel lanes crossed when traversing the street. In this analysis, the same traffic volumes on Yale Boulevard as the existing conditions are modeled with one less thru lane for each direction.

Drop-off and Pick-up Operations

A map showing the parent drop-off/pick-up loops and bus drop-off/pick-up location for the West Loop Build-out is shown in Figure 8. The West Loop Build-out offers more queuing space for vehicles than the existing configuration. Under the West Loop Build-out scenario, drop-off/pick-up operations for grades 5 through 12 will utilize the West Loop accessing the development with a southbound right turn into Driveway 1 and depart using Driveway 3 with an eastbound right turn out of the development. Students dropped off via the West Loop will still cross Yale Boulevard at the marked crosswalk on the north leg of the intersection.

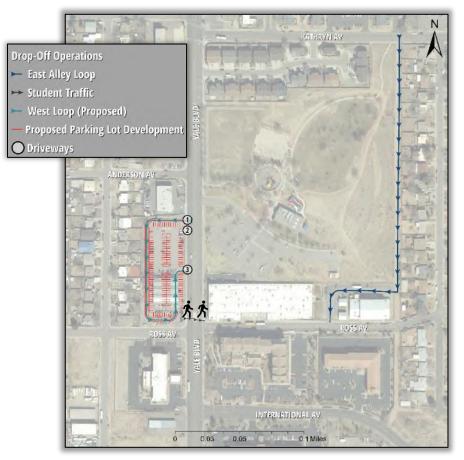


Figure 8. West Loop Build-out Drop-Off/Pick-Up Operations

West Loop Parent drop-off/pick-up and Queuing Analysis

Queue length is estimated for the current student enrollment (1180, PreK-12) and future charter maximum student enrollment (1600, PreK-12). For the current conditions, the total student population not riding the bus is 972, and for the future conditions, 1,318. The East Alley Loop has approximately 1400 feet. The development of the West Loop will add an additional 700 feet of on-site storage, increasing the total vehicle storage capacity to 2100 feet. Table 11 summarizes the maximum queue lengths for existing and future conditions.

Table 11: Queuing Analysis				
Enrollment (n)	1,180	1,600		
Students (n)	972	1,318		
Max. Queue Length (ft)	1,460	1,980		
Available Vehicle Storage (ft)	2,1	.00		

The queuing analysis indicates that with the West Loop development, MAS Charter School can provide sufficient storage space for the maximum queue resulting from drop-off/pick-up operations.

Analysis of Signalized Intersections

In this scenario, the intersection at Yale boulevard and Kathryn Avenue operates at an acceptable level of service in both the AM and PM peak hours. However, individual westbound movements operate at an intolerable LOS for the AM and PM peak hours. Additionally, the 95th percentile queues are accommodated by existing storage lengths during the AM and PM peak hours.

Analysis of Stop Controlled Intersections

The stop-controlled intersection capacity and LOS analysis performed for West Loop Build-out and Yale Road Diet indicated that individual movements at each of the stop controlled intersections operate at an acceptable level LOS for AM and PM peak hours. The queueing analysis indicates that 95th percentile lengths at the intersections are less than one vehicle during the AM and PM peak hours except for the westbound movements at Yale Boulevard and Ross Avenue in the AM peak hour when the 95th percentile lengths are more than one vehicle.

Site Access and Sight Distance Evaluation

The following details the recommended intersection sight distance requirements for the development. Intersection sight distance requirements were calculated per the City of Albuquerque Design Process Manual using the 2018 AASHTO "Green Book" chapter 9.5. Two sight distance cases were used for this analysis:

- Case B1 A stopped vehicle turning left from a minor street approach onto a major road.
- Case B2 A stopped vehicle turning right from a minor street approach onto a major road.

Intersection sight distances were calculated based on the following assumptions:

- Required intersection sight distance for Case B1 at all access driveways is based on the design vehicle crossing two lanes of traffic on an undivided roadway.
- Required intersection sight distance for Case B2 at all access driveways is based on the design vehicle crossing into the nearest traffic lane.

The values in Table 12 are rounded up to the nearest 5-foot increment. A single passenger vehicle was used as the design vehicle. Formulas, values, and calculations used in the sight distance analysis can be found in Appendix E.

Table 12: Sight Distance Requirements					
Location Speed Case Sight Distance (ft)					
Driveway 2 (Exit) on	40 MPH	B1 - Turning Left	530		
Yale Boulevard		B2 - Turning Right	385		

All development driveways are recommended to adhere to the sight distance provisions detailed in the AASHTO "Green Book." An area bounded by the above sight distances with the decision point placed 15 feet back from the edge of the shoulder midway between the outbound driving lane should be clear of any obstructions.

Turn Lane Analysis

The City of Albuquerque 2020 Development Process Manual (DPM) turn lane warrants were reviewed for the site access driveways. DPM Table 7.4.67 was used to determine if turn lanes are warranted, and Tables 7.4.68, 7.4.69, and 7.4.70 were used to assess deceleration length, transition length, and taper length, if applicable. Existing turning movement volumes and trips were used in this analysis. Driveway 1 warrants a right-turn lane based on this analysis. The results of this analysis are in Table 13.

	Table 13:	Right turn Auxiliary	/ Lane Analysis		
Warrant Location	Design Speed (MPH)	Turning Volume AM(PM)	Warrant Threshold ¹	Required Length ²	Required Transition Length ²
Driveway 1 (Entrance) on Yale Boulevard	40	114 (56)	50	240'	150'

1 - Per Table 7.4.67 2 - Per Table 7.4.68

Noise and Air Quality Impacts

EPA MOVES was used to generate emission factors corresponding to the motor vehicle activity associated with the east alley drop-off/pick-up loop. Using county-level data available through the MOVES database and observed vehicle volumes during AM and PM peak hours utilizing the east alley loop, average yearly emission factors were generated for PM_{2.5} and CO. Table 14 summarizes the generated emission factors.

Table 14: Emission Factors, Annual Average				
PM 2.5 (μg /mile) CO (g/mile)				
7:30 AM - 8:30 AM	0.34	218.24		
4:00 PM - 5:00 PM	0.34	267.00		

This study uses CALINE4 to model $PM_{2.5}$ and CO dispersion along the study route. Figure 9 shows the link and receptor locations used to estimate $PM_{2.5}$ and CO concentrations. The blue links represent the vehicle travel path using the East Alley Loop. The green boxes are receptors located 100 feet from the East Alley Loop. The receptors were placed 100 feet from the emission source at 6 feet high. The 100-foot distance represents the distance from the center of the East Alley to the first row of houses abutting the alleyway, where concentrations will be relatively high; concentrations dissipate with increasing distance from the source.

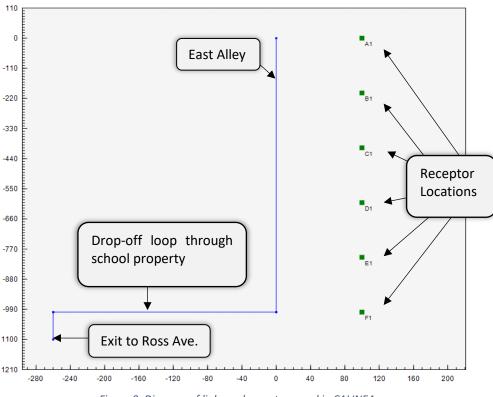


Figure 9: Diagram of links and receptors used in CALINE4.

Table 15 contains the modeled concentrations at the receptor locations for AM and PM peak hours. Concentrations for both pollutants resulting from drop-off and pick-up activity are minimal. For comparison, the annual average PM_{2.5} concentration in Albuquerque for 2011-2020 was 6.14 μ g/m³ and for CO was 1.15 ppm.

Table 15: Emission concentrations at 100 feet from the source.					
PM 2.5 (μg/m ³) CO (ppm)					
7:30 AM - 8:30 AM	0.16	0.10			
4:00 PM - 5:00 PM	0.11	0.07			

Parents queued to pick up students shall be instructed to wait for their children with their vehicles turned off when not actively in motion. Once adopted and consistently practiced, this method will help minimize air and noise pollution associated with the East Alley drop-off/pick-up activity.

SOUTH LOOP BUILD-OUT (CENTRE AND INTERNATIONAL AVENUES)

Another drop-off/pick-up loop scheme utilizes Centre and International Avenues instead of the East Alley and West Loops. This alternative requires vehicles to access Centre Avenue from Yale Boulevard and travel eastbound to International Avenue. This loop depends on constructing an alleyway east of the Extended Stay America to allow student drop-off/pick-up activity. The necessary land parcel is privately owned, and a legal public alleyway does not currently exist. Students are dropped off and picked up off school property and then must walk through the alleyway and cross Ross Avenue to access the school's campus. In this scenario, school traffic is assigned to Centre and International Avenues.

Drop-off and Pick-up Operations

Figure 10 shows the circulation for this alternative, requiring vehicles to enter Centre Avenue from Yale Boulevard, travel eastbound, and make a left turn onto International Avenue. Dropping students off on International Avenue requires them to utilize the alleyway east of Extended Stay America and cross Ross Avenue to access MAS Charter School.



Figure 10: South Loop Build-out Drop-Off/Pick-Up Operations

A LOS, capacity, and queuing analysis was performed using the same procedures and assumptions for the West Build-out. Signal timings used in the existing conditions analysis were retained and used for build-out conditions. Figure 11 shows the traffic volumes used to analyze the South Loop Build-out scenario.

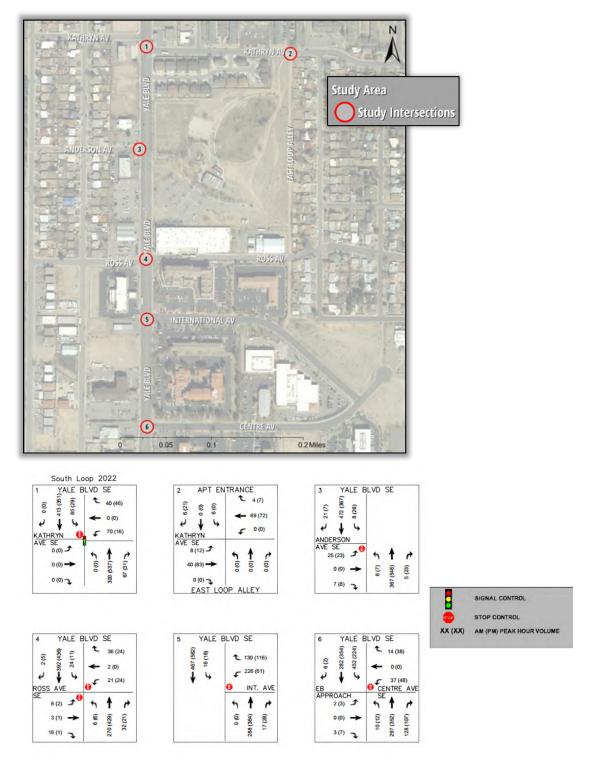


Figure 11: South Loop Build-out Traffic Volumes

Analysis of Signalized Intersections

In this scenario, the intersection at Yale boulevard and Kathryn Avenue operates at an acceptable level of service during the AM and PM peak hours. However, individual westbound movements operate at an intolerable LOS for the AM and PM peak hours. Additionally, the 95th percentile queues are managed by existing storage lengths during the AM and PM peak hours. Detailed capacity output sheets are in Appendix D.

Analysis of Stop Controlled Intersections

The stop-controlled intersection capacity and LOS analysis performed for South Loop Build-out and Yale Road Diet indicated that individual movements at each stop-controlled intersect intersection operate at an acceptable level LOS for AM and PM peak hours. However, the intersection at Yale Boulevard and International operates at an acceptable LOS for the PM peak hour and a congested LOS for the westbound through movement during the AM peak hour. The queuing analysis indicates that 95th percentile lengths at the intersections are less than one vehicle during the AM and PM peak hours except for the Intersections of Centre Avenue and International at Yale Boulevard. At Yale Boulevard and International Avenue, the 95th percentile lengths at the intersection are less than one vehicle during the AM peak hour. One block south at Centre Avenue, the 95th percentile lengths are more than one vehicle during the AM and PM peak hours.

South Loop Parent drop-off/pick-up and Queuing Analysis

The available storage space, measured from the east side of Extended Stay America's driveway to the easternmost driveway of Towne Place Suites on Centre Avenue, is approximately 1,400 feet. The maximum queue length and available storage are shown in Table 16.

Table 16: Queuing Analysis, South Loop Build-out				
Enrollment (n)	1,180	1,600		
Non-Bus Students (n)	972	1,318		
Max. Queue Length (ft)	1,460	1,980		
Available Vehicle Storage (ft) 1,400		00		

The queuing analysis indicates that the South Loop does not have sufficient storage space for the maximum queue resulting from drop-off/pick-up operations.

The alleyway east of Extended Stay America is partially owned by Extended Stay America and the State of New Mexico. The City of Albuquerque would have to use its eminent domain powers to provide a public or private alleyway for public access. Additionally, an ADA-compliant curb ramp will need to be developed on both ends of the alleyway, and a mid-block crossing established on Ross Avenue to ensure students safely arrive at the school's campus. Moreover, while this alternative shifts traffic from residential areas adjacent to the school, the traffic challenges resulting from the school's operations are now for the commercial businesses on Centre and International Avenues to manage.

INITIAL CONCLUSIONS

While the South Loop scenario maintains LOS at the intersections of Kathryn at East Alley Loop and Yale Boulevard and Anderson, the LOS at Yale Boulevard and Ross Avenue is similar to the South Loop and West Loop scenarios. The South Loop adversely impacts traffic operations on Yale Boulevard at Centre and International Avenues. Furthermore, the South Loop does not have sufficient storage space to accommodate drop-off/pick-up operations without imposing on adjacent commercial businesses. Regarding student activity resulting from the South Loop, there are no sightlines from the school to the drop-off/pick-up area, students need to walk through an open alleyway, a new mid-block crossing on Ross Avenue will need to be established, and the alleyway property is adjacent to Extended Stay America, the property owner and is not municipal property. As a result, the West and East Alley Loops are the recommended scenario for MAS Charter School.

The West Loop with Yale Road Diet is the recommended scenario. It maintains an acceptable LOS during AM and PM peak hours for all the study intersections. Additionally, the West Loop provides MAS Charter School with enough vehicle storage to accommodate drop-off/pick-up operations during AM and PM peak hours. Moreover, the Yale Road Diet improves safety on Yale Boulevard for all roadway users, especially students accessing MAS Charter School from the West Loop parking lot development.

While the West Loop is recommended, there are some concurrent measures that must be taken to mitigate traffic impacts and improve safety conditions in the study area. Improving the driving surface of the East Alley by laying pavement will minimize dust and noise impacts on the adjacent residences. Adhering to right-out from the West Loop will ensure smooth and expeditious drop-off/pick-up operations during AM and PM peak hours. Reconfiguring Yale Boulevard with new striping to two travel lanes in each direction will aid with speed limit compliance and shorten the crossing distance for pedestrians utilizing the crosswalk at Ross Avenue. The additional road space can be used to add an auxiliary right turn lane for Driveway 1 of the proposed development and bicycle lanes between Avenida Cesar Chavez/Santa Clara and Ross Avenue. To further address the safety of students crossing Yale Boulevard, a School Zone with appropriate School Speed Limit sign assembly needs to be implemented. Additionally, implementing a Pedestrian Hybrid Beacon and enhanced roadway lighting at Yale Boulevard and Ross Avenue will improve safety at this crossing location.

INITIAL FEEDBACK AND REVISED SITE PLANS

The Initial Study was submitted to the City, and their comments included three significant changes:

- 1. Use of the East Alley Loop is prohibited
- 2. Analyze Ross Avenue Loop and Church Lot operations for the 2022/2023 school year
- 3. Analyze West Loop and Community Center Loop Site Plan

During the summer of 2022, the CABQ Department of Municipal Development restricted access to the East Alley Loop. It was reported that excessive dust from the use of the East Alley has negatively impacted the air quality of adjacent residents. Additionally, it was reported that using the East Alley Loop promotes a reduced quality of life for residents whose yards abut the alley. The City has been fined for these impacts; these fines precipitated the access restriction to the East Alley Loop. This restriction requires the school to reevaluate and revise its drop-off and pick-up operations. CABQ Traffic Engineering Department granted use of the TWLTL on Ross Avenue for queuing during peak drop-off and pick-up hours (Ross Loop). MAS Charter School will use this alternative for the 2022/2023 school year in conjunction with the Church Lot at 1717 Yale Boulevard. The City has requested that the Ross Loop operations be analyzed.



Figure 12: Restricted access to the East Alley Loop. Kathryn Ave looking south.

Additionally, the school and the City are looking at the potential of developing the Community Center Loop. This loop is located along the south property line of the adjacent community center. Figure 13 shows and conceptual image of the proposed Community Center Loop. It provides reconfigured parking spaces combined with two lanes of queuing, which connect to the existing traffic configuration used by the East Alley Loop.

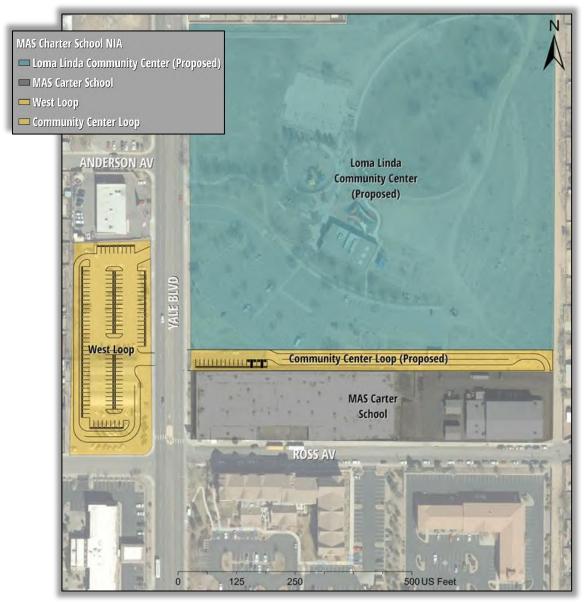


Figure 13: West and Community Center Loop Site Plan and Study Intersections

Lastly, based on successful operations from the beginning of the 2022/2023 school year, the school has requested to analyze an additional alternative, the use of the West and Ross Avenue Loops. With this feedback in mind, the remainder of this report documents the evaluation of the following scenarios:

- 1. Ross Avenue Loop and Church Lot
- 2. West and Community Center Loops
- 3. West and Ross Avenue Loops

ANALYSIS OF REVISED SITE PLANS

ROSS AVENUE LOOP AND CHURCH LOT

This intermediate drop-off/pick-up plan uses the Church Lot and the TWLTL on Ross Avenue, east of Yale Boulevard. The traffic distribution proportions, and distributed traffic volumes are shown in Figure 14.

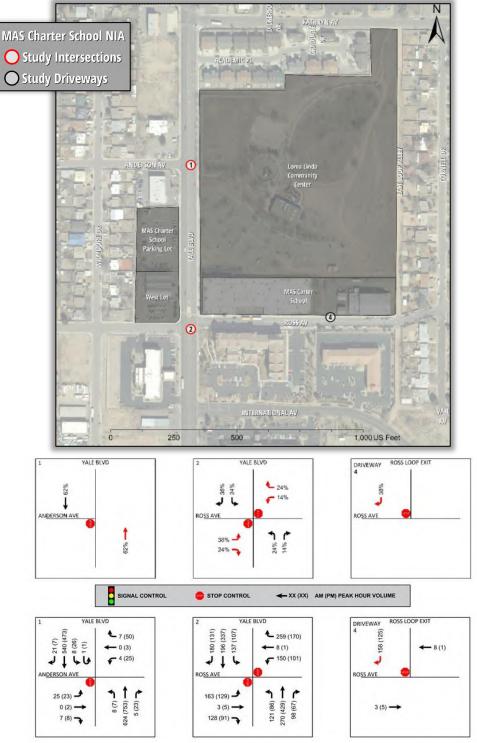


Figure 14: Ross Loop and Church Lot Traffic Distribution

Drop-off and Pick-up Operations

This drop-off/pick-up alternative, shown in Figure 15, requires vehicles with students in grades PreK through fourth to utilize Ross Avenue, travel eastbound, make a left turn northbound into the alley east of the school and make another left turn onto school property. At this point, students can be dropped off or picked up. Vehicles must then leave the school property by turning right on Ross Avenue towards Yale Boulevard. The circulation for vehicles with students in fifth through twelfth-grade is to access the Church Lot from Ross Avenue, east of Yale Boulevard. During peak drop-off and pick-up hours, left turns to Ross Avenue from Yale Boulevard are restricted. To access the Church Lot on Ross Avenue, vehicles must utilize Wilmoore or Buena Vista Drives.

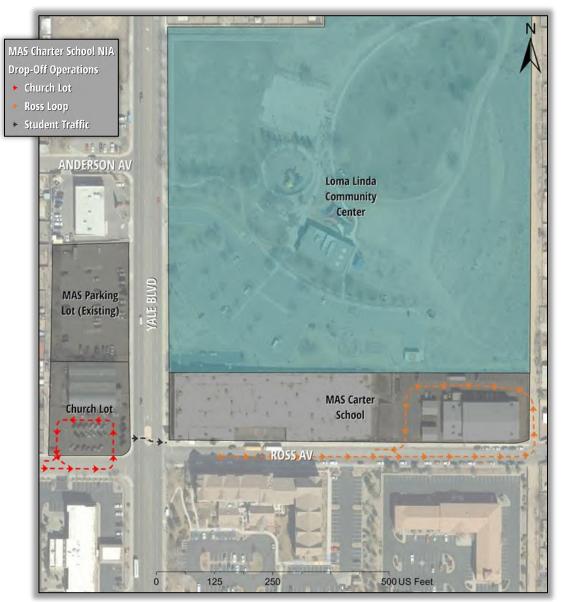


Figure 15. Ross Loop and Church Lot Drop-Off/Pick-Up Operations

Analysis of Stop Controlled Intersections

Table 17 summarizes stop-controlled intersection capacity and LOS analysis performed for the unsignalized intersections under the conditions of the Ross Loop and Church Lot

Intersection	Scenario	Worst Case Movement	Delay (sec/veh)	V/C	LOS
Yale Boulevard &	AM	EB LR	15.8	0.09	С
Anderson Avenue	PM	EB LR	15.9	0.09	С
Yale Boulevard &	AM	WB R	293.1	1.10	F
Ross Avenue	PM	WB L	71.8	0.68	F

Table 17: Ross Loop and Church Stop Control Capacity Analysis Summary

Queueing is reported as the number of vehicles in the queue for stop-controlled intersections. Table 18 summarizes the queuing results. Detailed capacity output sheets are in Appendix D.

Table 18: Ross Loop and Church Lot Stop Control Queue Storage Summary						
		Ross Loop ar	nd Church Lot			
Study Intersection	Movement	AM	PM			
		95th Percentile (veh)	95th Percentile (veh)			
Yale Boulevard &	EB LR	0.3	0.3			
	NB L	0.0	0.0			
Anderson Avenue	SB L	0.0	0.1			
	EB T	-	-			
Yale Boulevard &	WB L	16.9	5.2			
	WB R	27.8	7.6			
Ross Avenue	NB L	0.4	0.3			
	SB L	0.4	0.4			

*95th Percentile Queues are calculated in vehicles

The summaries in Table 17 and Table 18 indicate:

Yale Boulevard & Anderson Avenue

- Capacity Analysis:
 - Individual movements operate at an acceptable LOS for AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths at the intersection are less than one vehicle during the AM and PM peak hours.

Yale Boulevard & Ross Avenue

- Capacity Analysis:
 - The westbound movements operate with congestion during AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths at the westbound approach are more than one vehicle during the AM and PM peak hours.

Ross Loop Parent drop-off/pick-up and Queuing Analysis

The available storage space comprises 600 feet in the TWLTL on Ross Avenue, 125 feet on the south end of the alley, 375 feet on the school's property at 1718 Yale Boulevard, and 250 feet in the Church Lot is approximately 1350 feet. The maximum queue length and available storage are shown in Table 19.

Table 19: Queuing Analysis, Ross Loop/Church Lot					
Enrollment (n)	1,180	1,600			
Non-Bus Students (n)	972	1,318			
Max. Queue Length (ft)	1,460	1,980			
Available Vehicle Storage (ft)	1,3	50			

The queuing analysis indicates that the Ross Avenue Loop and Church Lot do not have sufficient storage space for the maximum queue resulting from drop-off/pick-up operations. An intermediate solution is to restripe northbound Yale Boulevard, south of Ross Avenue, to one through lane and an exclusive right turn lane to add 275 feet of storage capacity.



Figure 16: PM Pick-up queue at the eastern approach of Ross Ave and Yale Blvd

Site Access and Sight Distance Evaluation

Intersection sight distance requirements were calculated per the City of Albuquerque Design Process Manual using the 2018 AASHTO "Green Book" chapter 9.5. Two sight distance cases were used for this analysis:

- Case B1 A stopped vehicle turning left from a minor street approach onto a major road.
- Case B2 A stopped vehicle turning right from a minor street approach onto a major road.

Intersection sight distances were calculated based on the following assumptions:

- Required intersection sight distance for Case B1 at all access driveways is based on the design vehicle crossing two lanes of traffic on an undivided roadway.
- Required intersection sight distance for Case B2 at all access driveways is based on the design vehicle crossing into the nearest traffic lane.

The values in Table 20 are rounded up to the nearest 5-foot increment. A single passenger vehicle was used as the design vehicle. Formulas, values, and calculations used in the sight distance analysis can be found in Appendix E.

Table 20: Sight Distance Requirements, Ross Loop and Church Lot						
Location Speed (MPH) Case Sight Distance (ft)						
Driveway 4 (Exit) on	25	B2 - Turning Right	240			
Ross Avenue						

All development driveways are recommended to adhere to the sight distance provisions detailed in the AASHTO "Green Book." An area bounded by the above sight distances with the decision point placed 15 feet back from the edge of the shoulder midway between the outbound driving lane should be maintained clear of any obstructions.

Turn Lane Analysis

The City of Albuquerque 2020 Development Process Manual (DPM) turn lane warrants were reviewed for the site access driveways. DPM Table 7.4.67 was used to determine if turn lanes are warranted, and Tables 7.4.68, 7.4.69, and 7.4.70 were used to assess deceleration length, transition length, and taper length, if applicable. West Loop Build-out turning movement volumes and trips were used in the analysis. Northbound Yale Boulevard at Ross Avenue warrants a right-turn lane based on this analysis. The results of this analysis are in Table 13.

Warrant Location	Design Speed (MPH)	Turning Volume	Volume	Required	Required
	Speed (IVIPH)	AM (PM)	Threshold ¹	Length ²	Transition Length ²
NB Yale Boulevard at	40	98 (67)	50	240'	150'
Ross Avenue	40	50 (07)	50	240	150

Table 21: Right turn Auxiliary Lane Analysis, Ross Loop and Church Lot

1 - Per Table 7.4.67

2 - Per Table 7.4.68

WEST LOOP ALTERNATIVES

The following sections evaluate alternatives utilizing the West Loop and consider a lane reconfiguration Yale Boulevard from Anderson Avenue to Ross Avenue. The lane reconfiguration involves restriping the south approach at Yale Boulevard and Ross Avenue from two through lanes to a single through lane and an exclusive right turn lane; with a Manual on Uniform Traffic Control Devices (MUTCD) compliant "Right Turn Must Turn Right" sign at the Northeast corner of International Avenue and Yale Boulevard. The east approach will be striped with Do Not Block Intersection pavement markings that are compliant with the (MUTCD). At the northeast corner, a curb extension will shorten the crossing distance for pedestrians, creating a safer environment for crossing the street. The narrowed vehicle traveled aims to encourage a reduction in travel speeds of motor vehicles. For northbound traffic, between this intersection and Driveway 3, Yale Boulevard will comprise a through and exclusive right turn lane; north of Driveway 3, Yale Boulevard returns to two travel lanes.

For southbound traffic, the south approach of Anderson Avenue and Yale Boulevard will be restriped to one through lane and an exclusive right turn lane through Driveway 1. Drivers will be notified by two signs, a "Right Turn Only" sign with a "500 FT" distance plaque, 500 feet north of Anderson Avenue and A "Right Turn Must Turn Right" sign on the southwest corner of Anderson Avenue and Yale Boulevard. This intersection and the driveway north of Driveway 1 will be striped with MUTCD complaint Do Not Block Intersection pavement markings. South of Driveway 1, Yale boulevard is a single through lane until Driveway 2. South of Driveway 2, at the north approach of Ross Avenue and Yale Boulevard, Yale returns to two through lanes. At Driveways 1 and 2 plastic bollards should be placed along the pavement striping separating the through lane from the turn lanes. This serves to communicate the right-in and right-out operations of Driveway 1 and 2, respectively.

Additional safety enhancements comprise of the installation of a Rapid Rectangular Flashing Beacon (RRFB) assembly, signage and yield pavement markings on the north side of Ross Avenue and Yale Boulevard. Plan view figures of the West Loop alternatives are in Appendix F.

WEST AND COMMUNITY CENTER LOOPS

This drop-off/pick-up alternative depends on acquiring the use of property belonging to CABQ. Drop-off and pick-up operations are anticipated to be split between the proposed West Loop and Community Center Loop. Students in PreK through fourth grade will utilize the Community Center Loop, and students in grades five through twelve will use the West Loop. The adjusted traffic volumes are shown in Figure 17.

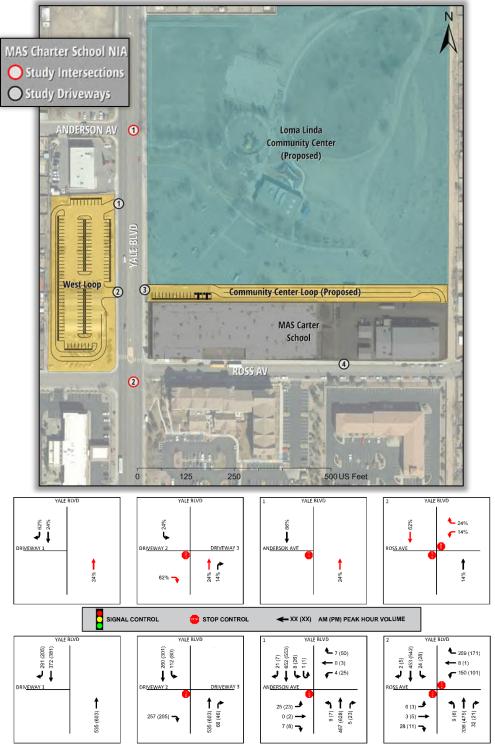


Figure 17: West and Community Center Loops Traffic Distribution

Drop-off and Pick-up Operations

This alternative uses the West Loop and Community Center Loop. This option, shown in Figure 18, requires vehicles with students in Pre-K through fourth grade to enter the school's property from Driveway 3, south or northbound Yale Boulevard. Once on the school's property, vehicles travel east until they reach the alley, make a right turn to the drop-off area, then exit onto Ross Avenue via a right turn towards Yale Boulevard. Vehicles with students in grades five through twelve will utilize the West Loop. Access to the West Loop is via right turn only from southbound Yale Boulevard. Vehicles will drop off/pick up students at the southern end of the lot just north of Ross Avenue, then exit to Yale Boulevard via a right turn at Yale Boulevard. The southern end of the West Loop contains a bypass lane for vehicles to exit the queue once students have been dropped-off/picked-up and relieve the queue's length.

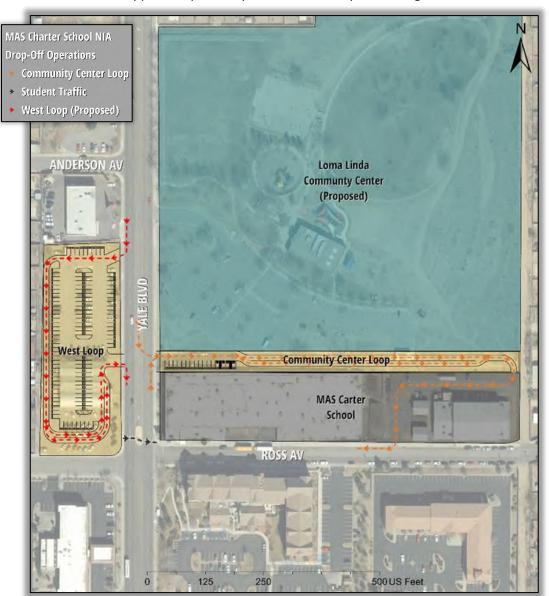


Figure 18. West and Community Center Loops Drop-Off/Pick-Up Operations

Analysis of Stop Controlled Intersections

Table 7 summarizes stop-controlled intersection capacity and LOS analysis performed for the West Loop and Community Center Loop.

Table 22: West and C	Table 22: West and Community Center Loops Stop Control Capacity Analysis Summary					
Intersection	Scenario	Worst Case Movement	Delay (sec/veh)	V/C	LOS	
Yale Boulevard &	AM	EB LR	18.9	0.12	С	
Anderson Avenue	PM	EB LR	19.7	0.12	С	
Yale Boulevard &	AM	WB R	380.7	1.15	F	
Ross Avenue	PM	WB R	150.3	0.93	F	
Yale Boulevard &	AM	EB R	12.8	0.38	В	
Driveways 2 and 3	PM	EB R	12.5	0.32	В	

Table 22: West and Community Center Loops Stop Control Capacity Analysis Summary

Queueing is reported as the number of vehicles in the queue for stop-controlled intersections. Table 23 summarizes the queuing results. Detailed capacity output sheets are in Appendix D.

Table 23: West and Community Center Loops Stop Control Queue Storage Summary						
	West and Community Center L					
Study Intersection	Movement	AM	PM			
		95th Percentile (veh)	95th Percentile (veh)			
Yale Boulevard &	EB LR	0.4	0.4			
Anderson Avenue	NB L	0.0	0.0			
	SB L	0.0	0.1			
	EB LR	-	-			
Yale Boulevard &	WB L	2.4	1.8			
Ross Avenue	WB R	32.2	13.7			
Ross Avenue	NB L	0.0	0.0			
	SB L	0.1	0.1			
	EB R	1.8	1.4			
Yale Boulevard &	NB T	-	-			
	NB TR	-	-			
Driveways 2 and 3	SB L	0.5	0.3			
	SB T	-	-			

*95th Percentile Queues are calculated in vehicles

The summaries in Table 22 and Table 23 indicate:

Yale Boulevard & Anderson Avenue

- Capacity Analysis:
 - o Individual movements operate at an acceptable LOS for AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths at the intersection are less than one vehicle during the AM and PM peak hours.

Yale Boulevard & Ross Avenue

- Capacity Analysis:
 - $\circ~$ The westbound right movement operates with congestion during AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths at the westbound approach are more than one vehicle during the AM and PM peak hours.

Yale Boulevard & Driveways 2 and 3

- Capacity Analysis:
 - The westbound movements operate at an acceptable LOS during AM and PM peak hours.
- Queueing Analysis:
 - o 95th percentile lengths for the eastbound right movement are more than one vehicle during the AM and PM peak hours.

West Loop and Community Center Loop Parent drop-off/pick-up and Queuing Analysis

The available storage space of the Community Center Loop on Yale Boulevard to its exit, Driveway 4, on Ross Avenue is approximately 1,600 feet. The West Loop provides an additional 780 feet of storage. The maximum queue length and available storage are shown in Table 24.

Table 24: Queuing Analysis, West and Cor	nmunity C	Center Loops
Enrollment (n)	1,180	1,600
Non-Bus Students (n)	972	1,318
Max. Queue Length (ft)	1,460	1,980
Available Vehicle Storage (ft)	2,3	80

The queuing analysis indicates that the West and Community Center Loops have sufficient storage space for the anticipated maximum queue resulting from drop-off/pick-up operations.

Site Access and Sight Distance Evaluation

The following presents a narrative detailing recommended intersection sight distance requirements for the development. Intersection sight distance requirements were calculated per the City of Albuquerque Design Process Manual using the 2018 AASHTO "Green Book" chapter 9.5. Two sight distance cases are used for this analysis:

- Case B1 A stopped vehicle turning left from a minor street approach onto a major road.
- Case B2 A stopped vehicle turning right from a minor street approach onto a major road.

Intersection sight distances were calculated based on the following assumptions:

- Required intersection sight distance for Case B1 at all four access driveways was calculated based on the design vehicle crossing two lanes of traffic on an undivided roadway.
- Required intersection sight distance for Case B2 at all four access driveways was calculated based on the design vehicle crossing into the nearest traffic lane.

The values in Table 25 are rounded up to the nearest 5-foot increment. A single passenger vehicle was used as the design vehicle. Formulas, values, and calculations used in the sight distance analysis can be found in Appendix E.

Table 25: Sight Distance Requirements, West and Community Center Loops						
Location Speed (MPH) Case Sight Distance (
Driveway 2	40	B2 - Turning Right	385			
Driveway 4	25	B2 - Turning Right	240			

All development driveways are recommended to adhere to the sight distance provisions detailed in the AASHTO "Green Book." An area bounded by the above sight distances with the decision point placed 15 feet back from the edge of the shoulder midway between the outbound driving lane should be clear of any obstructions.

Turn Lane Analysis

The City of Albuquerque 2020 Development Process Manual (DPM) turn lane warrants were reviewed for the site access driveways. DPM Table 7.4.67 was used to determine if turn lanes are warranted, and Tables 7.4.68, 7.4.69, and 7.4.70 were used to assess deceleration length, transition length, and taper length, if applicable. West and Community Center Loops turning movement volumes and trips are used in the analysis. Driveways 1 and 3 warrant right-turn lanes based on this analysis. The results of this analysis are in Table 26.

Warrant Location	Design	Turning Volume	Volume	Required	Required
Warrant Location	Speed (MPH)	AM(PM)	Threshold ¹	Length ²	Transition Length ²
Driveway 1	40	291 (205)	50	240'	150'
Driveway 3	40	66 (46)	50	240'	150'

Table 26: Right turn Auxiliary Lane Analysis, West and Community Center Loops

1 - Per Table 7.4.67

2 - Per Table 7.4.68

West and Community Center Loop Enhancements

The West and Community Center Loops require reconfiguring the travel lanes on Yale Boulevard to communicate turning movements, better accommodate peak hour traffic, and create a safer environment for pedestrians. The TWLTL on Yale Boulevard should communicate to drivers that northbound traffic can complete left turns into Driveway 3. This can be done by constructing medians or striping. A conceptual, plan view drawing id in Appendix F.

WEST AND ROSS AVENUE LOOPS

Another drop-off/pick-up alternative uses the West Loop and the TWLTL on Ross Avenue. The traffic distribution and distributed traffic volumes are shown in Figure 19.

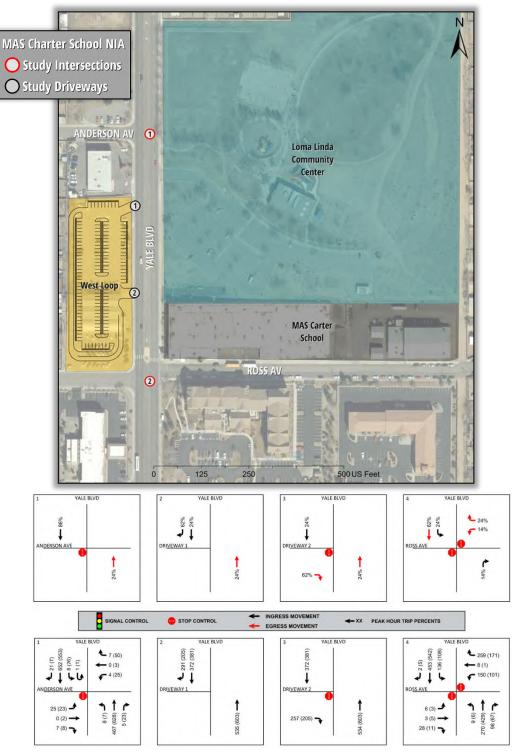


Figure 19: West and Ross Loops Traffic Distribution

Drop-off and Pick-up Operations

This drop-off and pick-up scheme, shown in Figure 20, requires vehicles with students in grades PreK through fourth grade to utilize Ross Avenue, travel eastbound, make a left turn to the alley east of the school and make another left turn on to school property. At this point, students can be dropped off or picked up. Vehicles must then leave the school property by turning right towards Yale Boulevard. Vehicles with students in grades five through twelve will utilize the West Loop. Access to the West Loop is via right turn only from southbound Yale Boulevard. Vehicles will drop off/pick up students at the southern end of the lot just north of Ross Avenue, then exit to Yale Boulevard via a right turn Yale Boulevard.

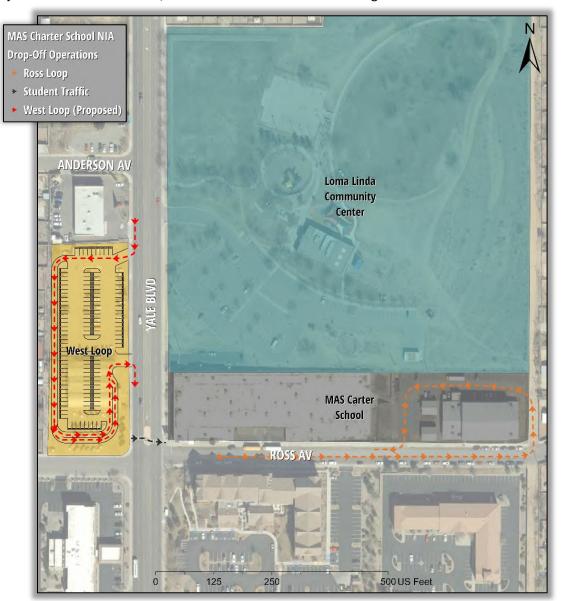


Figure 20. West and Ross Loops Drop-Off/Pick-Up Operations

Analysis of Stop Controlled Intersections

Table 27 summarizes stop-controlled intersection capacity and LOS analysis performed for the unsignalized intersections under the conditions of the West and Ross Avenue Loops

Table 27: West an	Table 27: West and Ross Avenue Loops Stop Control Capacity Analysis Summary					
Intersection	Scenario	Worst Case Movement	Delay (sec/veh)	V/C	LOS	
Yale Boulevard &	AM	EB LR	18.9	0.12	С	
Anderson Avenue	PM	EB LR	19.7	0.12	С	
Yale Boulevard &	AM	WB R	277.4	1.09	F	
Ross Avenue	PM	WB R	165.5	0.95	F	
Yale Boulevard &	AM	EB R	15.2	0.44	С	
Driveways 2	PM	EB R	13.9	0.36	В	

Table 27: West and Ross Avenue Loops Stop Control Capacity Analysis Summary

Queueing is reported as the number of vehicles in the queue for stop-controlled intersections. Table 28 summarizes the queuing results. Detailed capacity output sheets are in Appendix D.

Table 28: West and Ross Avenue Loops Stop Control Queue Storage Summary					
		West and Commu	inity Center Loops		
Study Intersection	Movement	AM	PM		
		95th Percentile (veh)	95th Percentile (veh)		
Yale Boulevard &	EB LR	0.4	0.4		
Anderson Avenue	NB L	0.0	0.0		
Anderson Avenue	SB L	0.0	0.1		
	EB LTR	-	-		
Yale Boulevard &	WB L	5.3	3.0		
Ross Avenue	WB R	27.0	14.5		
Ross Avenue	NB L	0.0	0.0		
	SB L	0.4	0.4		
	EB R	2.3	1.6		
Yale Boulevard &	NB T	-	-		
	NB TR	-	-		
Driveways 2	SB L	0.0	0.0		
	SB T	-	-		

*95th Percentile Queues are calculated in vehicles

The summaries in Table 27 and Table 28 indicate:

Yale Boulevard & Anderson Avenue

- Capacity Analysis:
 - o Individual movements operate at an acceptable LOS for AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths at the intersection are less than one vehicle during the AM and PM peak hours.

Yale Boulevard & Ross Avenue

- Capacity Analysis:
 - $\circ~$ The westbound right movement operates with congestion during AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths at the westbound approach are more than one vehicle during the AM and PM peak hours.

Yale Boulevard & Driveways 2

- Capacity Analysis:
 - All movements operate at an acceptable LOS or better during AM and PM peak hours.
- Queueing Analysis:
 - 95th percentile lengths for the eastbound right movement are more than one vehicle during the AM and PM peak hours.

West and Ross Avenue Loops Parent drop-off/pick-up and Queuing Analysis

The available storage space on Ross Avenue comprises 600 feet in the TWLTL, 125 feet on the south end of the alley, 375 feet on the school's property at 1718 Yale Boulevard, and 780 feet in the West Loop is approximately 1,880 feet. The maximum queue length and available storage are shown in Table 29.

Table 29: Queuing Analysis, West and Ross Loops											
Enrollment (n)	1,180	1,600									
Non-Bus Students (n)	972	1,318									
Max. Queue Length (ft)	1,460	1,980									
Available Vehicle Storage (ft)	1,8	380									

The queuing analysis indicates that the West and Ross Loops do have sufficient storage space for the maximum queue resulting from drop-off/pick-up operations.

Site Access and Sight Distance Evaluation

Intersection sight distance requirements were calculated per the City of Albuquerque Design Process Manual using the 2018 AASHTO "Green Book" chapter 9.5. Two sight distance cases were used for this analysis:

- Case B1 A stopped vehicle turning left from a minor street approach onto a major road.
- Case B2 A stopped vehicle turning right from a minor street approach onto a major road.

Intersection sight distances were calculated based on the following assumptions:

- Required intersection sight distance for Case B1 at all access driveways is based on the design vehicle crossing two lanes of traffic on an undivided roadway.
- Required intersection sight distance for Case B2 at all access driveways is based on the design vehicle crossing into the nearest traffic lane.

The values in Table 30 are rounded up to the nearest 5-foot increment. A single passenger vehicle was used as the design vehicle. Formulas, values, and calculations used in the sight distance analysis can be found in Appendix E.

Table 30: Sight Distance Requirements, West and Ross Loops												
Location	Location Speed (MPH)											
Driveway 2	40	B2 - Turning Right	385									
Driveway 4	25	B2 - Turning Right	240									

Table 30: Sight	Distance	Requirements,	West a	and Ross Loc	ops
					1

All development driveways are recommended to adhere to the sight distance provisions detailed in the AASHTO "Green Book." An area bounded by the above sight distances with the decision point placed 15 feet back from the edge of the shoulder midway between the outbound driving lane should be maintained clear of any obstructions.

Turn Lane Analysis

The City of Albuquerque 2020 Development Process Manual (DPM) turn lane warrants were reviewed for the site access driveways. DPM Table 7.4.67 was used to determine if turn lanes are warranted, and Tables 7.4.68, 7.4.69, and 7.4.70 were used to assess deceleration length, transition length, and taper length, if applicable. West Loop Build-out turning movement volumes and trips were used in the analysis. Northbound Tale at Ross Avenue, Driveway 1, and Driveway 2 warrant right-turn lanes based on this analysis. The results of this analysis are in Table 31.

Marrant Location	Design	Turning Volume	Volume	Required	Required
Warrant Location	Speed (MPH)	AM (PM)	Threshold ¹	Length ²	Transition Length ²
NB Yale Boulevard at Ross Avenue	40	98 (67)	50	240'	150'
Driveway 1	40	291 (205)	50	240'	150'
Driveway 2	40	257 (205)	50	240'	150'

Tahlo	21 · Right	turn Auviliar	v Lane Anal	veis Most	and Ross Loops
rubie	SI. RIGIIL	ται τι Ααχιπαι	y Lune Anui	ysis, vvest	unu Ross Loops

1 - Per Table 7.4.67

2 - Per Table 7.4.68

CONCLUSION

MAS Charter School is using the Ross Avenue TWLTL in conjunction with the Church Lot at 1717 Yale Boulevard for the 2022/2023 school year. Per CABQ's request, this alternative was analyzed. The intersection of Anderson Avenue with Yale Boulevard operates at an acceptable LOS during AM and PM peak hours; 95th percentile queuing is also less than one vehicle. However, the east approach of Ross Avenue at Yale Boulevard is expected to operate with congestion during AM and PM peak hours; 95th percentile queuing is expected to be exorbitant for vehicles traveling making a right-turn to Yale Boulevard during AM and PM peak hours, more so during the AM peak. Additionally, the queuing analysis suggests there is insufficient storage space to accommodate the maximum queue resulting from drop-off/pick-up operations. Restriping the south approach of Yale Boulevard at Ross to a single through lane and exclusive right-turn lane will add 240 feet of storage space making the total storage space sufficient to support the maximum queue length in this intermediate alternative.

Both West Loop alternatives provide MAS Charter School with enough vehicle storage to accommodate drop-off and pick-up operations during AM and PM peak hours. The traffic analyses for these alternatives are also similar. Under either scenario, the intersection of Anderson Avenue and Yale boulevard operates at an acceptable LOS and 95th percentile queue lengths are less than one vehicle. The access driveways for both alternatives operate at an acceptable LOS and 95th percentile Queue lengths are less than one vehicle. The access driveways for both alternatives operate at an acceptable LOS and 95th percentile queue for eastbound traffic exceeds one vehicle during AM and PM peak hours. The east approach of Ross Avenue is congested for either alternative. Both are expected to operate with significant delays and long 95th percentile queuing. However, delay per vehicle and 95th percentile queue lengths are expected to be shorter under the West and Ross Avenue Loop alternative.

With either of the West Loop alternatives, similar concurrent measures must be taken to mitigate traffic impacts and improve safety conditions in the study area. Adhering to right-in for Driveway 1 and right-out for Driveway 2 during operations during AM and PM peak hours, ingress and egress from the West Loop to Yale Boulevard will ensure smooth and expeditious drop-off/pick-up. For the Community Center alternative, both left and right turns are permitted to access the entrance at Driveway 3. Communication of these movement shall be accomplished by constructing raised medians or striping in the existing TWLTL on Yale Boulevard.

Egress from the school's campus on to Ross shall be restricted to right out, ultimately guiding traffic back to Yale Boulevard instead of the adjacent neighborhood. However, this traffic circulation is expected to create significant delay for the westbound movements at Yale Boulevard due to the high volume of vehicular traffic entering Yale Boulevard, the steady flow of background traffic traveling north and southbound on Yale Boulevard, and the high pedestrian traffic from students accessing MAS Charter School's Campus from the West Loop on the northern approach of the Ross Avenue and Yale Boulevard. Critical to either West Loop alternative is judicious, efficient, and comprehensive traffic control by MAS Staff during drop-off and pick-up hours.

Reconfiguring Yale Boulevard with new striping to a narrowed single through-lane in each direction will aid with speed limit compliance and shorten the crossing distance for pedestrians utilizing the crosswalk at Ross Avenue. To further address the safety of students crossing Yale Boulevard, a School Zone with appropriate School Speed Limit sign assembly needs to be implemented on Yale Boulevard, and also on Ross Avenue between Cornell Drive and Yale Boulevard. Additionally, implementing a Rectangular Rapid Flashing Beacon and four quadrant lighting at Yale Boulevard and Ross Avenue will enhance safety at this crossing location.

SUMMARY OF RECOMMENDATIONS

Either West Loop alternative with a concurrent lane reconfiguration on Yale Boulevard is recommended with adherence to the following recommendations:

- General Recommendations
 - A school zone is established on Yale Boulevard and the eastern leg of Ross Avenue, specific to MAS Charter School's bell schedule.
 - Implement a Rectangular Rapid Flashing Beacon for the established crosswalk on the northern leg of the intersection of Yale Boulevard and Ross Avenue.
 - Install four quadrant lighting at Yale Boulevard and Ross Avenue to mitigate overrepresented dark-hour crashes.
 - As detailed in the sight distance sections of this report, intersection sight distance should be provided and maintained.
- Recommendations for Ross Avenue Loop Alternative
 - Restricting traffic flow resulting from traffic queuing on Ross Avenue east of the school is prohibited. Do Not Block Intersection pavement markings shall be applied, communicated to parents, and firmly enforced.
 - An exclusive right-turn lane should be striped on northbound Yale Boulevard between Ross and International Avenues to add queuing capacity to the intermediate dropoff/pick-up (Ross Loop) scheme and per CABQ DPM.
- Recommendations for West Loop Alternatives
 - Blocking the business's driveway, north of Driveway 1, is prohibited. Do Not Block Intersection pavement markings shall be applied, communicated to parents, and firmly enforced.
 - An exclusive right-turn lane should be striped on northbound Yale Boulevard between Ross and International Avenues per the CABQ DPM for the West Loop alternatives.
 - Access to the site is maintained via the drop-off/pick-up operations map provided in this report.
 - Driveway 1 right-in only
 - Driveway 2 right-out only
 - Driveway 4 right-out only
 - Stripe a through/right turn lane on Yale Boulevard for Driveway 2 egress.
 - Install plastic bollards between the turn and through lanes at Driveways 1 and 2 to communicate the right-in, right-out access of these driveways.
- Recommendations for Community Center Loop Alternative
 - For the Community Center Loop establish a median treatment to restrict left-turns from northbound traffic to access Driveway 2 while allowing southbound traffic to complete left-turns to access Driveway 3.
 - For the Community Center Loop, auxiliary right-turn lanes are established on Yale Boulevard for Driveways 1 and 3.

Appendix A: Scoping Forms



City of Albuquerque

Planning Department Development Review Services Division

Traffic Scoping Form (REV 07/2020)

Project Title: Mission Achievement Success (MAS) Charter School 1.0
Building Permit #: Hydrology File #:
Zone Atlas Page: L-16-Z DRB#: EPC#: Work Order#: Lots numbered Nine (9) and Ten (10), in Block numbered Five (5) of Clayton Heights, a subdivision of a Tract of Land
Legal Description: in Section 28, Township 10 North, Range 3 East, Bernalillo County, New Mexico
Development Street Address: 1709 - 1717 Yale Blvd. SE
Applicant: Lee Engineering on behalf of Charter School Property Solutions Contact: Paul Barricklow
Address: 8220 San Pedro Dr NE, Albuquerque, NM 87113
Phone#: <u>(505)338-0588</u> Fax#:
E-mail: <u>pbarricklow@lee-eng.com</u>
Development Information
Build out/Implementation Year: 2022 Current/Proposed Zoning: MX-M / No Change
Project Type: New: () Change of Use: (x) Same Use/Unchanged: () Same Use/Increased Activity: ()
Change of Zoning: ()
Proposed Use (mark all that apply): Residential: () Office: () Retail: () Mixed-Use: ()
Describe development and Uses:
Existing lots are being converted into a single parking lot for use by MAS Charter School.
Days and Hours of Operation (if known): 7:00 AM - 8:00 AM, 4:00 PM - 6:00 PM

Facility

Building Size (sq. ft.): +/- 71,584

Number of Residential Units: N/A

Number of Commercial Units: <u>N/A</u>

Traffic Considerations

ITE Trip Generation Land Use Code 538 - Charter School (K-12)

Expected Number of Daily Visitors/Patrons (if known):* 1156 (Students)

Expected Number of Employees (if known):* 146

Expected Number of Delivery Trucks/Buses per Day (if known):* 5 Buses will be used for student pickup/drop-off

Trip Generations during PM/AM Peak Hour (if known):* PM Peak - 831/AM Peak - 1079

Driveway(s) Located on: Yale Blvd. SE, Ross Ave., Alley on east side of school

Adjacent Roadway(s) Posted Speed:	Yale Blvd. SE		40 MPH
	Kathryn Ave. SE	2	25 MPH
	Ross Ave. SE	2	25 MPH
* If these values are not kn	own, assumptions will be made	by City staff. Depending on the ass	sumptions, a full TIS may be required.)
Roadway Information (adjacen	<u>t to site)</u>		
Comprehensive Plan Corridor Design (arterial, collectfor, local, main street)	nation/Functional Classifi	_{cation:} Minor Arterial	
Comprehensive Plan Center Designa (urban center, employment center, activity center,			
Jurisdiction of roadway (NMDOT, C	City, County): <u>City</u>		
Adjacent Roadway(s) Traffic Volum	e: 2021 AADT - 7,016	Volume-to-Capacity Ra (if applicable)	PM - 0.25 - 0.5 atio (v/c): <u>AM - 0.25 - 0.5</u>
Adjacent Transit Service(s): Yes	Nea	est Transit Stop(s): Yale Blv	d. and Ross Ave.
Is site within 660 feet of Premium Tr	ansit?: <u>NO</u>		
Current/Proposed Bicycle Infrastruct (bike lanes, trails)	ure: Proposed bicycle la	nes on Yale Blvd.	
Current/Proposed Sidewalk Infrastru	cture: Existing property	perimeter sidewalks.	
<u>Relevant Web-sites for Filling out R</u>	Coadway Information:		

TIS Determination

PDF?bidId=

81)

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

Bikeways: http://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL Jun25.pdf (Map Pages 75 to

Road Corridor Classification: https://www.mrcog-nm.gov/DocumentCenter/View/1920/Long-Range-Roadway-System-LRRS-

Traffic Volume and V/C Ratio: https://www.mrcog-nm.gov/285/Traffic-Counts and https://public.mrcog-nm.gov/taqa/

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

City GIS Information: http://www.cabq.gov/gis/advanced-map-viewer

Comprehensive Plan Corridor/Designation: See GIS map.

Thresholds Met? Yes No []

Mitigating Reasons for Not Requiring TIS: Previously Studied: []

Notes: A Neighbor Impact Analysis is required.

MPMP.E.

12/8/2021

TRAFFIC ENGINEER

DATE

<u>Submittal</u>

The Scoping Form must be submitted as part of a Traffic Circulation Layout submittal, DRB application for site plan approval, or EPC application. See the Development Process Manual Chapter 7.4 for additional information.

Submit by email to <u>plndrs@cabq.gov</u> and to the City Traffic Engineer mgrush@cabq.gov. Call 924-3362 for information.

Site Plan/Traffic Scoping Checklist

Site plan, building size in sq. ft. (show new, existing, remodel), to include the following items as applicable:

- 1. Access -- location and width of driveways
- 2. Sidewalks (Check DPM and IDO for sidewalk requirements. Also, Centers have wider sidewalk requirements.)
- 3. Bike Lanes (check for designated bike routes, long range bikeway system) <u>(check MRCOG Bikeways and Trails in the</u> <u>2040 MTP map)</u>
- 4. Location of nearby multi-use trails, if applicable (check MRCOG Bikeways and Trails in the 2040 MTP map)
- 5. Location of nearby transit stops, transit stop amenities (eg. bench, shelter). Note if site is within 660 feet of premium transit.
- 6. Adjacent roadway(s) configuration (number of lanes, lane widths, turn bays, medians, etc.)
- 7. Distance from access point(s) to nearest adjacent driveways/intersections.
- 8. Note if site is within a Center and more specifically if it is within an Urban Center.
- 9. Note if site is adjacent to a Main Street.
- 10. Identify traffic volumes on adjacent roadway per MRCOG information. If site generates more than 100 vehicles per hour, identify volume to capacity (v/c) ratio on this form.



Agenda Mission Achievement Charter School Neighborhood Impact Assessment Scoping Meeting December 10, 2021 Meeting Notes in Red

Attendees:	
Matt Grush – CABQ	Larry Rieder – Charter School Property Solutions
Jeanne Wolfenbarger – CABQ	Paul Barricklow - Lee Engineering
Tim Brown – CABQ	Jonathon Kruse - Lee Engineering
	Stephen Montaño - Lee Engineering

1. Introductions

Tim Brown

- Jeanne Wolfenbarger
- Matt Grush

Larry Rieder

Jon Kruse

Paul Barricklow

Stephen Montaño

- 2. Review of Site Plan
- 3. Discussion of Scope for NIA
 - a. Study Intersections
 - i. Yale and Ross
 - ii. Yale and Anderson
 - iii. Yale and Kathryn
 - iv. Kathryn at East Loop Alley
 - v. Access on Ross
 - vi. Access sites on Yale (3)
 - vii. International/Yale
 - viii. Center Ave/Yale
 - b. Trips



Trip Generation Tables

			Trip Generation Peak Hour											
Use			Weekday	P	'M Peak	AM Peak		PM Peak						
			Trips	Total	Enter	Exit	Total	Enter	Exit	In	Out	In	Out	
ITE 538	1156	Students	N/A	1079	53%	47%	831	50%	50%	572	507	416	415	
Charter School (K-12)	948	Students (w/o Bus Students)	N/A	859	53%	47%	640	50%	50%	455	404	320	320	

Notes:

Notes:										
ITE Trip Generation Manual Rates										
Daily Rate: Weekday										
Average Rate: N/A No Data Available										
AM Peak: Peak Hour of Generator										
Fitted Curve: 1.06(x)-146.78 (R ² = 0.97)										
PM Peak: Peak Hour of Generator										
Fitted Curve: 0.92(x)-232.86 (R ² = 0.91)										

- c. Data Collection Discussion
 - i. Data Sources
 - ii. Yale and Ross
 - iii. Yale and Anderson
 - iv. Yale and Kathryn
 - v. Kathryn at East Loop Alley
 - vi. International/Yale
 - vii. Center Ave/Yale
- d. Known Developments or Pending Improvements in Area:
 - i. None identified
- e. Build-out Year
 - i. Build-Out Year (2022)
- f. Analysis scenarios
 - i. Existing Conditions (2021)
 - ii. Full Build Out Year 2022
 - 1. 1 or 2 school zones on Yale?
 - 2. Enhanced crossing at Yale/Ross
 - iii. Mitigated Conditions (if needed)
 - iv. South drop-off loop (Center/International)
 - v. Road Diet (Yale Santa Clara to Ross)
- g. Required Analysis & Methodology
 - i. LOS Capacity analysis based on HCM 6th Edition



- 1. HCS Software
- ii. 95th Percentile Queue demands
 - Capacity & Queueing for network peak rather than individual intersection peaks
- iii. Auxiliary Lane Analysis
- iv. Sight Distance Analysis at Driveways
- v. NIA Specific Analyses/Data Review
 - 1. Impacts on pedestrian and bike circulation
 - 2. Pickup/Drop-off routing and circulation
 - 3. Noise and air quality impacts from idling vehicles
 - a. Air quality and noise impacts on residence from east alley loop

use (Jeanne checking on guidance for analysis)

- vi. Crash Summary 5-years
- 4. Agency Input (Comments & Issues)
- 5. Meeting Notes (distributed by Lee Engineering)

CITY OF ALBUQUERQUE

Planning Department Alan Varela, Director



Mayor Timothy M. Keller

May 10, 2022

Stephen Montano Lee Engineering, LLC 8220 San Pedro Dr. NE Suite 150 Albuquerque, NM 87113 email smontano@lee-eng.com

Re: **MAS Charter School** Neighborhood Impact Assessment, HT#L16D037 Report dated April 2022 Engineer's Stamp ------

Dear Mr. Montano,

The subject Neighborhood Impact Assessment (NIA) received April 5, 2022, has been reviewed by the City of Albuquerque Planning Development Transportation Section. The City had project meeting on PO Box 1293 May 6, 2022 to discuss the NIA and potential improvements. The City has the following comments that should be addressed in the next submittal.

Albuquerque

NM 87103

access to the alley from Kathryn Ave. The traffic analysis should be reevaluated excluding the use of the East Alley loop. 0

The East Alley loop will be eliminated. The City has decided to not improve the alley and will construct a gate near the south end of the alley. Neighboring homes will continue to have

- www.cabq.gov
- Will the spacing between Driveway 1 and 2 be a problem? Is it clear to the drives which driveway to use? Are these areas in the proposed parking lot segregated? Is it possible to correct after entering the wrong driveway; drivers that wish to park can access the parking area or vehicle dropping off can access the queue?
 - Driveway 2 should be right in only. A NB left turn may conflict the SB right turn at Driveway 2 thinking the SB vehicle is turning into Driveway 1.
 - Provide a discussion on the conflict points for Driveway #1 and #2 including the business 0 access immediately north of Driveway #1.
 - Provide a crossection and plan view of the proposed Road-diet configuration. Bike lanes are • proposed on Yale Blvd, see MRCOG Long Range Bikeway system mapping.
 - Show the location of the School Bus drop-off/pick-up location. Provide an estimated maximum storage required and show that on the site plan.
 - Ross Ave. is proposed as a Bike route, was this considered in the NIA?

CITY OF ALBUQUERQUE

Planning Department Alan Varela, Director



Mayor Timothy M. Keller

- Table 24: Queuing Analysis, South Loop Build-out; Label the columns. The available queue storage is deficient (1460' max required, 1400' available) The sentence following Table 24 says the storage is a sufficient, is that correct?
- Provide mitigation of the failing movement at signalized intersection of Yale Blvd. and Kathryn Ave.

Please resubmit the NIA for review by the City. If you have any questions, feel free to contact me at (505) 924-3633.

Sincerely,

MPM P.E.

Matt Grush, P.E., PTOE City of Albuquerque Senior Engineer, Planning Dept. Development Review Services

PO Box 1293

via: email C: Applicant, File Jeanne Wolfenbarger, CABQ Planning Transportation Manager

Albuquerque

NM 87103

www.cabq.gov

Appendix B:

Turning Movement Count Sheets



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 1

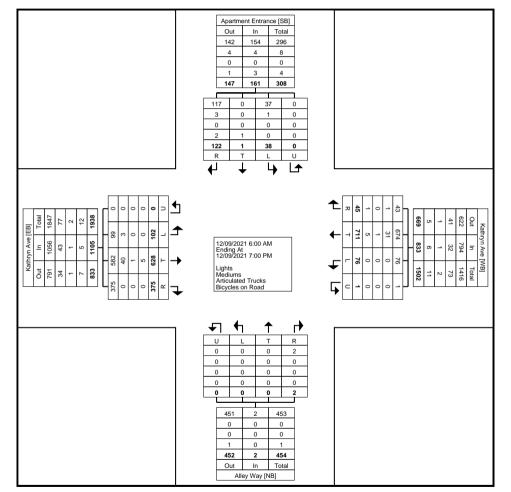
Turning Movement Data

Start Time			artment Entra Southbound					Kathryn Ave Westbound	e	iviovem			Alley Way Northbound					Kathryn Ave Eastbound			
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
6:15 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	10
6:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	9
6:45 AM	1	0	1	0	2	0	9	1	0	10	0	0	0	0	0	5	8	1	0	14	26
Hourly Total	5	0	1	0	6	0	20	1	0	21	0	0	0	0	0	5	16	3	0	24	51
7:00 AM	2	0	0	0	2	0	7	4	1	12	0	0	0	0	0	18	6	1	0	25	39
7:15 AM	0	0	2	0	2	1	18	5	0	24	0	0	0	0	0	34	7	1	0	42	68
7:30 AM	1	0	2	0	3	0	10	7	0	17	0	0	0	0	0	46	14	2	0	62	82
7:45 AM	3	0	1	0	4	3	21	10	0	34	0	0	0	0	0	48	10	3	0	61	99
Hourly Total	6	0	5	0	11	4	56	26	1	87	0	0	0	0	0	146	37	7	0	190	288
8:00 AM	2	0	1	0	3	0	20	15	0	35	0	0	0	0	0	62	9	2	0	73	111
8:15 AM	3	0	2	0	5	0	21	1	0	22	0	0	0	0	0	7	24	4	0	35	62
8:30 AM	4	0	1	0	5	2	7	0	0	9	0	0	0	0	0	0	14	4	0	18	32
8:45 AM	1	0	0	0	1	2	12	0	0	14	0	0	0	0	0	0	7	0	0	7	22
Hourly Total	10	0	4	0	14	4	60	16	0	80	0	0	0	0	0	69	54	10	0	133	227
9:00 AM	1	0	1	0	2	1	10	0	0	11	0	0	0	0	0	0	7	1	0	8	21
9:15 AM	1	0	2	0	3	0	9	0	0	9	0	0	0	0	0	0	5	2	0	7	19
9:30 AM	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	0	16	1	0	17	28
9:45 AM	4	0	1	0	5	1	10	0	0	11	0	0	0	0	0	0	9	2	0	11	27
Hourly Total	9	0	4	0	13	2	37	0	0	39	0	0	0	0	0	0	37	6	0	43	95
10:00 AM	1	0	1	0	2	0	17	1	0	18	0	0	0	0	0	0	9	1	0	10	30
10:15 AM	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	4	3	0	7	20
10:30 AM	2	0	0	0	2	1	14	0	0	15	0	0	0	0	0	0	8	0	0	8	25
10:45 AM	4	0	0	0	4	1	19	0	0	20	0	0	0	0	0	0	11	0	0	11	35
Hourly Total	7	0	1	0	8	3	62	1	0	66	0	0	0	0	0	0	32	4	0	36	110
11:00 AM	2	0	1	0	3	2	12	0	0	14	0	0	0	0	0	0	7	2	0	9	26
11:15 AM	3	0	0	0	3	1	9	0	0	10	0	0	0	0	0	0	6	1	0	7	20
11:30 AM	2	0	1	0	3	2	8	0	0	10	0	0	0	0	0	0	10	3	0	13	26
11:45 AM	2	0	0	0	2	0	13	0	0	13	0	0	0	0	0	0	15	1	0	16	31
Hourly Total	9	0	2	0	11	5	42	0	0	47	0	0	0	0	0	0	38	7	0	45	103
12:00 PM	2	0	0	0	2	2	14	0	0	16	0	0	0	0	0	0	10	0	0	10	28
12:15 PM	0	0	1	0	1	2	16	0	0	18	0	0	0	0	0	0	7	2	0	9	28
12:30 PM	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0	0	11	1	0	12	24
12:45 PM	1	0	0	0	1	2	9	0	0	11	0	0	0	0	0	0	9	1	0	10	22
Hourly Total	6	0	1	0	7	6	48	0	0	54	0	0	0	0	0	0	37	4	0	41	102
	4	0	1	0	5	0	10	0	0	10	4	0	0	0	1	0	7	2	0	9	25

	1		1			1				40					0		10		0		
1:15 PM		0		0	2		12	0	0	13	0	0	0	0	0	0	12	0	0	12	27
1:30 PM	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	15	2	0	17	33
1:45 PM	5	0	1	0	6	0	10	0	0	10	0	0	0	0	0	0	16	2	0	18	34
Hourly Total	10	0	3	0	13	2	47	0	0	49	1	0	0	0	1	0	50	6	0	56	119
2:00 PM	3	0	0	0	3	0	18	0	0	18	0	0	0	0	0	2	9	2	0	13	34
2:15 PM	1	0	1	0	2	0	13	0	0	13	0	0	0	0	0	0	10	1	0	11	26
2:30 PM	2	0	1	0	3	3	11	0	0	14	0	0	0	0	0	0	18	1	0	19	36
2:45 PM	2	0	2	0	4	0	13	0	0	13	0	0	0	0	0	0	12	1	0	13	30
Hourly Total	8	0	4	0	12	3	55	0	0	58	0	0	0	0	0	2	49	5	0	56	126
3:00 PM	4	0	0	0	4	1	19	0	0	20	0	0	0	0	0	3	18	4	0	25	49
3:15 PM	2	0	0	0	2	0	17	2	0	19	0	0	0	0	0	8	17	3	0	28	49
3:30 PM	0	0	1	0	1	2	21	1	0	24	0	0	0	0	0	3	9	5	0	17	42
3:45 PM	4	1	1	0	6	0	24	2	0	26	0	0	0	0	0	11	20	4	0	35	67
Hourly Total	10	1	2	0	13	3	81	5	0	89	0	0	0	0	0	25	64	16	0	105	207
4:00 PM	3	0	2	0	5	0	25	0	0	25	0	0	0	0	0	9	10	4	0	23	53
4:15 PM	5	0	0	0	5	1	19	0	0	20	0	0	0	0	0	28	37	1	0	66	91
4:30 PM	4	0	0	0	4	2	21	6	0	29	0	0	0	0	0	23	21	5	0	49	82
4:45 PM	6	0	0	0	6	2	16	9	0	27	0	0	0	0	0	22	10	2	0	34	67
Hourly Total	18	0	2	0	20	5	81	15	0	101	0	0	0	0	0	82	78	12	0	172	293
5:00 PM	6	0	0	0	6	2	16	1	0	19	0	0	0	0	0	10	15	4	0	29	54
5:15 PM	4	0	0	0	4	0	15	5	0	20	1	0	0	0	1	14	22	3	0	39	64
5:30 PM	5	0	1	0	6	3	14	5	0	22	0	0	0	0	0	13	20	0	0	33	61
5:45 PM	1	0	2	0	3	0	13	1	0	14	0	0	0	0	0	9	18	3	0	30	47
Hourly Total	16	0	3	0	19	5	58	12	0	75	1	0	0	0	1	46	75	10	0	131	226
6:00 PM	1	0	1	0	2	1	19	0	0	20	0	0	0	0	0	0	15	2	0	17	39
6:15 PM	5	0	2	0	7	0	15	0	0	15	0	0	0	0	0	0	15	3	0	18	40
6:30 PM	0	0	3	0	3	1	16	0	0	17	0	0	0	0	0	0	14	5	0	19	39
6:45 PM	2	0	0	0	2	1	14	0	0	15	0	0	0	0	0	0	17	2	0	19	36
Hourly Total	8	0	6	0	14	3	64	0	0	67	0	0	0	0	0	0	61	12	0	73	154
Grand Total	122	1	38	0	161	45	711	76	1	833	2	0	0	0	2	375	628	102	0	1105	2101
Approach %	75.8	0.6	23.6	0.0	-	5.4	85.4	9.1	0.1	-	100.0	0.0	0.0	0.0	-	33.9	56.8	9.2	0.0	-	-
Total %	5.8	0.0	1.8	0.0	7.7	2.1	33.8	3.6	0.0	39.6	0.1	0.0	0.0	0.0	0.1	17.8	29.9	4.9	0.0	52.6	-
Lights	117	0	37	0	154	43	674	76	1	794	2	0	0	0	2	375	582	99	0	1056	2006
% Lights	95.9	0.0	97.4	-	95.7	95.6	94.8	100.0	100.0	95.3	100.0		-	-	100.0	100.0	92.7	97.1	-	95.6	95.5
Mediums	3	0	1	0	4	1	31	0	0	32	0	0	0	0	0	0	40	3	0	43	79
% Mediums	2.5	0.0	2.6	-	2.5	2.2	4.4	0.0	0.0	3.8	0.0	-	-	-	0.0	0.0	6.4	2.9	-	3.9	3.8
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.0	0.1	0.0	-	-	-	0.0	0.0	0.2	0.0	-	0.1	0.1
Bicycles on Road	2		0.0	0	3	1	5	0:0	0.0	6	0.0	0	0	0	0.0	0:0	5	0.0	0	5	14
% Bicycles on Road	1.6	100.0	0.0	-	1.9	2.2	0.7	0.0	0.0	0.7	0.0	-	-	-	0.0	0.0	0.8	0.0	-	0.5	0.7
/o bicycles off Rodu	1.0	100.0	0.0	-	1.3	2.2	0.7	0.0	0.0	0.7	0.0	~	-		0.0	0.0	0.0	0.0		0.0	0.1



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 3



Turning Movement Data Plot



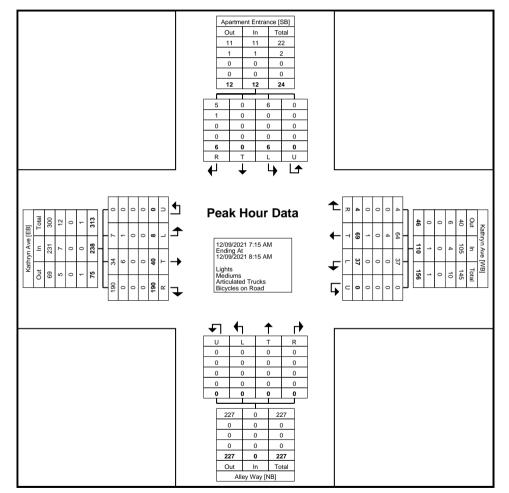
Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

			artment Entra Southbound			Kathryn Ave Westbound						,	Alley Way Northbound								
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Eastbound Left	U-Turn	App. Total	Int. Total
7:15 AM	0	0	2	0	2	1	18	5	0	24	0	0	0	0	0	34	7	1	0	42	68
7:30 AM	1	0	2	0	3	0	10	7	0	17	0	0	0	0	0	46	14	2	0	62	82
7:45 AM	3	0	1	0	4	3	21	10	0	34	0	0	0	0	0	48	10	3	0	61	99
8:00 AM	2	0	1	0	3	0	20	15	0	35	0	0	0	0	0	62	9	2	0	73	111
Total	6	0	6	0	12	4	69	37	0	110	0	0	0	0	0	190	40	8	0	238	360
Approach %	50.0	0.0	50.0	0.0	-	3.6	62.7	33.6	0.0	-	0.0	0.0	0.0	0.0	-	79.8	16.8	3.4	0.0	-	-
Total %	1.7	0.0	1.7	0.0	3.3	1.1	19.2	10.3	0.0	30.6	0.0	0.0	0.0	0.0	0.0	52.8	11.1	2.2	0.0	66.1	-
PHF	0.500	0.000	0.750	0.000	0.750	0.333	0.821	0.617	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.766	0.714	0.667	0.000	0.815	0.811
Lights	5	0	6	0	11	4	64	37	0	105	0	0	0	0	0	190	34	7	0	231	347
% Lights	83.3	-	100.0	-	91.7	100.0	92.8	100.0	-	95.5	-	-	-	-	-	100.0	85.0	87.5	-	97.1	96.4
Mediums	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	12
% Mediums	16.7	-	0.0	-	8.3	0.0	5.8	0.0	-	3.6	-	-	-	-	-	0.0	15.0	12.5	-	2.9	3.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	-	0.0	-	0.0	0.0	1.4	0.0	-	0.9	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.3



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)



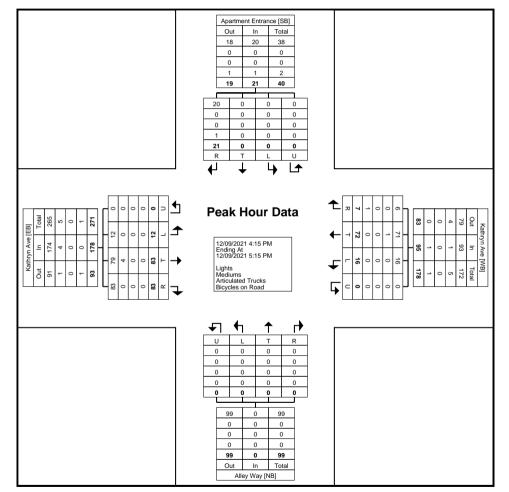
Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 6

Turning Movement Peak Hour Data (4:15 PM)

Otert Time			artment Entra Southbound			Kathryn Ave Westbound						,	Alley Way Northbound								
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
4:15 PM	5	0	0	0	5	1	19	0	0	20	0	0	0	0	0	28	37	1	0	66	91
4:30 PM	4	0	0	0	4	2	21	6	0	29	0	0	0	0	0	23	21	5	0	49	82
4:45 PM	6	0	0	0	6	2	16	9	0	27	0	0	0	0	0	22	10	2	0	34	67
5:00 PM	6	0	0	0	6	2	16	1	0	19	0	0	0	0	0	10	15	4	0	29	54
Total	21	0	0	0	21	7	72	16	0	95	0	0	0	0	0	83	83	12	0	178	294
Approach %	100.0	0.0	0.0	0.0	-	7.4	75.8	16.8	0.0	-	0.0	0.0	0.0	0.0	-	46.6	46.6	6.7	0.0	-	-
Total %	7.1	0.0	0.0	0.0	7.1	2.4	24.5	5.4	0.0	32.3	0.0	0.0	0.0	0.0	0.0	28.2	28.2	4.1	0.0	60.5	-
PHF	0.875	0.000	0.000	0.000	0.875	0.875	0.857	0.444	0.000	0.819	0.000	0.000	0.000	0.000	0.000	0.741	0.561	0.600	0.000	0.674	0.808
Lights	20	0	0	0	20	6	71	16	0	93	0	0	0	0	0	83	79	12	0	174	287
% Lights	95.2	-	-	-	95.2	85.7	98.6	100.0	-	97.9	-	-	-	-	-	100.0	95.2	100.0	-	97.8	97.6
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
% Mediums	0.0	-	-	-	0.0	0.0	1.4	0.0	-	1.1	-	-	-	-	-	0.0	4.8	0.0	-	2.2	1.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	-	-	-	0.0	0.0	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Road	4.8	-	-	-	4.8	14.3	0.0	0.0	-	1.1	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.7



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 7



Turning Movement Peak Hour Data Plot (4:15 PM)



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 1

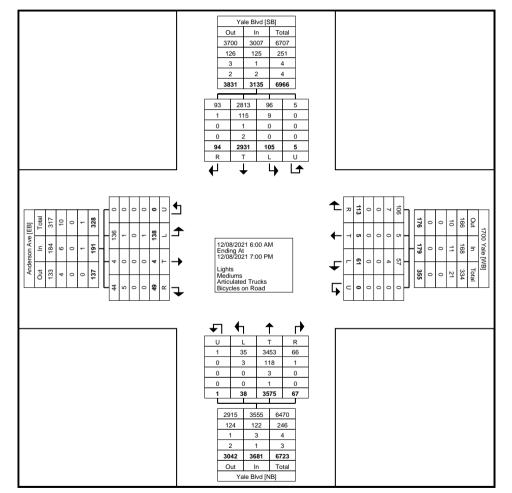
Turning Movement Data

	1		Yale Blvd				I Urning Wovement Data 1700 Yale Yale Blvd Anderson Ave													1		
			Southbound	ł				Westbound					Northbound			Eastbound						
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total	
6:00 AM	0	23	0	0	23	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	39	
6:15 AM	0	31	0	0	31	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	44	
6:30 AM	0	47	1	0	48	0	0	0	0	0	1	29	0	0	30	0	0	0	0	0	78	
6:45 AM	0	60	0	0	60	0	0	1	0	1	0	40	0	0	40	0	0	1	0	1	102	
Hourly Total	0	161	1	0	162	0	0	1	0	1	1	98	0	0	99	0	0	1	0	1	263	
7:00 AM	1	48	1	0	50	1	0	0	0	1	0	60	0	0	60	0	0	0	0	0	111	
7:15 AM	0	63	0	0	63	0	0	0	0	0	0	61	0	0	61	0	0	2	0	2	126	
7:30 AM	2	82	3	0	87	2	0	0	0	2	3	72	2	0	77	2	0	4	0	6	172	
7:45 AM	5	62	1	1	69	0	0	1	0	1	0	111	3	0	114	2	0	4	0	6	190	
Hourly Total	8	255	5	1	269	3	0	1	0	4	3	304	5	0	312	4	0	10	0	14	599	
8:00 AM	8	55	2	0	65	1	0	1	0	2	2	108	2	0	112	1	0	8	0	9	188	
8:15 AM	6	52	2	0	60	1	0	2	0	3	0	76	1	0	77	2	0	9	0	11	151	
8:30 AM	2	47	0	0	49	3	0	0	0	3	0	68	0	0	68	1	0	4	0	5	125	
8:45 AM	0	49	0	0	49	1	0	0	0	1	0	63	0	0	63	0	0	2	0	2	115	
Hourly Total	16	203	4	0	223	6	0	3	0	9	2	315	3	0	320	4	0	23	0	27	579	
9:00 AM	0	43	1	0	44	0	0	0	0	0	0	56	4	0	60	0	0	1	0	1	105	
9:15 AM	1	42	1	0	44	0	0	0	0	0	0	41	0	0	41	0	0	1	0	1	86	
9:30 AM	0	41	1	0	42	1	0	0	0	1	1	44	0	0	45	1	0	1	0	2	90	
9:45 AM	0	53	1	0	54	2	0	0	0	2	0	41	0	0	41	0	0	1	0	1	98	
Hourly Total	1	179	4	0	184	3	0	0	0	3	1	182	4	0	187	1	0	4	0	5	379	
10:00 AM	1	26	0	0	27	0	0	0	0	0	0	53	0	0	53	0	0	2	0	2	82	
10:15 AM	2	33	3	0	38	2	0	0	0	2	0	53	3	0	56	1	0	2	0	3	99	
10:30 AM	2	31	0	1	34	0	0	0	0	0	0	51	0	0	51	1	0	1	0	2	87	
10:45 AM	0	53	1	0	54	0	0	0	0	0	0	51	0	0	51	0	0	2	0	2	107	
Hourly Total	5	143	4	1	153	2	0	0	0	2	0	208	3	0	211	2	0	7	0	9	375	
11:00 AM	4	50	2	0	56	1	0	0	0	1	0	49	1	0	50	0	0	1	0	1	108	
11:15 AM	0	53	1	0	54	2	1	0	0	3	1	51	2	0	54	1	0	1	0	2	113	
11:30 AM	2	54	0	0	56	2	0	0	0	2	0	69	0	0	69	1	0	0	0	1	128	
11:45 AM	2	59	2	0	63	1	0	2	0	3	1	59	0	0	60	1	0	3	0	4	130	
Hourly Total	8	216	5	0	229	6	1	2	0	9	2	228	3	0	233	3	0	5	0	8	479	
12:00 PM	0	88	3	0	91	2	0	1	0	3	0	85	0	1	86	3	0	2	0	5	185	
12:15 PM	1	78	2	0	81	1	0	2	0	3	2	88	0	0	90	1	0	4	0	5	179	
12:30 PM	1	76	1	0	78	4	0	1	0	5	0	69	0	0	69	0	1	3	0	4	156	
12:45 PM	2	72	2	0	76	1	0	1	0	2	2	77	2	0	81	0	0	1	0	1	160	
Hourly Total	4	314	8	0	326	8	0	5	0	13	4	319	2	1	326	4	1	10	0	15	680	
1:00 PM	4	49	0	0	53	0	0	1	0	1	0	76	1	0	77	2	0	2	0	4	135	

					70	1				1	0		1			4					4.40
1:15 PM	1	71	0	0	72		0	0	0		2	63		0	66	1	0	3	0	4	143
1:30 PM	1	63	2	0	66	0	0	0	0	0	0	71	1	0	72	1	0	1	0	2	140
1:45 PM	3	66	0	1	70	2	0	1	0	3	0	55	0	0	55	1	0	0	0	1	129
Hourly Total	9	249	2	1	261	3	0	2	0	5	2	265	3	0	270	5	0	6	0	11	547
2:00 PM	4	58	2	0	64	1	0	0	0	1	0	62	2	0	64	1	1	2	0	4	133
2:15 PM	1	54	1	0	56	2	0	0	0	2	3	72	0	0	75	0	0	6	0	6	139
2:30 PM	1	42	5	0	48	1	0	2	0	3	3	57	0	0	60	4	0	4	0	8	119
2:45 PM	1	52	7	0	60	5	0	7	0	12	4	63	0	0	67	2	0	2	0	4	143
Hourly Total	7	206	15	0	228	9	0	9	0	18	10	254	2	0	266	7	1	14	0	22	534
3:00 PM	1	60	1	1	63	2	0	1	0	3	4	52	0	0	56	2	0	4	0	6	128
3:15 PM	4	61	4	0	69	2	0	1	0	3	2	69	1	0	72	0	0	3	0	3	147
3:30 PM	5	53	9	0	67	0	0	0	0	0	3	82	3	0	88	0	0	4	0	4	159
3:45 PM	10	67	13	0	90	2	1	3	0	6	6	76	0	0	82	4	0	10	0	14	192
Hourly Total	20	241	27	1	289	6	1	5	0	12	15	279	4	0	298	6	0	21	0	27	626
4:00 PM	1	73	16	0	90	21	2	15	0	38	10	92	2	0	104	3	2	6	0	11	243
4:15 PM	2	58	5	1	66	20	0	8	0	28	6	156	1	0	163	4	0	11	0	15	272
4:30 PM	2	63	3	0	68	8	1	2	0	11	6	175	3	0	184	0	0	3	0	3	266
4:45 PM	2	74	2	0	78	1	0	0	0	1	1	125	1	0	127	1	0	3	0	4	210
Hourly Total	7	268	26	1	302	50	3	25	0	78	23	548	7	0	578	8	2	23	0	33	991
5:00 PM	1	81	1	0	83	4	0	2	0	6	1	128	1	0	130	2	0	3	0	5	224
5:15 PM	1	79	0	0	80	2	0	0	0	2	0	109	0	0	109	0	0	2	0	2	193
5:30 PM	1	65	1	0	67	4	0	1	0	5	0	83	0	0	83	2	0	0	0	2	157
5:45 PM	1	66	1	0	68	2	0	1	0	3	2	53	1	0	56	1	0	4	0	5	132
Hourly Total	4	291	3	0	298	12	0	4	0	16	3	373	2	0	378	5	0	9	0	14	706
6:00 PM	2	49	0	0	51	1	0	3	0	4	0	62	0	0	62	0	0	0	0	0	117
6:15 PM	1	51	0	0	52	3	0	1	0	4	1	45	0	0	46	0	0	1	0	1	103
6:30 PM	2	61	1	0	64	0	0	0	0	0	0	42	0	0	42	0	0	2	0	2	108
6:45 PM	0	44	0	0	44	1	0	0	0	1	0	53	0	0	53	0	0	2	0	2	100
Hourly Total	5	205	1	0	211	5	0	4	0	9	1	202	0	0	203	0	0	5	0	5	428
Grand Total	94	2931	105	5	3135	113	5	61	0	179	67	3575	38	1	3681	49	4	138	0	191	7186
Approach %	3.0	93.5	3.3	0.2	-	63.1	2.8	34.1	0.0	-	1.8	97.1	1.0	0.0	-	25.7	2.1	72.3	0.0	-	-
Total %	1.3	40.8	1.5	0.1	43.6	1.6	0.1	0.8	0.0	2.5	0.9	49.7	0.5	0.0	51.2	0.7	0.1	1.9	0.0	2.7	-
Lights	93	2813	96	5	3007	106	5	57	0	168	66	3453	35	1	3555	44	4	136	0	184	6914
% Lights	98.9	96.0	91.4	100.0	95.9	93.8	100.0	93.4	-	93.9	98.5	96.6	92.1	100.0	96.6	89.8	100.0	98.6	-	96.3	96.2
Mediums	1	115	9	0	125	7	0	4	0	11	1	118	3	0	122	5	0	1	0	6	264
% Mediums	1.1	3.9	8.6	0.0	4.0	6.2	0.0	6.6	-	6.1	1.5	3.3	7.9	0.0	3.3	10.2	0.0	0.7	-	3.1	3.7
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
% Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
% Bicycles on Road	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	-	0.5	0.1
	0.0	0.1	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.7		0.0	0.1



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 3



Turning Movement Data Plot



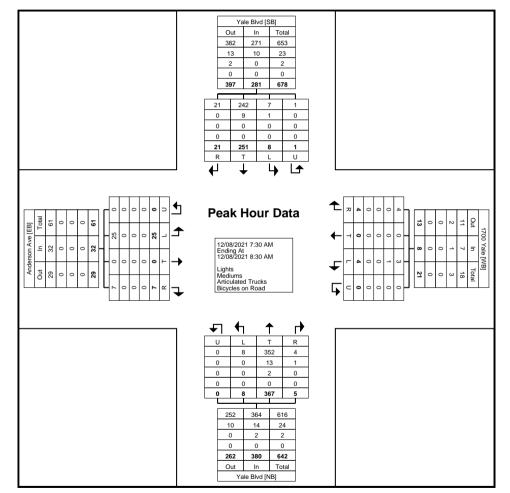
Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

			Yale Blvd					1700 Yale				,	Yale Blvd	,			/	Anderson Ave	Э		
Start Time			Southbound	ł				Westbound					Northbound					Eastbound			
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
7:30 AM	2	82	3	0	87	2	0	0	0	2	3	72	2	0	77	2	0	4	0	6	172
7:45 AM	5	62	1	1	69	0	0	1	0	1	0	111	3	0	114	2	0	4	0	6	190
8:00 AM	8	55	2	0	65	1	0	1	0	2	2	108	2	0	112	1	0	8	0	9	188
8:15 AM	6	52	2	0	60	1	0	2	0	3	0	76	1	0	77	2	0	9	0	11	151
Total	21	251	8	1	281	4	0	4	0	8	5	367	8	0	380	7	0	25	0	32	701
Approach %	7.5	89.3	2.8	0.4	-	50.0	0.0	50.0	0.0	-	1.3	96.6	2.1	0.0	-	21.9	0.0	78.1	0.0	-	-
Total %	3.0	35.8	1.1	0.1	40.1	0.6	0.0	0.6	0.0	1.1	0.7	52.4	1.1	0.0	54.2	1.0	0.0	3.6	0.0	4.6	-
PHF	0.656	0.765	0.667	0.250	0.807	0.500	0.000	0.500	0.000	0.667	0.417	0.827	0.667	0.000	0.833	0.875	0.000	0.694	0.000	0.727	0.922
Lights	21	242	7	1	271	4	0	3	0	7	4	352	8	0	364	7	0	25	0	32	674
% Lights	100.0	96.4	87.5	100.0	96.4	100.0	-	75.0	-	87.5	80.0	95.9	100.0	-	95.8	100.0	-	100.0	-	100.0	96.1
Mediums	0	9	1	0	10	0	0	1	0	1	1	13	0	0	14	0	0	0	0	0	25
% Mediums	0.0	3.6	12.5	0.0	3.6	0.0	-	25.0	-	12.5	20.0	3.5	0.0	-	3.7	0.0	-	0.0	-	0.0	3.6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.5	0.0	-	0.5	0.0	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



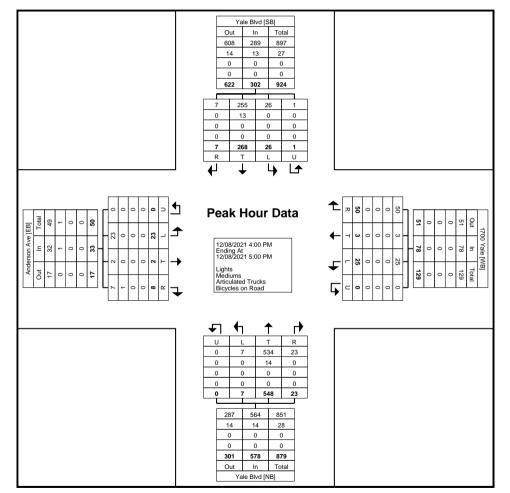
Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 6

Turning Movement Peak Hour Data (4:00 PM)

			Yale Blvd					1700 Yale				,	Yale Blvd	,			/	Anderson Ave	e		
Start Time			Southbound	I				Westbound					Northbound					Eastbound			
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
4:00 PM	1	73	16	0	90	21	2	15	0	38	10	92	2	0	104	3	2	6	0	11	243
4:15 PM	2	58	5	1	66	20	0	8	0	28	6	156	1	0	163	4	0	11	0	15	272
4:30 PM	2	63	3	0	68	8	1	2	0	11	6	175	3	0	184	0	0	3	0	3	266
4:45 PM	2	74	2	0	78	1	0	0	0	1	1	125	1	0	127	1	0	3	0	4	210
Total	7	268	26	1	302	50	3	25	0	78	23	548	7	0	578	8	2	23	0	33	991
Approach %	2.3	88.7	8.6	0.3	-	64.1	3.8	32.1	0.0	-	4.0	94.8	1.2	0.0	-	24.2	6.1	69.7	0.0	-	-
Total %	0.7	27.0	2.6	0.1	30.5	5.0	0.3	2.5	0.0	7.9	2.3	55.3	0.7	0.0	58.3	0.8	0.2	2.3	0.0	3.3	-
PHF	0.875	0.905	0.406	0.250	0.839	0.595	0.375	0.417	0.000	0.513	0.575	0.783	0.583	0.000	0.785	0.500	0.250	0.523	0.000	0.550	0.911
Lights	7	255	26	1	289	50	3	25	0	78	23	534	7	0	564	7	2	23	0	32	963
% Lights	100.0	95.1	100.0	100.0	95.7	100.0	100.0	100.0	-	100.0	100.0	97.4	100.0	-	97.6	87.5	100.0	100.0	-	97.0	97.2
Mediums	0	13	0	0	13	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	28
% Mediums	0.0	4.9	0.0	0.0	4.3	0.0	0.0	0.0	-	0.0	0.0	2.6	0.0	-	2.4	12.5	0.0	0.0	-	3.0	2.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 7



Turning Movement Peak Hour Data Plot (4:00 PM)



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 1

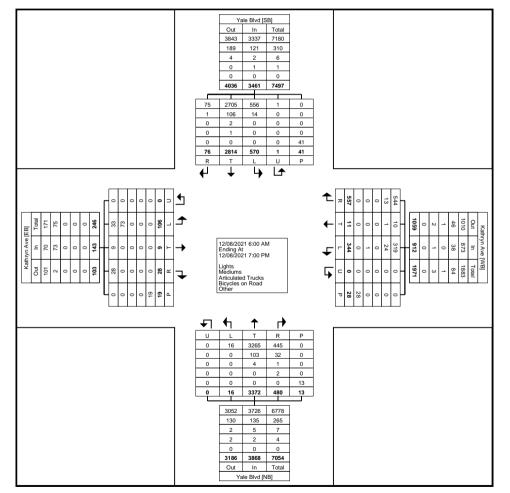
Turning Movement Data

				Yale Blv							athryn A Vestbour	ve	ng iv	10761		Data		Yale Blv							athryn A Eastbour				
Start Time	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:00 AM	0	0	21	3	0	0	24	2	6	0	2	0	0	10	1	1	15	0	0	0	17	0	0	0	0	0	0	0	51
6:15 AM	0	0	27	2	0	0	29	3	3	0	1	0	1	7	1	1	11	0	0	0	13	0	0	0	0	0	0	0	49
6:30 AM	0	0	51	3	0	0	54	2	4	0	0	0	0	6	3	0	26	0	0	0	29	0	1	0	1	0	2	2	91
6:45 AM	0	0	53	10	0	0	63	6	5	0	4	0	1	15	3	1	37	0	0	0	41	0	0	0	1	0	0	1	120
Hourly Total	0	0	152	18	0	0	170	13	18	0	7	0	2	38	8	3	89	0	0	0	100	0	1	0	2	0	2	3	311
7:00 AM	0	0	48	19	0	0	67	6	4	0	2	0	0	12	10	1	48	0	0	1	59	0	0	0	3	0	1	3	141
7:15 AM	1	0	56	18	0	0	75	6	4	0	6	0	0	16	14	0	54	1	0	1	69	0	0	0	1	0	1	1	161
7:30 AM	2	0	76	19	0	0	97	7	4	0	11	0	0	22	18	3	55	0	0	0	76	0	0	0	3	0	0	3	198
7:45 AM	3	0	69	39	0	0	111	9	3	0	6	0	0	18	27	7	85	1	0	2	120	0	0	0	2	0	0	2	251
Hourly Total	6	0	249	95	0	0	350	28	15	0	25	0	0	68	69	11	242	2	0	4	324	0	0	0	9	0	2	9	751
8:00 AM	2	3	51	40	0	6	96	9	1	0	10	0	0	20	30	6	82	0	0	2	118	0	1	0	3	0	0	4	238
8:15 AM	5	1	54	11	0	4	71	15	3	0	10	0	1	28	11	3	78	1	0	1	93	0	1	0	1	0	0	2	194
8:30 AM	0	0	35	7	0	0	42	13	3	2	9	0	1	27	9	0	65	1	0	0	75	0	1	0	3	0	0	4	148
8:45 AM	5	0	44	5	0	0	54	8	0	0	6	0	0	14	2	0	63	1	0	1	66	0	0	0	4	0	0	4	138
Hourly Total	12	4	184	63	0	10	263	45	7	2	35	0	2	89	52	9	288	3	0	4	352	0	3	0	11	0	0	14	718
9:00 AM	0	1	34	7	0	0	42	1	2	0	8	0	0	11	3	0	58	0	0	0	61	0	1	0	3	0	0	4	118
9:15 AM	0	0	41	7	0	0	48	6	4	0	3	0	0	13	3	2	37	1	0	0	43	1	0	0	3	0	0	4	108
9:30 AM	1	0	40	5	0	0	46	6	7	1	4	0	0	18	4	0	38	0	0	0	42	0	0	0	2	0	0	2	108
9:45 AM	0	0	47	5	0	0	52	6	3	0	5	0	1	14	3	0	41	0	0	0	44	0	0	1	3	0	0	4	114
Hourly Total	1	1	162	24	0	0	188	19	16	1	20	0	1	56	13	2	174	1	0	0	190	1	1	1	11	0	0	14	448
10:00 AM	1	0	29	4	1	0	35	4	1	0	1	0	1	6	1	1	56	0	0	0	58	0	0	0	2	0	0	2	101
10:15 AM	0	0	32	6	0	0	38	6	2	0	5	0	1	13	3	1	53	0	0	0	57	0	1	1	1	0	1	3	111
10:30 AM	0	0	27	7	0	0	34	8	5	0	7	0	0	20	6	1	48	0	0	0	55	0	0	0	1	0	0	1	110
10:45 AM	1	1	47	5	0	0	54	7	4	0	2	0	0	13	3	0	52	0	0	0	55	0	1	1	1	0	0	3	125
Hourly Total	2	1	135	22	1	0	161	25	12	0	15	0	2	52	13	3	209	0	0	0	225	0	2	2	5	0	1	9	447
11:00 AM	1	0	55	9	0	1	65	7	0	1	6	0	1	14	4	0	48	0	0	1	52	0	1	0	2	0	1	3	134
11:15 AM	1	1	49	4	0	1	55	2	2	0	2	0	1	6	3	0	53	0	0	0	56	0	0	0	1	0	1	1	118
11:30 AM	0	0	48	5	0	0	53	6	6	0	10	0	0	22	4	0	65	1	0	0	70	0	1	0	1	0	0	2	147
11:45 AM	2	0	56	7	0	0	65	9	4	0	11	0	0	24	4	0	64	0	0	0	68	0	0	0	5	0	0	5	162
Hourly Total	4	1	208	25	0	2	238	24	12	1	29	0	2	66	15	0	230	1	0	1	246	0	2	0	9	0	2	11	561
12:00 PM	1	0	82	11	0	0	94	4	7	0	8	0	1	19	9	1	78	0	0	0	88	1	2	1	1	0	0	5	206
12:15 PM	0	2	78	6	0	1	86	8	3	0	4	0	0	15	6	0	88	0	0	0	94	0	0	1	2	0	1	3	198
12:30 PM	1	1	68	6	0	1	76	6	3	0	7	0	0	16	3	1	75	0	0	0	79	0	1	0	3	0	2	4	175
12:45 PM	1	0	71	5	0	1	77	7	4	0	8	0	0	19	6	0	69	1	0	0	76	0	0	1	3	0	0	4	176
Hourly Total	3	3	299	28	0	3	333	25	17	0	27	0	1	69	24	2	310	1	0	0	337	1	3	3	9	0	3	16	755

1					-								-																
1:00 PM	0	0	53	10	0	0	63	7	3	1	5	0	0	16	5	2	73	0	0	1	80	0	0	0	2	0	0	2	16
1:15 PM	1	0	64	11	0	0	76	5	4	0	6	0	0	15	9	0	56	1	0	0	66	0	0	0	4	0	0	4	16
1:30 PM	0	0	58	10	0	0	68	5	1	0	12	0	0	18	7	1	61	1	0	0	70	0	0	0	4	0	0	4	16
1:45 PM	0	0	67	10	0	1	77	8	4	1	6	0	0	19	4	1	54	0	0	0	59	0	1	0	5	0	0	6	16
Hourly Total	1	0	242	41	0	1	284	25	12	2	29	0	0	68	25	4	244	2	0	1	275	0	1	0	15	0	0	16	64
2:00 PM	1	0	57	10	0	0	68	5	3	0	7	0	0	15	7	0	62	0	0	0	69	0	2	0	3	0	1	5	1
2:15 PM	1	0	51	9	0	0	61	9	1	0	4	0	0	14	8	1	71	0	0	0	80	0	0	2	2	0	0	4	1
2:30 PM	0	1	43	6	0	0	50	8	6	0	4	0	1	18	3	1	57	0	0	0	61	0	0	0	1	0	0	1	1
2:45 PM	3	0	51	7	0	0	61	6	3	2	9	0	1	20	6	2	61	1	0	0	70	0	2	0	3	0	0	5	1
Hourly Total	5	1	202	32	0	0	240	28	13	2	24	0	2	67	24	4	251	1	0	0	280	0	4	2	9	0	1	15	6
3:00 PM	2	0	59	12	0	0	73	13	3	0	4	0	0	20	5	1	53	0	0	0	59	0	0	0	1	0	2	1	1
3:15 PM	1	0	55	13	0	0	69	7	1	1	13	0	0	22	7	2	64	1	0	1	74	0	0	0	2	0	0	2	1
3:30 PM	4	0	61	10	0	2	75	14	3	1	6	0	0	24	6	2	74	1	0	0	83	0	1	0	2	0	0	3	1
3:45 PM	0	2	71	17	0	3	90	12	7	0	20	0	2	39	11	11	66	1	0	1	89	0	1	0	3	0	0	4	2
Hourly Total	7	2	246	52	0	5	307	46	14	2	43	0	2	105	29	16	257	3	0	2	305	0	2	0	8	0	2	10	7
4:00 PM	1	5	78	20	0	9	104	10	3	1	16	0	2	30	10	3	93	0	0	1	106	0	0	0	1	0	1	1	2
4:15 PM	2	0	59	12	0	8	73	13	2	0		0	4	23	20	6	167	0	0	0	193	0	2	0	1	0	1	3	2
4:30 PM	3	0	58	17	0	3	78	17	1	0	9	0	2	27	24	7	159	0	0	0	190	1	2	0	2	0	0	5	3
4:45 PM	3	0	73	16	0	0	92	6	7	0	11	0	0	24	11	4	118	0	0	0	133	0	0	0	0	0	0	0	2
Hourly Total	9	5	268	65	0	20	347	46	13	1	44	0	8	104	65	20	537	0	0	1	622	1	4	0	4	0	2	9	1
5:00 PM	1	0	69	12	0	0	82	8	10	0	4	0	2	13	12	20	119	0	0	0	133	0	0	1	2	0	0	3	2
5:15 PM	2	1	77	23	0	0	103	° 7	2	0	7	0		16	12	3	99	0	0	0	112	0	1	0	3	0	1	4	2
5:30 PM		0	65	23	0	0	85	11	4	0	7	-	0	22	10	2	75		0	0	88	0	0	0	3	0	0	3	1
	0				-					-		0	. 0		5			0		-		-					1		-
5:45 PM	3	0	63	13	0	0	79	8		0	6	0	4	15	-	2	58	0	0	0	65	0	1	0	1 9	0	2	2	1
Hourly Total	6		274	68	0	0	349	34	8	0	24	0	4	66	38	9	351	0	0		398	0			9	0		12	8
6:00 PM	0	0	43	10	0	0	53	9	2	0	9	0	- 1	20	4	0	56	0	0	0	60	0	0	0		0	2		1
6:15 PM	0	0	50	10	0	0	60	10	2	0	4	0	1	16	5	0	51	0	0	0	56	0	0	0	2	0	0	2	1
6:30 PM	1	0	60	9	0	0	70	6	4	0	6	0	0	16	7	1	36	2	0	0	46	0	0	0	1	0	0	1	1
6:45 PM	0	0	40	8	0	0	48	7	2	0	3	0	0	12	4	1	47	0	0	0	52	0	0	0	1	0	0	1	1
Hourly Total	1	0	193	37	0	0	231	32	10	0	22	0	2	64	20	2	190	2	0	0	214	0	0	0	5	0	2	5	5
Grand Total	57	19	2814	570	1	41	3461	390	167	11	344	0	28	912	395	85	3372	16	0	13	3868	3	25	9	106	0	19	143	8
Approach %	1.6	0.5	81.3	16.5	0.0	-	-	42.8	18.3	1.2	37.7	0.0	-	-	10.2	2.2	87.2	0.4	0.0	-	-	2.1	17.5	6.3	74.1	0.0	-	-	_
Total %	0.7	0.2	33.6	6.8	0.0	-	41.3	4.7	2.0	0.1	4.1	0.0	-	10.9	4.7	1.0	40.2	0.2	0.0	-	46.1	0.0	0.3	0.1	1.3	0.0	-	1.7	
Lights	56	19	2705	556	1	-	3337	381	163	10	319	0	-	873	362	83	3265	16	0	-	3726	3	25	9	33	0	-	70	80
% Lights	98.2	100.0	96.1	97.5	100.0	-	96.4	97.7	97.6	90.9	92.7	-	-	95.7	91.6	97.6	96.8	100.0	-	-	96.3	100.0	100.0	100.0	31.1	-	-	49.0	9
Mediums	1	0	106	14	0	-	121	9	4	1	24	0	-	38	31	1	103	0	0	-	135	0	0	0	73	0	-	73	3
% Mediums	1.8	0.0	3.8	2.5	0.0	-	3.5	2.3	2.4	9.1	7.0	-	-	4.2	7.8	1.2	3.1	0.0	-	-	3.5	0.0	0.0	0.0	68.9	-	-	51.0	4
Articulated Trucks	0	0	2	0	0	-	2	0	0	0	0	0	-	0	0	1	4	0	0	-	5	0	0	0	0	0	-	0	
% Articulated Trucks	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	1.2	0.1	0.0	-	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0
Bicycles on Road	0	0	1	0	0	-	1	0	0	0	1	0	-	1	2	0	0	0	0	-	2	0	0	0	0	0	-	0	
6 Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.3	-	-	0.1	0.5	0.0	0.0	0.0	-	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	
6 Bicycles on Crosswalk	-	-	-	-	-	4.9	-	-	-	-	-	-	7.1	-	-	-		-	-	7.7	-	-	-	-	-	-	10.5	-	
Pedestrians	-	-	-	-	-	39	-	-	-	-	-	-	26	-	-	-	-	-	-	12	-	-	-	-	-	-	17	-	
	1					95.1							92.9	-						92.3						-	89.5	-	



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 3



Turning Movement Data Plot



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

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| Right | Right
on Red | Thru | Left | U-Turn

 | Peds | App.
Total | Right | Right
on Red | Thru | Left

 | U-Turn | Peds | App.
Total | Right | Right
on Red | Thru | Left | U-Turn
 | Peds | App.
Total | Right | Right
on Red | Thru
 | Left | U-Turn | Peds | App.
Total
 | Int.
Total |
| 2 | 0 | 76 | 19 | 0

 | 0 | 97 | 7 | 4 | 0 | 11

 | 0 | 0 | 22 | 18 | 3 | 55 | 0 | 0
 | 0 | 76 | 0 | 0 | 0
 | 3 | 0 | 0 | 3
 | 198 |
| 3 | 0 | 69 | 39 | 0

 | 0 | 111 | 9 | 3 | 0 | 6

 | 0 | 0 | 18 | 27 | 7 | 85 | 1 | 0
 | 2 | 120 | 0 | 0 | 0
 | 2 | 0 | 0 | 2
 | 251 |
| 2 | 3 | 51 | 40 | 0

 | 6 | 96 | 9 | 1 | 0 | 10

 | 0 | 0 | 20 | 30 | 6 | 82 | 0 | 0
 | 2 | 118 | 0 | 1 | 0
 | 3 | 0 | 0 | 4
 | 238 |
| 5 | 1 | 54 | 11 | 0

 | 4 | 71 | 15 | 3 | 0 | 10

 | 0 | 1 | 28 | 11 | 3 | 78 | 1 | 0
 | 1 | 93 | 0 | 1 | 0
 | 1 | 0 | 0 | 2
 | 194 |
| 12 | 4 | 250 | 109 | 0

 | 10 | 375 | 40 | 11 | 0 | 37

 | 0 | 1 | 88 | 86 | 19 | 300 | 2 | 0
 | 5 | 407 | 0 | 2 | 0
 | 9 | 0 | 0 | 11
 | 881 |
| 3.2 | 1.1 | 66.7 | 29.1 | 0.0

 | - | - | 45.5 | 12.5 | 0.0 | 42.0

 | 0.0 | - | - | 21.1 | 4.7 | 73.7 | 0.5 | 0.0
 | - | - | 0.0 | 18.2 | 0.0
 | 81.8 | 0.0 | - | -
 | - |
| 1.4 | 0.5 | 28.4 | 12.4 | 0.0

 | - | 42.6 | 4.5 | 1.2 | 0.0 | 4.2

 | 0.0 | - | 10.0 | 9.8 | 2.2 | 34.1 | 0.2 | 0.0
 | - | 46.2 | 0.0 | 0.2 | 0.0
 | 1.0 | 0.0 | - | 1.2
 | - |
| 0.600 | 0.333 | 0.822 | 0.681 | 0.000

 | - | 0.845 | 0.667 | 0.688 | 0.000 | 0.841

 | 0.000 | - | 0.786 | 0.717 | 0.679 | 0.882 | 0.500 | 0.000
 | - | 0.848 | 0.000 | 0.500 | 0.000
 | 0.750 | 0.000 | - | 0.688
 | 0.877 |
| 11 | 4 | 242 | 107 | 0

 | - | 364 | 39 | 11 | 0 | 33

 | 0 | - | 83 | 81 | 18 | 286 | 2 | 0
 | - | 387 | 0 | 2 | 0
 | 2 | 0 | - | 4
 | 838 |
| 91.7 | 100.0 | 96.8 | 98.2 | -

 | - | 97.1 | 97.5 | 100.0 | - | 89.2

 | - | - | 94.3 | 94.2 | 94.7 | 95.3 | 100.0 | -
 | - | 95.1 | - | 100.0 | -
 | 22.2 | - | - | 36.4
 | 95.1 |
| 1 | 0 | 8 | 2 | 0

 | - | 11 | 1 | 0 | 0 | 4

 | 0 | - | 5 | 5 | 0 | 12 | 0 | 0
 | - | 17 | 0 | 0 | 0
 | 7 | 0 | - | 7
 | 40 |
| 8.3 | 0.0 | 3.2 | 1.8 | -

 | - | 2.9 | 2.5 | 0.0 | - | 10.8

 | - | - | 5.7 | 5.8 | 0.0 | 4.0 | 0.0 | -
 | - | 4.2 | - | 0.0 | -
 | 77.8 | - | - | 63.6
 | 4.5 |
| 0 | 0 | 0 | 0 | 0

 | - | 0 | 0 | 0 | 0 | 0

 | 0 | - | 0 | 0 | 1 | 2 | 0 | 0
 | - | 3 | 0 | 0 | 0
 | 0 | 0 | - | 0
 | 3 |
| 0.0 | 0.0 | 0.0 | 0.0 | -

 | - | 0.0 | 0.0 | 0.0 | - | 0.0

 | - | - | 0.0 | 0.0 | 5.3 | 0.7 | 0.0 | -
 | - | 0.7 | - | 0.0 | -
 | 0.0 | - | - | 0.0
 | 0.3 |
| 0 | 0 | 0 | 0 | 0

 | - | 0 | 0 | 0 | 0 | 0

 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0
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 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -
 | - | 0.0 | - | 0.0 | -
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 | 10.0 | - | - | - | - | -

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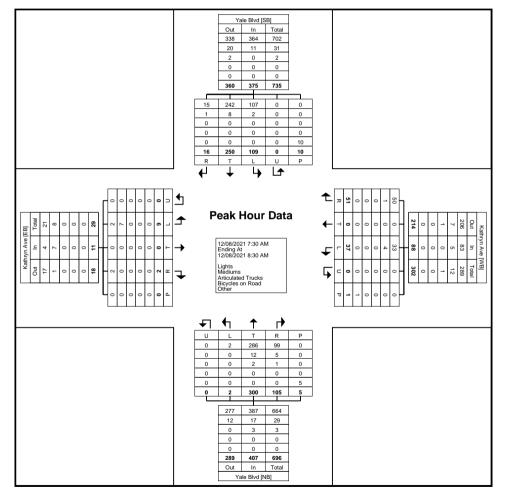
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Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 6

Turning Movement Peak Hour Data (4:00 PM)

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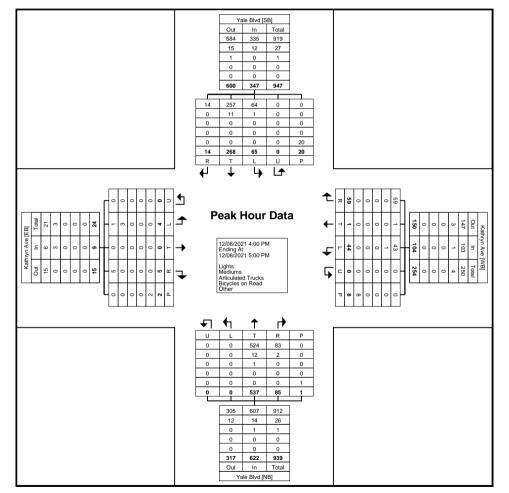
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Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/08/2021 Page No: 7



Turning Movement Peak Hour Data Plot (4:00 PM)



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 1

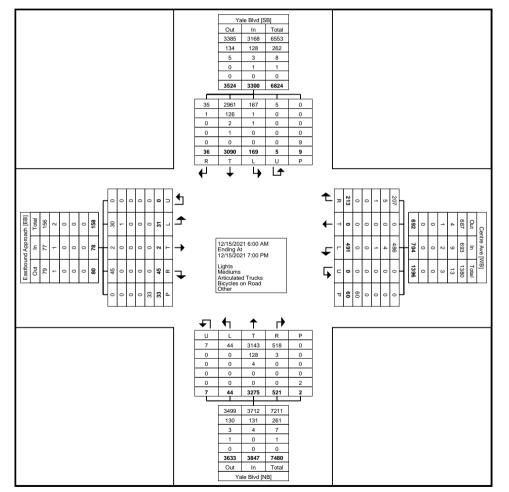
Turning Movement Data

				e Blvd						tre Ave	in g i	10101	nent L	Julu		Blvd						d Approach			
Start Time			South	hbound					Wes	tbound					North	bound					East	bound			
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:00 AM	0	29	2	0	0	31	2	0	4	0	0	6	4	22	0	0	0	26	0	0	0	0	1	0	63
6:15 AM	0	26	0	0	0	26	1	0	5	0	0	6	3	15	0	0	0	18	0	0	0	0	0	0	50
6:30 AM	0	50	1	0	0	51	0	0	16	0	0	16	7	28	0	1	0	36	0	0	0	0	0	0	103
6:45 AM	0	57	6	0	0	63	1	0	9	0	0	10	15	39	0	0	0	54	0	0	0	0	0	0	127
Hourly Total	0	162	9	0	0	171	4	0	34	0	0	38	29	104	0	1	0	134	0	0	0	0	1	0	343
7:00 AM	0	59	4	0	1	63	2	0	13	0	0	15	9	57	0	0	0	66	0	0	0	0	0	0	144
7:15 AM	0	53	1	0	0	54	3	0	12	0	1	15	9	68	0	0	0	77	0	0	0	0	1	0	146
7:30 AM	3	79	7	0	0	89	4	0	14	0	2	18	11	69	0	0	0	80	0	0	0	0	0	0	187
7:45 AM	1	81	6	0	0	88	3	0	8	0	0	11	19	83	4	0	0	106	2	0	1	0	1	3	208
Hourly Total	4	272	18	0	1	294	12	0	47	0	3	59	48	277	4	0	0	329	2	0	1	0	2	3	685
8:00 AM	2	69	5	0	4	76	4	0	3	0	2	7	8	77	4	2	0	91	1	0	1	0	0	2	176
8:15 AM	1	66	5	0	0	72	1	0	4	0	2	5	9	51	1	0	0	61	1	0	0	0	0	1	139
8:30 AM	1	47	1	0	0	49	2	0	9	0	0	11	7	43	0	0	0	50	0	0	2	0	0	2	112
8:45 AM	1	43	2	0	0	46	2	0	16	0	0	18	7	36	1	0	0	44	0	0	0	0	0	0	108
Hourly Total	5	225	13	0	4	243	9	0	32	0	4	41	31	207	6	2	0	246	2	0	3	0	0	5	535
9:00 AM	1	38	3	1	0	43	2	0	8	0	0	10	3	42	0	0	0	45	0	0	1	0	1	1	99
9:15 AM	0	49	2	0	0	51	3	0	6	0	4	9	5	40	1	0	0	46	0	0	1	0	0	1	107
9:30 AM	0	51	1	0	0	52	0	0	5	0	3	5	4	51	0	0	0	55	0	0	0	0	0	0	112
9:45 AM	2	41	0	0	0	43	3	0	6	0	0	9	5	47	2	0	0	54	1	0	0	0	0	1	107
Hourly Total	3	179	6	1	0	189	8	0	25	0	7	33	17	180	3	0	0	200	1	0	2	0	1	3	425
10:00 AM	1	40	1	0	0	42	2	0	9	0	2	11	6	42	1	0	0	49	1	0	2	0	0	3	105
10:15 AM	1	50	6	0	0	57	3	0	11	0	0	14	7	43	0	0	0	50	0	0	0	0	1	0	121
10:30 AM	2	48	1	0	0	51	1	0	11	0	1	12	10	62	1	0	0	73	1	0	2	0	2	3	139
10:45 AM	0	52	1	0	2	53	4	0	6	0	0	10	4	56	1	0	0	61	2	0	2	0	2	4	128
Hourly Total	4	190	9	0	2	203	10	0	37	0	3	47	27	203	3	0	0	233	4	0	6	0	5	10	493
11:00 AM	2	46	2	0	0	50	5	0	12	0	0	17	15	57	0	0	0	72	1	0	1	0	2	2	141
11:15 AM	0	58	2	0	0	60	3	0	9	0	1	12	12	48	0	1	0	61	0	0	0	0	0	0	133
11:30 AM	0	72	3	0	0	75	7	0	10	0	3	17	12	60	0	0	0	72	0	0	0	0	1	0	164
11:45 AM	0	60	3	0	0	63	8	0	12	0	0	20	10	71	0	0	0	81	1	0	0	0	0	1	165
Hourly Total	2	236	10	0	0	248	23	0	43	0	4	66	49	236	0	1	0	286	2	0	1	0	3	3	603
12:00 PM	1	50	8	0	0	59	5	0	14	0	0	19	10	65	0	0	0	75	1	0	0	0	2	1	154
12:15 PM	0	68	2	0	0	70	6	0	12	0	4	18	12	62	1	0	0	75	2	0	0	0	1	2	165
12:30 PM	2	63	4	0	0	69	2	0	7	0	0	9	9	53	1	0	0	63	2	1	0	0	0	3	144
12:45 PM	0	63	7	0	0	70	2	0	9	0	0	11	8	83	0	0	0	91	0	0	2	0	0	2	174
Hourly Total	3	244	21	0	0	268	15	0	42	0	4	57	39	263	2	0	0	304	5	1	2	0	3	8	637

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1:00 PM	1	66	4	0	0	71	6	0	8	0	1	14	5	64	0	0	0	69	0	0	0	0	0	0	154
1:15 PM	1	50	2	0	0	53	3	0	7	0	0	10	6	64	0	0	0	70	0	0	1	0	0	1	134
1:30 PM	0	57	2	0	0	59	3	0	6	0	0	9	9	50	3	0	0	62	1	0	0	0	0	1	131
1:45 PM	1	66	1	0	0	68	3	0	4	0	0	7	9	82	1	0	0	92	1	0	1	0	1	2	169
Hourly Total	3	239	9	0	0	251	15	0	25	0	1	40	29	260	4	0	0	293	2	0	2	0	. 1	4	588
2:00 PM	0	62	3	0	0	65	6	0	9	0	1	15	3	74	1	0	0	78	3	0	0	0	1	3	161
2:15 PM	1	63	2	0	0	66	4	0	6	0	0	10	7	87	1	1	0	96	0	0	0	0	0	0	172
2:30 PM	1	47	2	0	0	50	6	0	9	0	4	15	10	106	1	0	0	117	0	0	1	0	1	1	183
2:45 PM	1	69	2	0	0	72	4	0	5	0	1	9	10	99	1	0	0	110	0	0	2	0	1	2	193
Hourly Total	3	241	9	0	0	253	20	0	29	0	6	49	30	366	4	1	0	401	3	0	3	0	3	6	709
3:00 PM	1	55	5	0	1	61	3	0	11	0	2	14	11	61	0	0	0	72	1	0	0	0	1	1	148
3:15 PM	2	66	2	0	0	70	9	0	11	0	1	20	10	63	0	0	0	73	3	1	1	0		5	168
3:30 PM	0	56	1	0	0	57	7	0	12	0	0	19	15	102	0	0	0	117	0	0	1	0	0	1	194
3:45 PM	1	58	10	0	0	69	1	0	10	0	3	11	16	92	2	0	0	110	1	0	0	0	2	1	191
Hourly Total	4	235	18	0	1	257	20	0	44	0	6	64	52	318	2	0	0	372	5	1	2	0	4	8	701
4:00 PM	1	73	6	1	0	81	11	0	15	0	1	26	20	91	4	0	0	115	2	0	1	0	2	3	225
4:15 PM	0	95	6	0	0	101	6	0	8	0	0	14	13	88	2	1	0	104	1	0	0	0	1	1	220
4:30 PM	0	105	3	1	0	109	13	0	13	0	1	26	13	94	3	0	0	110	2	0	0	0	0	2	247
4:45 PM	1	81	8	1	0	91	8	0	12	0	0	20	5	79	2	0	0	86	2	0	2	0	0	4	201
Hourly Total	2	354	23	3	0	382	38	0	48	0	2	86	51	352	11	1	0	415	7	0	3	0	3	10	893
5:00 PM	2	77	1	0	0	80	10	0	18	0	2	28	13	99	0	0	0	112	1	0	0	0	0	1	221
5:15 PM	1	74	4	0	0	79	5	0	10	0	0	15	17	61	1	 1	0	80	2	0	0	0	1	2	176
5:30 PM	0	63	3	1	0	67	7	0	10	0	1	17	19	69	1	0	0	89	2	0	2	0	0	4	177
5:45 PM	0	82	3	0	0	85	5	0	9	0	3	14	22	80		0	0	103	3	0	1	0	·	4	206
Hourly Total	3	296	11	1	0	311	27	0	47	0	6	74	71	309	3	1	0	384	8	0	3	0	2	11	780
6:00 PM	0	70	5	0	0	75	5	0	14	0	4	19	16	60	0	0	0	76	1	0	3	0		4	174
6:15 PM	0	49	2	0	0	51	3	0		0	2	11	9	62	0	0	0	71	0	0	0	0	0	0	133
6:30 PM	0	54	2	0	1	56	2	0	5	0	6	7	12	39	1	0	1	52	2	0	0	0	4	2	117
6:45 PM	0	44	4	0	0	48	2	0	11	0	2	13	11	39	1	0	1	51	1	0	0	0	0	1	113
Hourly Total	0	217	13	0	1	230	12	0	38	0		50	48	200	2	0	2	250	4	0	3	0	5	7	537
Grand Total	36	3090	169	5	9	3300	213	0	491	0	60	704	521	3275	44	7	2	3847	45	2	31	0	33	78	7929
Approach %	1.1	93.6	5.1	0.2	-		30.3	0.0	69.7	0.0	-	-	13.5	85.1	1.1	0.2	-		57.7	2.6	39.7	0.0	-	-	-
Total %	0.5	39.0	2.1	0.1		41.6	2.7	0.0	6.2	0.0		8.9	6.6	41.3	0.6	0.1		48.5	0.6	0.0	0.4	0.0	·	1.0	-
Lights	35	2961	167	5	_	3168	2.7	0.0	486	0.0	-	693	518	3143	44	7	-	3712	45	2	30	0.0		77	7650
% Lights	97.2	95.8	98.8	100.0	_	96.0	97.2	-	99.0	-	-	98.4	99.4	96.0	100.0	100.0	_	96.5	100.0	100.0	96.8	-	_	98.7	96.5
Mediums	1	126	1	0	-	128	5	0	4	0	-	9	3	128	0	0	-	131	0	0	1	0		1	269
% Mediums	2.8	4.1	0.6	0.0	_	3.9	2.3	-	0.8	-	_	1.3	0.6	3.9	0.0	0.0	_	3.4	0.0	0.0	3.2	-	_	1.3	3.4
Articulated Trucks	2.0	4.1	1	0.0	-	3.9	2.3	0	1	0	-	2	0.8	<u> </u>	0.0	0.0	-	<u> </u>	0.0	0.0	0	0	-	0	9
% Articulated Trucks	0.0	0.1	0.6	0.0	-	0.1	0.5	-	0.2	-	-	0.3	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	3.3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	58	-	-	-	-	-	2	-	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	96.7	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-
												-		-					1						



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 3



Turning Movement Data Plot



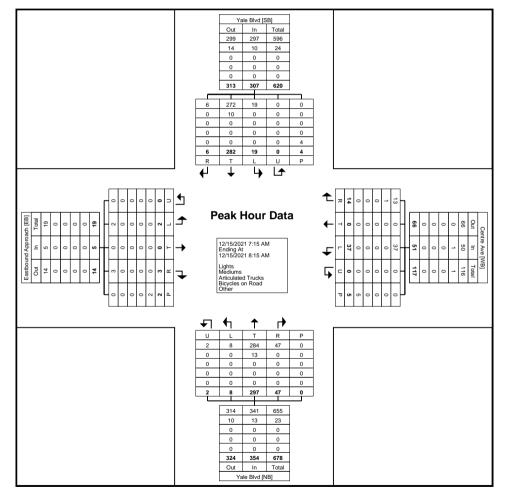
Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

								Tun	iiiig iv	noven	lent r	ean		Jala	(7.15	AIVI)									
			Yale	Blvd					Cent	re Ave					Yale	Blvd					Eastbound	d Approach			
			South	bound					West	tbound					North	bound					East	bound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:15 AM	0	53	1	0	0	54	3	0	12	0	1	15	9	68	0	0	0	77	0	0	0	0	1	0	146
7:30 AM	3	79	7	0	0	89	4	0	14	0	2	18	11	69	0	0	0	80	0	0	0	0	0	0	187
7:45 AM	1	81	6	0	0	88	3	0	8	0	0	11	19	83	4	0	0	106	2	0	1	0	1	3	208
8:00 AM	2	69	5	0	4	76	4	0	3	0	2	7	8	77	4	2	0	91	1	0	1	0	0	2	176
Total	6	282	19	0	4	307	14	0	37	0	5	51	47	297	8	2	0	354	3	0	2	0	2	5	717
Approach %	2.0	91.9	6.2	0.0	-	-	27.5	0.0	72.5	0.0	-	-	13.3	83.9	2.3	0.6	-	-	60.0	0.0	40.0	0.0	-	-	-
Total %	0.8	39.3	2.6	0.0	-	42.8	2.0	0.0	5.2	0.0	-	7.1	6.6	41.4	1.1	0.3	-	49.4	0.4	0.0	0.3	0.0	-	0.7	-
PHF	0.500	0.870	0.679	0.000	-	0.862	0.875	0.000	0.661	0.000	-	0.708	0.618	0.895	0.500	0.250	-	0.835	0.375	0.000	0.500	0.000	-	0.417	0.862
Lights	6	272	19	0	-	297	13	0	37	0	-	50	47	284	8	2	-	341	3	0	2	0	-	5	693
% Lights	100.0	96.5	100.0	-	-	96.7	92.9	-	100.0	-	-	98.0	100.0	95.6	100.0	100.0	-	96.3	100.0	-	100.0	-	-	100.0	96.7
Mediums	0	10	0	0	-	10	1	0	0	0	-	1	0	13	0	0	-	13	0	0	0	0	-	0	24
% Mediums	0.0	3.5	0.0	-	-	3.3	7.1	-	0.0	-	-	2.0	0.0	4.4	0.0	0.0	-	3.7	0.0	-	0.0	-	-	0.0	3.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
											-											-	-		



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)



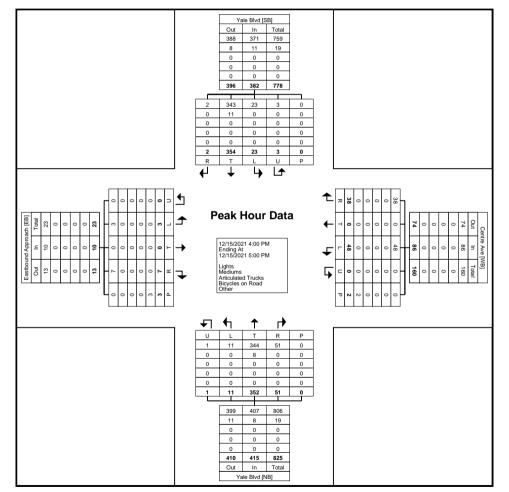
Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 6

Turning Movement Peak Hour Data (4:00 PM)

				e Blvd nbound					Cent	re Ave tbound					Yale	Blvd bound						d Approach bound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:00 PM	1	73	6	1	0	81	11	0	15	0	1	26	20	91	4	0	0	115	2	0	1	0	2	3	225
4:15 PM	0	95	6	0	0	101	6	0	8	0	0	14	13	88	2	1	0	104	1	0	0	0	1	1	220
4:30 PM	0	105	3	1	0	109	13	0	13	0	1	26	13	94	3	0	0	110	2	0	0	0	0	2	247
4:45 PM	1	81	8	1	0	91	8	0	12	0	0	20	5	79	2	0	0	86	2	0	2	0	0	4	201
Total	2	354	23	3	0	382	38	0	48	0	2	86	51	352	11	1	0	415	7	0	3	0	3	10	893
Approach %	0.5	92.7	6.0	0.8	-	-	44.2	0.0	55.8	0.0	-	-	12.3	84.8	2.7	0.2	-	-	70.0	0.0	30.0	0.0	-	-	-
Total %	0.2	39.6	2.6	0.3	-	42.8	4.3	0.0	5.4	0.0	-	9.6	5.7	39.4	1.2	0.1	-	46.5	0.8	0.0	0.3	0.0	-	1.1	-
PHF	0.500	0.843	0.719	0.750	-	0.876	0.731	0.000	0.800	0.000	-	0.827	0.638	0.936	0.688	0.250	-	0.902	0.875	0.000	0.375	0.000	-	0.625	0.904
Lights	2	343	23	3	-	371	38	0	48	0	-	86	51	344	11	1	-	407	7	0	3	0	-	10	874
% Lights	100.0	96.9	100.0	100.0	-	97.1	100.0	-	100.0	-	-	100.0	100.0	97.7	100.0	100.0	-	98.1	100.0	-	100.0	-	-	100.0	97.9
Mediums	0	11	0	0	-	11	0	0	0	0	-	0	0	8	0	0	-	8	0	0	0	0	-	0	19
% Mediums	0.0	3.1	0.0	0.0	-	2.9	0.0	-	0.0	-	-	0.0	0.0	2.3	0.0	0.0	-	1.9	0.0	-	0.0	-	-	0.0	2.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	_	-	-	-	-	0.0	_	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 7



Turning Movement Peak Hour Data Plot (4:00 PM)



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 1

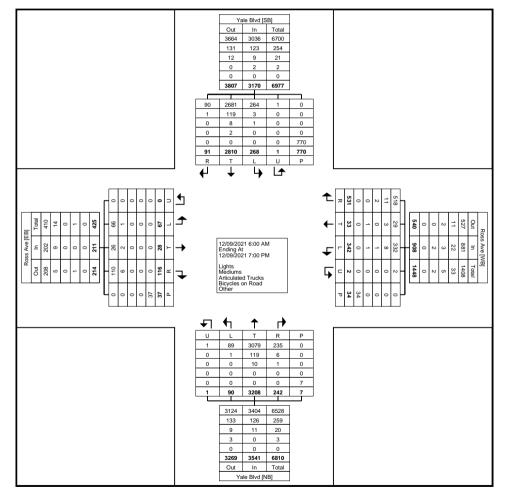
Turning Movement Data

	1						I		_		ing i	Novei	nent l	Jala					1		_				I.
				e Blvd						s Ave						e Blvd						s Ave			
Start Time			South	nbound					Wes	tbound					North	bound					East	bound			
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:00 AM	0	20	0	0	1	20	1	0	0	0	0	1	0	16	0	0	0	16	0	0	0	0	0	0	37
6:15 AM	0	24	0	0	0	24	0	0	1	0	0	1	0	20	0	0	0	20	1	0	0	0	0	1	46
6:30 AM	0	40	3	0	2	43	2	0	5	0	0	7	1	19	4	0	0	24	1	0	0	0	2	1	75
6:45 AM	2	40	14	0	7	56	15	1	5	0	0	21	7	31	2	0	0	40	2	2	0	0	0	4	121
Hourly Total	2	124	17	0	10	143	18	1	11	0	0	30	8	86	6	0	0	100	4	2	0	0	2	6	279
7:00 AM	0	29	6	0	24	35	28	5	18	0	1	51	10	40	1	0	0	51	3	1	2	0	0	6	143
7:15 AM	3	41	5	0	34	49	14	0	28	0	1	42	6	50	2	0	0	58	3	2	0	0	0	5	154
7:30 AM	4	54	7	0	44	65	32	1	19	0	0	52	6	64	8	0	0	78	6	0	1	0	0	7	202
7:45 AM	14	54	1	0	46	69	37	2	27	0	0	66	5	88	12	0	0	105	11	1	3	0	0	15	255
Hourly Total	21	178	19	0	148	218	111	8	92	0	2	211	27	242	23	0	0	292	23	4	6	0	0	33	754
8:00 AM	6	42	2	0	74	50	44	2	31	0	0	77	9	78	7	0	0	94	10	1	1	0	0	12	233
8:15 AM	3	46	14	0	30	63	46	3	15	0	0	64	12	40	4	0	0	56	6	1	1	0	0	8	191
8:30 AM	0	36	5	0	15	41	9	2	5	0	0	16	4	46	2	0	0	52	2	1	3	0	1	6	115
8:45 AM	1	43	3	0	4	47	6	0	1	0	7	7	2	48	3	0	0	53	3	0	1	0	0	4	111
Hourly Total	10	167	24	0	123	201	105	7	52	0	7	164	27	212	16	0	0	255	21	3	6	0	1	30	650
9:00 AM	3	38	5	0	2	46	2	2	1	0	0	5	0	34	1	0	0	35	0	1	0	0	0	1	87
9:15 AM	0	46	3	0	0	49	1	0	1	0	0	2	4	44	0	0	1	48	0	0	0	0	0	0	99
9:30 AM	1	47	2	0	1	50	6	0	2	0	0	8	4	40	1	0	0	45	2	0	1	0	0	3	106
9:45 AM	0	36	3	0	1	39	6	1	2	0	3	9	3	44	1	0	0	48	0	0	0	0	0	0	96
Hourly Total	4	167	13	0	4	184	15	3	6	0	3	24	11	162	3	0	1	176	2	1	1	0	0	4	388
10:00 AM	0	31	6	0	2	37	5	1	4	0	0	10	3	46	1	0	0	50	2	0	0	0	0	2	99
10:15 AM	2	39	1	0	2	42	4	0	0	0	0	4	2	46	2	1	0	51	1	1	0	0	2	2	99
10:30 AM	0	51	3	0	2	54	2	0	6	0	1	8	3	47	1	0	0	51	0	1	1	0	0	2	115
10:45 AM	3	58	2	0	2	63	5	1	3	0	0	9	2	47	3	0	0	52	2	0	1	0	0	3	127
Hourly Total	5	179	12	0	8	196	16	2	13	0	1	31	10	186	7	1	0	204	5	2	2	0	2	9	440
11:00 AM	1	45	5	1	2	52	1	0	0	0	1	1	2	53	1	0	0	56	0	0	0	0	0	0	109
11:15 AM	0	46	0	0	2	46	1	0	1	0	0	2	2	45	0	0	0	47	1	0	1	0	0	2	97
11:30 AM	4	46	3	0	4	53	2	0	2	0	0	4	3	52	0	0	0	55	0	1	0	0	0	1	113
11:45 AM	1	47	1	0	4	49	3	0	0	0	0	3	2	62	0	0	0	64	1	0	0	0	1	1	117
Hourly Total	6	184	9	1	12	200	7	0	3	0	1	10	9	212	1	0	0	222	2	1	1	0	1	4	436
12:00 PM	1	62	7	0	0	70	3	0	3	0	0	6	2	78	1	0	1	81	0	0	0	0	2	0	157
12:15 PM	1	59	4	0	0	64	6	1	4	0	. 1	11	3	72	0	0	1	75	0	1	0	0	2	1	151
12:30 PM	0	59	3	0	4	62	3	0	5	0	0	8	4	62	0	0	0	66	4	0	2	0	1	6	142
12:45 PM	1	58	4	0	8	63	3	0	3	0	0	6	2	62	0	0	0	64	3	0	0	0	0	3	136
Hourly Total	3	238	18	0	12	259	15	1	15	0	1	31	11	274	1	0	2	286	7	1	2	0	5	10	586

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1:00 PM	3	35	3	0	10	41	4	0	3	0	0	7	0	49	1	0	0	50	2	1	8	0	1	11	109
1:15 PM	1	50	3	0	6	54	8	0	3	0	0	11	3	55	3	0	0	61	0	0	3	0	0	3	129
1:30 PM	3	47	3	0	0	53	4	0	4	0	0	8	3	51	1	0	1	55	2	0	1	0	0	3	119
1:45 PM	2	77	2	0	2	81	3	0	6	0	0	9	2	57	1	0	0	60	1	0	3	0	0	4	154
Hourly Total	9	209	11	0	18	229	19	0	16	0	0	35	8	212	6	0	1	226	5	1	15	0	1	21	511
2:00 PM	1	60	1	0	1	62	6	1	0	0	0	7	0	53	1	0	0	54	1	0	1	0	1	2	125
2:15 PM	1	62	4	0	11	67	3	0	0	0	3	3	4	51	3	0	0	58	3	0	3	0	0	6	134
2:30 PM	1	66	8	0	24	75	10	0	5	0	1	15	8	71	0	0	0	79	4	0	1	0	4	5	174
2:45 PM	2	54	8	0	1	64	10	1	5	0	0	16	4	51	2	0	0	57	6	1	0	0	1	7	144
Hourly Total	5	242	21	0	37	268	29	2	10	0	4	41	16	226	6	0	0	248	14	1	5	0	6	20	577
3:00 PM	5	60	6	0	4	71	2	0	3	0	0	5	5	68	2	0	3	75	0	0	7	0	4	7	158
3:15 PM	2	75	7	0	1	84	8	0	5	0	0	13	5	84	1	0	0	90	2	0	1	0	2	3	190
3:30 PM	2	55	4	0	3	61	5	2	3	0	0	10	4	89	1	0	0	94	3	1	2	0	0	6	171
3:45 PM	2	80	4	0	18	86	5	0	0	0	2	5	3	99	1	0	0	103	4	1	1	0	1	6	200
Hourly Total	11	270	21	0	26	302	20	2	11	0	2	33	17	340	5	0	3	362	9	2	11	0	7	22	719
4:00 PM	0	83	2	0	256	85	14	0	3	0	7	17	5	121	5	0	0	131	6	0	0	0	11	6	239
4:15 PM	2	94	7	0	25	103	40	1	23	0	0	64	5	87	0	0	0	92	3	1	0	0	1	4	263
4:30 PM	3	78	8	0	78	89	20	0	12	0	0	32	5	111	1	0	0	117	2	3	1	0	0	6	244
4:45 PM	0	82	11	0	5	93	17	0	17	0	1	34	6	110	0	0	0	116	1	1	2	0	0	4	247
Hourly Total	5	337	28	0	364	370	91	1	55	0	8	147	21	429	6	0	0	456	12	5	3	0	12	20	993
5:00 PM	3	68	10	0	3	81	17	0	8	0	3	25	12	108	0	0	0	120	0	0	1	0	0	1	227
5:15 PM	0	71	9	0	0	80	13	1	8	0	1	22	12	107	1	0	0	120	4	0	4	0	0	8	230
5:30 PM	2	73	16	0	2	91	18	0	10	0	1	28	9	83	1	0	0	93	1	0	2	0	0	3	215
5:45 PM	2	82	8	0	3	92	10	3	12	0	0	25	10	87	1	0	0	98	2	1	0	0	0	3	218
Hourly Total	7	294	43	0	8	344	58	4	38	0	5	100	43	385	3	0	0	431	7	1	7	0	0	15	890
6:00 PM	1	59	6	0	0	66	6	1	11	0	0	18	6	67	1	0	0	74	1	0	0	0	0	1	159
6:15 PM	2	52	6	0	0	60	4	1	0	0	0	5	4	62	1	0	0	67	1	2	2	0	0	5	137
6:30 PM	0	55	9	0	0	64	5	0	3	1	0	9	11	69	1	0	0	81	2	0	3	0	0	5	159
6:45 PM	0	55	11	0	0	66	12	0	6	1	0	19	13	44	4	0	0	61	1	2	3	0	0	6	152
Hourly Total	3	221	32	0	0	256	27	2	20	2	0	51	34	242	7	0	0	283	5	4	8	0	0	17	607
Grand Total	91	2810	268	1	770	3170	531	33	342	2	34	908	242	3208	90	1	7	3541	116	28	67	0	37	211	7830
Approach %	2.9	88.6	8.5	0.0	-	-	58.5	3.6	37.7	0.2	-	-	6.8	90.6	2.5	0.0	-	-	55.0	13.3	31.8	0.0	-	-	-
Total %	1.2	35.9	3.4	0.0	-	40.5	6.8	0.4	4.4	0.0	-	11.6	3.1	41.0	1.1	0.0	-	45.2	1.5	0.4	0.9	0.0	-	2.7	-
Lights	90	2681	264	1	-	3036	518	29	332	2	-	881	235	3079	89	1	-	3404	110	26	66	0	-	202	7523
% Lights	98.9	95.4	98.5	100.0	-	95.8	97.6	87.9	97.1	100.0	-	97.0	97.1	96.0	98.9	100.0	-	96.1	94.8	92.9	98.5	-	-	95.7	96.1
Mediums	1	119	3	0	-	123	11	3	8	0	-	22	6	119	1	0	-	126	6	2	1	0		9	280
% Mediums	1.1	4.2	1.1	0.0	-	3.9	2.1	9.1	2.3	0.0	-	2.4	2.5	3.7	1.1	0.0	-	3.6	5.2	7.1	1.5	-	-	4.3	3.6
Articulated Trucks	0	8	1	0.0	-	9	2	0	1	0.0	-	3	1	10	0	0.0	-	11	0.2	0	0	0	-	0	23
% Articulated Trucks	0.0	0.3	0.4	0.0	-	0.3	0.4	0.0	0.3	0.0	-	0.3	0.4	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	2	0	0	-	2	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Bicycles on Road	0.0	0.1	0.0	0.0	-	0.1	0.0	3.0	0.3	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	5.9	-	-	-	-	-	0.0	-	-	-	-	-	16.2	-	-
Pedestrians	-	-	_	-	770	-	-	-	-	-	32	-	-	-	-	-	7	-	-	_	-	-	31	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	94.1	-	-	-	-	-	100.0	-	-	-	-	-	83.8	-	-
		-	-											-					1			-			



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 3



Turning Movement Data Plot



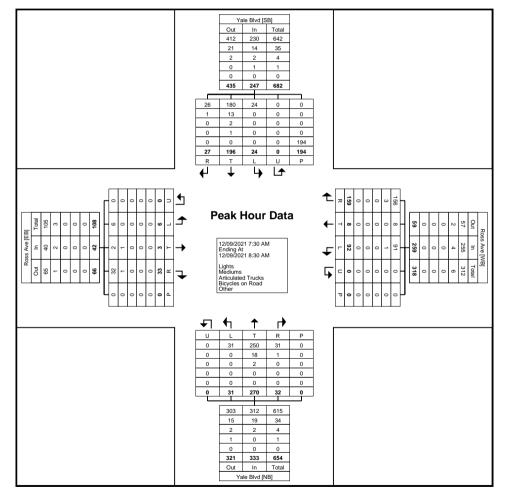
Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

				e Blvd nbound					Ros	s Ave bound					Yale	Blvd bound						s Ave bound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:30 AM	4	54	7	0	44	65	32	1	19	0	0	52	6	64	8	0	0	78	6	0	1	0	0	7	202
7:45 AM	14	54	1	0	46	69	37	2	27	0	0	66	5	88	12	0	0	105	11	1	3	0	0	15	255
8:00 AM	6	42	2	0	74	50	44	2	31	0	0	77	9	78	7	0	0	94	10	1	1	0	0	12	233
8:15 AM	3	46	14	0	30	63	46	3	15	0	0	64	12	40	4	0	0	56	6	1	1	0	0	8	191
Total	27	196	24	0	194	247	159	8	92	0	0	259	32	270	31	0	0	333	33	3	6	0	0	42	881
Approach %	10.9	79.4	9.7	0.0	-	-	61.4	3.1	35.5	0.0	-	-	9.6	81.1	9.3	0.0	-	-	78.6	7.1	14.3	0.0	-	-	-
Total %	3.1	22.2	2.7	0.0	-	28.0	18.0	0.9	10.4	0.0	-	29.4	3.6	30.6	3.5	0.0	-	37.8	3.7	0.3	0.7	0.0	-	4.8	-
PHF	0.482	0.907	0.429	0.000	-	0.895	0.864	0.667	0.742	0.000	-	0.841	0.667	0.767	0.646	0.000	-	0.793	0.750	0.750	0.500	0.000	-	0.700	0.864
Lights	26	180	24	0	-	230	156	8	91	0	-	255	31	250	31	0	-	312	32	2	6	0	-	40	837
% Lights	96.3	91.8	100.0	-	-	93.1	98.1	100.0	98.9	-	-	98.5	96.9	92.6	100.0	-	-	93.7	97.0	66.7	100.0	-	-	95.2	95.0
Mediums	1	13	0	0	-	14	3	0	1	0	-	4	1	18	0	0	-	19	1	1	0	0	-	2	39
% Mediums	3.7	6.6	0.0	-	-	5.7	1.9	0.0	1.1	-	-	1.5	3.1	6.7	0.0	-	-	5.7	3.0	33.3	0.0	-	-	4.8	4.4
Articulated Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	4
% Articulated Trucks	0.0	1.0	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.7	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.5	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	194	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



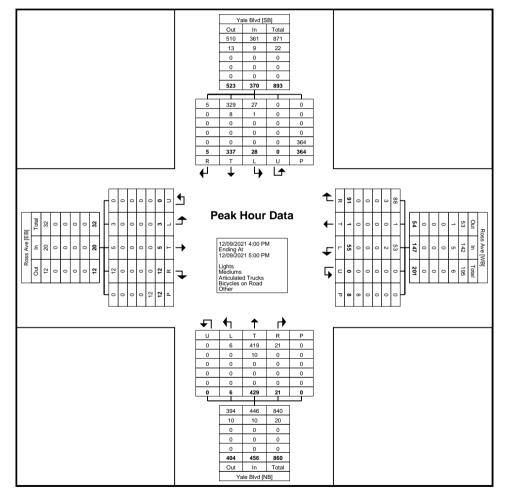
Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 6

Turning Movement Peak Hour Data (4:00 PM)

								Tun	iing is	loven	епс г	ean		Jala	4.00	r ivi)									
			Yale	Blvd					Ros	s Ave					Yale	Blvd					Ross	s Ave			
			South	bound					West	bound					North	bound					East	ound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:00 PM	0	83	2	0	256	85	14	0	3	0	7	17	5	121	5	0	0	131	6	0	0	0	11	6	239
4:15 PM	2	94	7	0	25	103	40	1	23	0	0	64	5	87	0	0	0	92	3	1	0	0	1	4	263
4:30 PM	3	78	8	0	78	89	20	0	12	0	0	32	5	111	1	0	0	117	2	3	1	0	0	6	244
4:45 PM	0	82	11	0	5	93	17	0	17	0	1	34	6	110	0	0	0	116	1	1	2	0	0	4	247
Total	5	337	28	0	364	370	91	1	55	0	8	147	21	429	6	0	0	456	12	5	3	0	12	20	993
Approach %	1.4	91.1	7.6	0.0	-	-	61.9	0.7	37.4	0.0	-	-	4.6	94.1	1.3	0.0	-	-	60.0	25.0	15.0	0.0	-	-	-
Total %	0.5	33.9	2.8	0.0	-	37.3	9.2	0.1	5.5	0.0	-	14.8	2.1	43.2	0.6	0.0	-	45.9	1.2	0.5	0.3	0.0	-	2.0	-
PHF	0.417	0.896	0.636	0.000	-	0.898	0.569	0.250	0.598	0.000	-	0.574	0.875	0.886	0.300	0.000	-	0.870	0.500	0.417	0.375	0.000	-	0.833	0.944
Lights	5	329	27	0	-	361	88	1	53	0	-	142	21	419	6	0	-	446	12	5	3	0	-	20	969
% Lights	100.0	97.6	96.4	-	-	97.6	96.7	100.0	96.4	-	-	96.6	100.0	97.7	100.0	-	-	97.8	100.0	100.0	100.0	-	-	100.0	97.6
Mediums	0	8	1	0	-	9	3	0	2	0	-	5	0	10	0	0	-	10	0	0	0	0	-	0	24
% Mediums	0.0	2.4	3.6	-	-	2.4	3.3	0.0	3.6	-	-	3.4	0.0	2.3	0.0	-	-	2.2	0.0	0.0	0.0	-	-	0.0	2.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	364	-	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/09/2021 Page No: 7



Turning Movement Peak Hour Data Plot (4:00 PM)



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 1

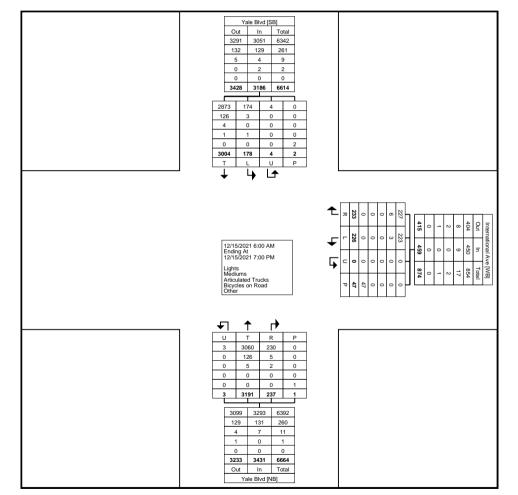
Turning Movement Data

Image: sector True Using of the sector Using of								ing mo		Juliu							
Bahr Ine The Union Peak App. Total App. Total <t< td=""><td></td><td></td><td></td><td>Yale Blvd</td><td></td><td></td><td></td><td></td><td>International Ave</td><td>e</td><td></td><td></td><td></td><td>Yale Blvd</td><td></td><td></td><td></td></t<>				Yale Blvd					International Ave	e				Yale Blvd			
Thru Left U-tur Pets App. Totil Left U-tur Pets App. Totil No D S 2 1 0 0 21 13 0 1 13 0 0 14 13 0 1 13 0 0 14 13 0 0 14 13 0 0 14 13 0 0 13 0 0 13 0 0 13 0 0 13 13 0 0 13 13 0 0 13 13 0 0 13 13 0 0 14 13 0 0 13 13 0 0 13 13 0 0 13	Start Time			Southbound					Westbound					Northbound			
616 AM 25 1 0 0 25 0 0 45 3 0 0 16 2 25 0 0 43 3 0 0 65 4 39 0 0 43 3 3 0 0 65 4 39 0 0 43 3 3 0 0 65 4 39 0 0 43 3 3 3 0 0 65 4 39 0 0 65 47 0 0 65 47 0 0 65 65 0 0 71 41 10 0 35 65 0 0 71 415 41 40 0 0 66 177 44 71 0 0 11 4 74 2 0 27 68 172 68 172 68 172 68 172 10 10 3 68 0 0 11 10 10 10 10 172	Start Time	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
6:30 AM 6:30 AM 6:30 B 0	6:00 AM	20	4	0	0	24	2	3	0	0	5	2	19	0	0	21	50
645 AM 52 5 0 0 8 4 33 0 0 43 103 700 MM 60 4 0 0 64 2 2 0 44 6 47 0 52 120 750 MM 43 4 0 0 64 2 2 0 44 6 47 0 52 120 753 MM 73 6 0 0 13 6 65 0 0 165 165 16 165 165 16 165	6:15 AM	25	1	0	0	26	5	5	0	0	10	1	13	0	0	14	50
Hearly Total 137 15 0 152 13 26 0 39 9 96 96 0 166 296 7:00M 60 4 0 0 62 4 3 0 7 5 665 0 71 130 7:30 AM 76 1 0 277 4 9 0 0 13 5 665 0 71 15 7:30 AM 76 1 0 277 14 7 0 0 11 4 74 2 0 07 165 8:00 AM 73 3 0 0 766 3 7 0 110 5 48 0 0 53 122 8:00 AM 41 3 0 0 44 5 6 0 111 6 42 0 48 102 8:00 AM 36 7 0 </td <td>6:30 AM</td> <td>40</td> <td>5</td> <td>0</td> <td>0</td> <td>45</td> <td>3</td> <td>13</td> <td>0</td> <td>0</td> <td>16</td> <td>2</td> <td>25</td> <td>0</td> <td>0</td> <td>27</td> <td>88</td>	6:30 AM	40	5	0	0	45	3	13	0	0	16	2	25	0	0	27	88
700 Ak 60 4 5 47 0 52 120 715 Ak 48 0 62 4 3 0 7 55 66 0 71 133 715 Ak 74 8 0 82 4 9 0 133 55 66 0 71 133 745 Ak 76 1 0 2 77 4 7 0 0 11 4 74 2 0 80 168 800 Ak 73 3 0 0 76 3 7 0 0 110 3 83 0 221 0 863 800 Ak 64 2 0 64 2 0 2 10 3 83 0 273 3 0 44 13 0 23 122 830 Ak 41 3 0 24 10 3 123 13 13 13 13 13 13 13 13 13 13	6:45 AM	52	5	0	0	57	3	5	0	0	8	4	39	0	0	43	108
7:16 AM 46 4 9 0 7 5 66 0 0 71 100 7:46 AM 76 1 0 2 27 4 7 0 0 11 4 74 2 0 800 168 1 1 0 2 275 14 7 0 0 11 4 74 2 0 800 168 1 6udy Total 288 17 0 0 76 3 7 0 0 10 3 83 0 0 64 2 0 64 2 0 11 64 2 0 64 103 103 103 11 64 2 0 64 103	Hourly Total	137	15	0	0	152	13	26	0	0	39	9	96	0	0	105	296
7:30 AM 74 8 0 82 4 9 0 13 5 65 0 707 165 7:46 AM 76 1 0 2 77 44 7 0 11 4 74 2 0 800 165 800 AM 73 3 0 0 76 3 7 0 0 10 3 83 0 0 66 172 800 AM 73 3 0 0 76 3 7 0 0 10 5 48 0 0 65 122 815 AM 41 3 0 0 44 5 6 0 0 11 6 42 0 0 33 9 0 43 12 830 AM 41 3 0 0 23 7 2 0 0 9 34 0 0 44 90 0 44 90 0 44 90 90 44 90<	7:00 AM	60	4	0	0	64	2	2	0	0	4	5	47	0	0	52	120
746 M 76 1 0 2 77 4 7 0 11 4 74 2 0 00 168 Moury Total 288 17 0 275 14 21 0 35 19 222 2 0 273 883 815 AM 64 2 0 66 2 8 0 2 10 5 48 0 0 53 122 830 AM 41 3 0 0 444 5 6 0 0 9 5 34 0 0 39 91 Boury Total 36 1 0 0 37 0 11 0 2 40 13 39 0 0 44 95 900 AM 36 1 0 0 37 0 11 0 2 51 1 47 0 0 44 <	7:15 AM	48	4	0	0	52	4	3	0	0	7	5	66	0	0	71	130
Houry Total 228 17 0 2 275 14 21 0 33 19 222 2 0 273 583 800 AM 73 3 0 0 76 3 7 0 10 13 83 0 0 861 172 816 AM 44 2 0 0 66 2 8 0 11 6 42 0 0 481 133 848 AM 38 7 0 0 43 7 2 0 0 9 5 34 0 0 481 103 9 0 2 440 0 2 440 0 2 443 0 2 443 0 2 7 3 51 0 44 9 1 10 14 9 1 10 14 9 1 10 14 9 1 10 <td>7:30 AM</td> <td>74</td> <td>8</td> <td>0</td> <td>0</td> <td>82</td> <td>4</td> <td>9</td> <td>0</td> <td>0</td> <td>13</td> <td>5</td> <td>65</td> <td>0</td> <td>0</td> <td>70</td> <td>165</td>	7:30 AM	74	8	0	0	82	4	9	0	0	13	5	65	0	0	70	165
800 AM 73 3 0 76 3 7 0 10 3 83 0 86 172 8:15 AM 64 2 0 0 66 2 8 0 2 10 5 48 0 0 53 129 8:30 AM 36 7 0 0 44 5 6 0 11 6 42 0 0 48 103 8:46 AM 36 7 0 0 43 7 2 0 0 9 5 34 0 0 39 91 Houry Total 214 15 0 0 29 17 23 0 2 11 3 39 0 0 42 90 90 AM 36 1 0 0 44 0 0 44 90 0 44 90 0 44 90 0 44 90 0 44 90 14 83 84 84 90	7:45 AM	76	1	0	2	77	4	7	0	0	11	4	74	2	0	80	168
Bit 5AM 64 2 0 65 48 0 53 129 Bit 5AM 41 3 0 0 44 5 6 0 0 11 6 42 0 633 129 Bit 5AM 36 7 0 0 43 7 2 0 0 9 5 34 0 0 39 91 Houry Tetal 214 15 0 0 229 17 23 0 2 400 19 207 0 0 266 490 900AM 36 1 0 0 37 0 11 0 2 11 3 39 0 0 449 90 9:0AM 49 0 0 43 2 6 0 3 8 5 39 0 0 44 96 9:0AM 49 0 0 41 2 5 0 1 7 3 36 0 0 188	Hourly Total	258	17	0	2	275	14	21	0	0	35	19	252	2	0	273	583
8:30 AM 41 3 0 0 44 5 6 0 11 6 42 0 0 48 103 8:45 AM 36 7 0 0 43 7 2 0 9 5 34 0 39 91 Builty Total 214 15 0 229 17 23 0 2 40 19 207 0 0 328 495 900 AM 86 1 0 37 0 11 0 2 11 3 39 0 42 90 915 AM 41 2 0 43 2 6 0 3 8 5 39 0 44 49 10 44 95 90 33 4 0 2 7 3 51 0 44 41 49 10 44 95 90 31 12 176 0 48 89 10:00 AM 49 1 0 51 7	8:00 AM	73	3	0	0	76	3	7	0	0	10	3	83	0	0	86	172
845 AM 36 7 0 43 7 2 0 9 5 34 0 0 39 91 Houry Total 214 15 0 0 229 17 23 0 2 40 19 207 0 0 26 495 900 AM 36 1 0 0 37 0 11 0 277 0 0 226 490 915 AM 41 2 0 0 43 2 6 0 3 8 5 39 0 0 44 95 916 AM 34 2 0 36 3 2 0 2 5 1 47 0 48 89 9100 AM 40 1 0 51 7 5 0 12 2 46 0 38 91 1015 AM 49 1 0 <t< td=""><td>8:15 AM</td><td>64</td><td>2</td><td>0</td><td>0</td><td>66</td><td>2</td><td>8</td><td>0</td><td>2</td><td>10</td><td>5</td><td>48</td><td>0</td><td>0</td><td>53</td><td>129</td></t<>	8:15 AM	64	2	0	0	66	2	8	0	2	10	5	48	0	0	53	129
Houry Total 214 15 0 229 17 23 0 2 40 19 207 0 288 495 9:00 AM 36 1 0 0 37 0 11 0 2 11 3 39 0 0 42 90 9:15 AM 41 2 0 33 4 0 2 7 3 51 0 0 44 96 9:30 AM 49 0 0 49 3 4 0 2 7 3 51 0 0 48 89 9:30 AM 40 1 0 0 165 8 23 0 9 31 12 176 0 48 89 10:00 AM 40 1 0 53 2 1 0 12 4 54 0 0 53 111 10 13 132	8:30 AM	41	3	0	0	44	5	6	0	0	11	6	42	0	0	48	103
9:00 AM 36 1 0 37 0 11 0 2 11 3 39 0 42 90 9:15 AM 41 2 0 0 43 2 6 0 3 8 5 39 0 0 44 95 9:30 AM 34 2 0 0 43 4 0 2 7 3 51 0 0 54 110 9:45 AM 34 2 0 0 36 3 2 0 2 5 1 47 0 0 48 89 10:00 AM 40 1 0 0 41 2 5 0 1 7 3 38 0 0 48 111 10:30 AM 48 5 0 0 12 4 54 0 0 58 114 10:30 AM 44 0 <td>8:45 AM</td> <td>36</td> <td>7</td> <td>0</td> <td>0</td> <td>43</td> <td>7</td> <td>2</td> <td>0</td> <td>0</td> <td>9</td> <td>5</td> <td>34</td> <td>0</td> <td>0</td> <td>39</td> <td>91</td>	8:45 AM	36	7	0	0	43	7	2	0	0	9	5	34	0	0	39	91
9:15 AM 41 2 0 43 2 6 0 3 8 5 39 0 0 44 95 9:30 AM 49 0 0 0 49 3 4 0 2 7 3 51 0 0 54 110 9:30 AM 34 2 0 2 5 1 47 0 0 54 93 9:45 AM 34 2 0 2 5 1 47 0 0 54 89 Hourly Total 160 5 0 0 157 7 5 0 1 7 3 38 0 0 48 384 10:05 AM 48 5 0 1 7 5 0 1 3 4 54 0 0 58 111 10:30 AM 48 5 7 0 0 12 44 54 0 0 58 114 10:30 AM 47 1	Hourly Total	214	15	0	0	229	17	23	0	2	40	19	207	0	0	226	495
9:30 AM 99 0 0 49 3 4 0 2 7 3 51 0 0 54 110 9:45 AM 34 2 0 36 3 2 0 2 5 1 47 0 0 48 89 Houry Total 160 5 0 165 8 23 0 9 31 12 176 0 0 48 89 10:00 AM 40 1 0 61 7 5 0 1 7 3 38 0 41 89 10:30 AM 48 5 0 0 12 4 54 0 68 111 10:30 AM 44 4 0 0 48 5 7 0 0 12 4 54 0 58 118 10:30 AM 47 1 0 48 7 5 0 1 12 3 60 0 20 133	9:00 AM	36	1	0	0	37	0	11	0	2	11	3	39	0	0	42	90
9.45 AM 34 2 0 36 3 2 0 2 5 1 47 0 0 48 89 Hourly Total 160 5 0 0 165 8 23 0 9 31 12 176 0 0 188 384 10:00 AM 40 1 0 0 11 2 5 0 1 7 3 38 0 0 41 89 10:00 AM 49 1 1 0 53 2 1 0 1 34 54 0 0 58 114 10:30 AM 44 4 0 0 48 5 7 0 0 12 4 54 0 0 58 118 10:47 Dtal 181 1 1 0 138 12 34 54 0 0 50 132 11:10 AM 52 2 0 64 3 1 0 1 5	9:15 AM	41	2	0	0	43	2	6	0	3	8	5	39	0	0	44	95
Hourly Total 180 5 0 165 8 23 0 9 31 12 176 0 188 384 10:00 AM 40 1 0 0 41 2 5 0 1 7 3 38 0 0 41 89 10:15 AM 49 1 1 0 51 7 5 0 0 12 2 46 0 0 48 111 10:30 AM 48 5 0 0 53 2 1 0 13 4 54 0 0 58 114 10:45 AM 44 4 0 0 48 5 7 0 0 12 4 54 0 0 58 118 10:45 AM 41 1 0 1 55 2 0 0 56 12 1 1 1 0	9:30 AM	49	0	0	0	49	3	4	0	2	7	3	51	0	0	54	110
10:00 AM 40 1 0 0 41 2 5 0 1 7 3 38 0 0 41 89 10:15 AM 49 1 1 0 51 7 5 0 0 12 2 46 0 0 48 111 10:30 AM 48 5 0 0 53 2 1 0 1 3 4 54 0 0 58 114 10:30 AM 44 4 0 0 48 5 7 0 12 4 54 0 0 58 118 10:30 AM 47 1 0 193 16 18 0 2 34 13 192 0 0 56 123 11:00 AM 57 2 0 0 54 4 1 0 1 4 4 72 0 0 </td <td>9:45 AM</td> <td>34</td> <td>2</td> <td>0</td> <td>0</td> <td>36</td> <td>3</td> <td>2</td> <td>0</td> <td>2</td> <td>5</td> <td>1</td> <td>47</td> <td>0</td> <td>0</td> <td>48</td> <td>89</td>	9:45 AM	34	2	0	0	36	3	2	0	2	5	1	47	0	0	48	89
10:15 AM 49 1 1 0 51 7 5 0 12 2 46 0 0 48 111 10:30 AM 48 5 0 0 53 2 1 0 1 3 4 54 0 0 58 114 10:30 AM 44 4 0 0 48 5 7 0 0 12 4 54 0 0 58 114 10:45 AM 44 4 0 0 48 5 7 0 0 12 4 54 0 0 58 114 10:45 AM 181 11 1 0 193 16 18 0 2 34 13 192 0 0 205 432 11:00 AM 47 1 0 0 44 1 0 1 1 59 0 0 60 123 11:15 AM 54 2 0 0 56 3	Hourly Total	160	5	0	0	165	8	23	0	9	31	12	176	0	0	188	384
10:30 AM 48 5 0 0 53 2 1 0 1 3 4 54 0 0 58 114 10:35 AM 44 44 0 0 48 5 7 0 0 12 4 54 0 0 58 118 Hourly Total 181 11 1 0 193 16 18 0 2 34 13 192 0 0 205 432 11:00 AM 47 1 0 0 48 7 5 0 1 12 3 60 0 0 63 120 11:15 AM 52 2 0 0 54 4 1 0 1 5 2 47 1 0 50 109 11:30 AM 75 2 0 0 56 0 0 111 1 59 0 0 60 148 11:45 AM 54 2 0 0 235	10:00 AM	40	1	0	0	41	2	5	0	1	7	3	38	0	0	41	89
10:45 AM 44 4 0 0 48 5 7 0 0 12 4 54 0 0 58 118 Hourly Total 181 11 1 0 193 16 18 0 2 34 13 192 0 0 205 432 11:00 AM 47 1 0 0 48 7 5 0 1 12 3 60 0 0 63 123 11:15 AM 52 2 0 0 54 4 1 0 1 55 2 47 1 0 50 109 11:30 AM 75 2 0 0 77 6 5 0 0 11 1 59 0 0 60 148 11:45 AM 54 2 0 0 235 20 12 0 3 32 10 238 1 0 249 516 11:40 M 55 5 0	10:15 AM	49	1	1	0	51	7	5	0	0	12	2	46	0	0	48	111
Hourly Total 181 11 1 0 193 16 18 0 2 34 13 192 0 0 205 432 11:00 AM 47 1 0 0 48 7 5 0 1 12 3 60 0 0 63 123 11:15 AM 52 2 0 0 54 4 1 0 1 5 2 47 1 0 50 109 11:30 AM 75 2 0 0 77 6 5 0 0 11 1 59 0 0 60 148 11:45 AM 54 2 0 0 56 3 1 0 1 4 4 72 0 0 76 136 11:45 AM 52 5 0 0 235 20 12 0 3 32 10	10:30 AM	48	5	0	0	53	2	. 1	0	1	3	4	54	0	0	58	114
11:00 AM 47 1 0 48 7 5 0 1 12 3 60 0 63 123 11:15 AM 52 2 0 0 54 4 1 0 1 5 2 47 1 0 50 109 11:30 AM 75 2 0 0 77 6 5 0 0 11 1 59 0 0 60 148 11:45 AM 54 2 0 0 56 3 1 0 1 4 4 72 0 0 76 136 11:45 AM 52 5 0 0 55 20 12 0 3 32 10 238 1 0 249 516 12:00 PM 55 5 0 0 67 3 3 0 0 6 5 60 0 0<	10:45 AM	44	4	0	0	48	5	7	0	0	12	4	54	0	0	58	118
11:15 AM5220054410155247105010911:30 AM7520077650011159006014811:45 AM5420056310144720076136Hourly Total22870023520120332102381024951612:00 PM5550060340077270007213912:15 PM6610067330066560006513812:30 PM564007032005381008415912:45 PM6640070320053810084159Hourly Total2431400257141302271126400275559	Hourly Total	181	11	1	0	193	16	18	0	2	34	13	192	0	0	205	432
11:30 AM7520077650011159006014811:45 AM5420056310144720076136Hourly Total22870023520120332102381024951612:00 PM5550060340077270007213912:15 PM6610067330066560006513812:30 PM564006054029153005412312:45 PM6640070320053810084159Hourly Total2431400257141302271126400275559	11:00 AM	47	1	0	0	48	7	5	0	1	12	3	60	0	0	63	123
11:45 AM5420056310144720076136Hourly Total22870023520120332102381024951612:00 PM555006034007270007213912:15 PM661006733006560006513812:30 PM564006054029153005412312:45 PM6640070320053810084159Hourly Total2431400257141302271126400275559	11:15 AM	52	2	0	0	54	4	1	0	1	5	2	47	1	0	50	109
Hourly Total22870023520120332102381024951612:00 PM555006034007270007213912:15 PM661006733006560006513812:30 PM564006054029153005412312:45 PM6640070320053810084159Hourly Total2431400257141302271126400275559	11:30 AM	75	2	0	0	77	6	5	0	0	11	1	59	0	0	60	148
12:00 PM 55 5 0 0 60 3 4 0 0 7 2 70 0 0 72 139 12:15 PM 66 1 0 0 67 3 3 0 0 6 5 60 0 0 65 138 12:30 PM 56 4 0 0 60 5 4 0 2 9 1 53 0 0 54 123 12:45 PM 66 4 0 0 70 3 2 0 0 5 3 81 0 0 84 159 Hourly Total 243 14 0 257 14 13 0 2 27 11 264 0 0 275 559	11:45 AM	54	2	0	0	56	3	1	0	1	4	4	72	0	0	76	136
12:15 PM 66 1 0 0 67 3 3 0 0 6 5 60 0 0 65 138 12:30 PM 56 4 0 0 60 5 4 0 2 9 1 53 0 0 54 123 12:45 PM 66 4 0 0 70 3 2 0 0 5 3 81 0 0 84 159 Hourly Total 243 14 0 257 14 13 0 2 27 11 264 0 0 275 559	Hourly Total	228	7	0	0	235	20	12	0	3	32	10	238	1	0	249	516
12:30 PM 56 4 0 2 9 1 53 0 0 54 123 12:45 PM 66 4 0 0 70 3 2 0 0 55 3 81 0 0 84 159 Hourly Total 243 14 0 0 257 14 13 0 2 27 11 264 0 0 275 559	12:00 PM	55	5	0	0	60	3	4	0	0	7	2	70	0	0	72	139
12:45 PM 66 4 0 0 70 3 2 0 0 5 3 81 0 0 84 159 Hourly Total 243 14 0 0 257 14 13 0 2 27 11 264 0 0 275 559	12:15 PM	66	1	0	0	67	3	3	0	0	6	5	60	0	0	65	138
Hourly Total 243 14 0 0 257 14 13 0 2 27 11 264 0 0 275 559	12:30 PM	56	4	0	0	60	5	4	0	2	9	1	53	0	0	54	123
	12:45 PM	66	4	0	0	70	3	2	0	0	5	3		0	0	84	159
1:00 PM 68 2 1 0 71 4 6 0 1 10 7 67 0 0 74 155	Hourly Total	243	14	0	0	257	14	13	0	2	27	11	264	0	0	275	559
	1:00 PM	68	2	1	0	71	4	6	0	1	10	7	67	0	0	74	155

1:15 PM 52 1:30 PM 50 1:45 PM 70 Hourly Total 240 2:00 PM 64 2:15 PM 57 2:30 PM 50 2:45 PM 72 Hourly Total 243 3:00 PM 62 3:15 PM 69 3:30 PM 56 3:45 PM 55	0 4 0 4 0 12 4 0 7 5 0 2 2 4 3 11 2 2 9 4 6 3	0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	54 54 74 253 64 62 52 76 254	5 2 13 3 1 6 3	3 3 2 14 0 3 2 3	0 0 0 0 0 0	0 1 0 2 1 0	8 5 4 27 3	1 2 6 16 5	66 53 70 256 80	0 0 0 0 0	0 0 0 0 0	67 55 76 272 85	129 114 154 552 152
1:45 PM 70 Hourly Total 240 2:00 PM 64 2:15 PM 57 2:30 PM 50 2:45 PM 72 Hourly Total 243 3:00 PM 62 3:15 PM 69 3:30 PM 56	0 4 0 12 4 0 7 5 0 2 2 4 3 11 2 2 9 4 6 3	0 1 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	74 253 64 62 52 76 254	2 13 3 1 6 3	2 14 0 3 2	0 0 0 0	0 2 1	4 27 3	6 16	70 256	0	0	76 272	154 552
Hourly Total 240 2:00 PM 64 2:15 PM 57 2:30 PM 50 2:45 PM 72 Hourly Total 243 3:00 PM 62 3:15 PM 69 3:30 PM 56	0 12 4 0 7 5 0 2 2 4 3 11 2 2 9 4 6 3	1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	253 64 62 52 76 254	13 3 1 6 3	14 0 3 2	0 0 0 0	2	27 3	16	256	0	0	272	552
2:00 PM 64 2:15 PM 57 2:30 PM 50 2:45 PM 72 Hourly Total 243 3:00 PM 62 3:15 PM 69 3:30 PM 56	4 0 7 5 0 2 2 4 3 11 2 2 9 4 6 3	0 0 0 0 0 0 0	0 0 0 0 0 0	64 62 52 76 254	3 1 6 3	0 3 2	0	1	3		-				
2:15 PM 57 2:30 PM 50 2:45 PM 72 Hourly Total 243 3:00 PM 62 3:15 PM 69 3:30 PM 56	7 5 0 2 2 4 3 11 2 2 9 4 6 3	0 0 0 0 0 0	0 0 0 0 0	62 52 76 254	1 6 3	3 2	0			5	00	0		00	1 132
2:30 PM 50 2:45 PM 72 Hourly Total 243 3:00 PM 62 3:15 PM 69 3:30 PM 56	2 4 3 11 2 2 9 4 6 3	0 0 0 0 0	0 0 0 0	52 76 254	6	2	-		4	5	81	0	0	86	152
2:45 PM 72 Hourly Total 243 3:00 PM 62 3:15 PM 69 3:30 PM 56	2 4 3 11 2 2 2 2 3 4 5 3	0 0 0 0	0	76 254	3	-	0	2	8	6	105	0	0	111	171
Hourly Total 243 3:00 PM 62 3:15 PM 69 3:30 PM 56	3 11 2 2 2 4 5 3	0 0 0	0	254		3	0	1	6	5	99	0	0	104	186
3:00 PM 62 3:15 PM 69 3:30 PM 56	2 2 2 4 3 3	0	0		13	8	0	4	21	21	365	0	0	386	661
3:15 PM 69 3:30 PM 56	4 5 3	0	-	64	3	2	0	1	5	6	58	0	0	64	133
3:30 PM 56	6 3		0	73	4	0	0	0	4	0	69	0	0	69	146
		1	0	60	4	1	0	. 0	5	9	97	0	0	106	171
0:401111 00	5 4	0	0	59	3	4	0	3	7	5	87	0	0	92	158
Hourly Total 242		1	0	256	14	7	0	5	21	20	311	0	0	331	608
4:00 PM 71		0	0	75	7	11	0	7	18	8	90	0	0	98	191
4:00 PM 71 4:15 PM 101		0	0	106	7	4	0	1	10	8	82	0	0	90	207
4:30 PM 100		0	0	100	9	4	0	0	13	5	101	0	0	106	221
4:45 PM 84		0	0	90	4	4	0	0	8	7	79	0	0	86	184
Hourly Total 356	-	0	0	373	27	23	0	8	50	28	352	0	0	380	803
5:00 PM 79		0	0	84	19	1	0	1	20	8	102	0	0	110	214
5:15 PM 78		0	0	86	6	1	0	0	7	6	59	0	0	65	158
5:30 PM 55		0	0	60	6	8	0	1	14	12	72	0	1	84	158
5:45 PM 79			0	88	15	9	0	2	24	8	72	0	0	80	192
Hourly Total 291		1	0	318	46	19	0	. 4	65	34	305	0	1	339	722
6:00 PM 73		0	0	79	4	6	0	2	10	6	61	0	0	67	156
6:15 PM 38		0	0	43	4	7	0	2	11	5	50	0	0	55	109
6:30 PM 51		0	0	53	8	3	0	<u>-</u>	11	10	25	0	0	35	99
6:45 PM 49		0	0	51	2	3	0	1	5	4	41	0	0	45	101
Hourly Total 211		0	0	226	18	19	0	6	37	25	177	0	0	202	465
Grand Total 3004		4	2	3186	233	226	0	47	459	237	3191	3	1	3431	7076
Approach % 94.3		0.1	-		50.8	49.2	0.0	-		6.9	93.0	0.1	-	-	-
Total % 42.5		0.1	-	45.0	3.3	3.2	0.0	-	6.5	3.3	45.1	0.0	-	48.5	
Lights 287		4	-	3051	227	223	0.0	_	450	230	3060	3	_	3293	6794
% Lights 95.6		100.0		95.8	97.4	98.7	-	_	98.0	97.0	95.9	100.0	-	96.0	96.0
Mediums 126		0	-	129	6	30.7	0	_	9	5	126	0	-	131	269
% Mediums 4.2		0.0	-	4.0	2.6	1.3	-	-	2.0	2.1	3.9	0.0	-	3.8	3.8
Articulated Trucks 4		0	-	4	0	0	0	-	0	2	5	0	-	7	11
% Articulated Trucks 0.1		0.0	-	0.1	0.0	0.0	-	-	0.0	0.8	0.2	0.0	-	0.2	0.2
Bicycles on Road 1		0	-	2	0.0	0.0	0	-	0.0	0.0	0.2	0	-	0	2
% Bicycles on Road 0.0		0.0	-	0.1	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk -		-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk -	•	-	0.0	-	-	-	-	2.1	-	-	-	-	0.0	-	-
Pedestrians -		-	2	-	-	-		46	-	-	-		1	-	-
% Pedestrians -	-	-	100.0	-	-	-	-	97.9	-	-	-	-	100.0	-	-



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 3



Turning Movement Data Plot



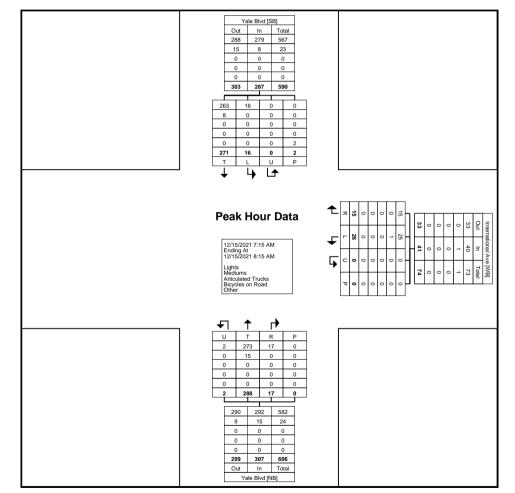
Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

			Yale Blvd					International Ave	•	,			Yale Blvd			
Otert Time			Southbound					Westbound					Northbound			
Start Time	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:15 AM	48	4	0	0	52	4	3	0	0	7	5	66	0	0	71	130
7:30 AM	74	8	0	0	82	4	9	0	0	13	5	65	0	0	70	165
7:45 AM	76	1	0	2	77	4	7	0	0	11	4	74	2	0	80	168
8:00 AM	73	3	0	0	76	3	7	0	0	10	3	83	0	0	86	172
Total	271	16	0	2	287	15	26	0	0	41	17	288	2	0	307	635
Approach %	94.4	5.6	0.0	-	-	36.6	63.4	0.0	-	-	5.5	93.8	0.7	-	-	-
Total %	42.7	2.5	0.0	-	45.2	2.4	4.1	0.0	-	6.5	2.7	45.4	0.3	-	48.3	-
PHF	0.891	0.500	0.000	-	0.875	0.938	0.722	0.000	-	0.788	0.850	0.867	0.250	-	0.892	0.923
Lights	263	16	0	-	279	15	25	0	-	40	17	273	2	-	292	611
% Lights	97.0	100.0	-	-	97.2	100.0	96.2	-	-	97.6	100.0	94.8	100.0	-	95.1	96.2
Mediums	8	0	0	-	8	0	1	0	-	1	0	15	0	-	15	24
% Mediums	3.0	0.0	-	-	2.8	0.0	3.8	-	-	2.4	0.0	5.2	0.0	-	4.9	3.8
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-		0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)



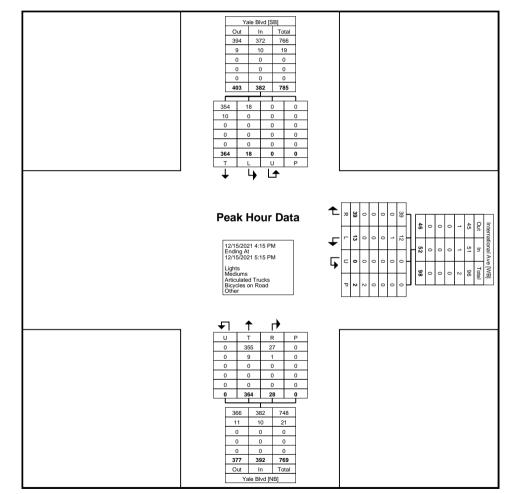
Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 6

Turning Movement Peak Hour Data (4:15 PM)

			Yale Blvd			,		International Ave		<i>'</i>			Yale Blvd			
Ctort Time			Southbound					Westbound					Northbound			l –
Start Time	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
4:15 PM	101	5	0	0	106	7	4	0	1	11	8	82	0	0	90	207
4:30 PM	100	2	0	0	102	9	4	0	0	13	5	101	0	0	106	221
4:45 PM	84	6	0	0	90	4	4	0	0	8	7	79	0	0	86	184
5:00 PM	79	5	0	0	84	19	1	0	1	20	8	102	0	0	110	214
Total	364	18	0	0	382	39	13	0	2	52	28	364	0	0	392	826
Approach %	95.3	4.7	0.0	-	-	75.0	25.0	0.0	-	-	7.1	92.9	0.0	-	-	-
Total %	44.1	2.2	0.0	-	46.2	4.7	1.6	0.0	-	6.3	3.4	44.1	0.0	-	47.5	-
PHF	0.901	0.750	0.000	-	0.901	0.513	0.813	0.000	-	0.650	0.875	0.892	0.000	-	0.891	0.934
Lights	354	18	0	-	372	39	12	0	-	51	27	355	0	-	382	805
% Lights	97.3	100.0	-	-	97.4	100.0	92.3		-	98.1	96.4	97.5		-	97.4	97.5
Mediums	10	0	0	-	10	0	1	0	-	1	1	9	0	-	10	21
% Mediums	2.7	0.0	-	-	2.6	0.0	7.7	-	-	1.9	3.6	2.5	-	-	2.6	2.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0		-	0.0	0.0	0.0		-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-		0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



Count Name: NM 319.01 -001 Mas Charter School Site Code: Start Date: 12/15/2021 Page No: 7



Turning Movement Peak Hour Data Plot (4:15 PM)

Appendix C:

Trip Generation Manual Excerpts

Land Use: 538 Charter School (K-12)

Description

A charter school (K-12) is a school that is publicly funded and privately managed. The school serves students attending kindergarten through the 12th grade. The school may also offer extended care and day care. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), high school (Land Use 525), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), private high school (Land Use 534), and charter elementary school (Land Use 536) are related uses.

Additional Data

The sites were surveyed in the 2010s in Minnesota and Nevada.

Source Numbers

1039, 1047

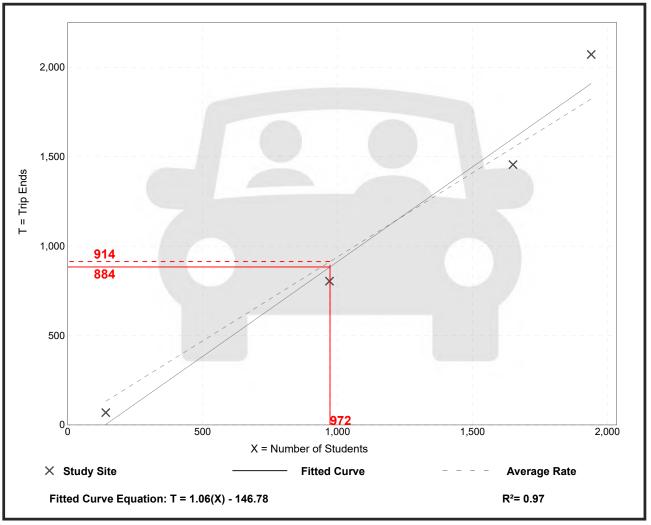
	chool (K-12) 538)
Vehicle Trip Ends vs: On a:	Students Weekday, AM Peak Hour of Generator
Setting/Location:	General Urban/Suburban
Number of Studies:	4
Avg. Num. of Students:	1175
	53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.94	0.49 - 1.07	0.15

Data Plot and Equation

Caution – Small Sample Size



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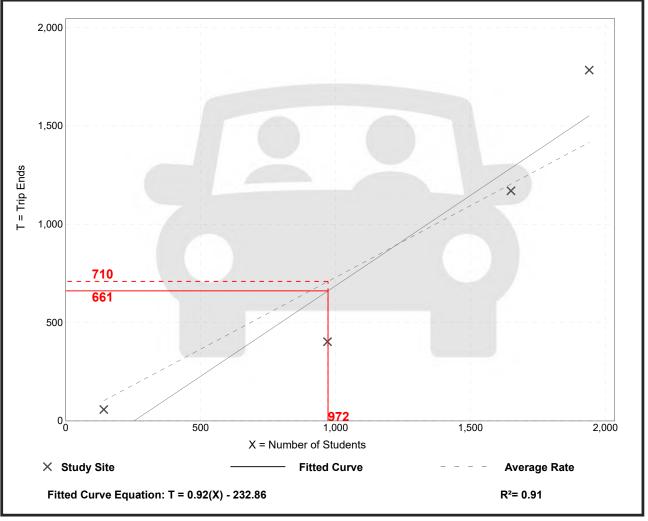
	chool (K-12) 38)
Vehicle Trip Ends vs: On a:	Students Weekday, PM Peak Hour of Generator
Number of Studies: Avg. Num. of Students:	

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.73	0.41 - 0.92	0.23

Data Plot and Equation

Caution – Small Sample Size



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Appendix D:

HCS Software Level of Service and Capacity Output Sheets

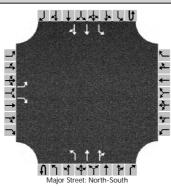
HCS7 Signalized Intersection Results Summary

		HCS	or Sig	nalize		ersec		esur	ts Sun	nmary	y				
General Inform	nation								Intersect	ion Info	ormatio	n		4.741	in la
Agency	nation								Duration,		1.000		-	4 1	
				Apoly	via Data	1/12/2	0000				Other				
Analyst						e 1/13/2	2022		Area Type	e					
Jurisdiction				Time F		0000			PHF	<u> </u>	1.00			9 9	
Urban Street		Yale Blvd				2022			Analysis	Period	1> 7:	30	2		
Intersection		Kathryn Ave		File Na	ame	Kathry	yn_exist	ingAM.	.xus					11	
Project Descrip	otion	Existing AM (7:30 A	AM)											4144	\$* (*
Demand Infor	mation				EB			WB	}	T	NB		T	SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	
Demand (v), v	/eh/h						37	0	40		300	86	109	250	T
0															
Signal Informa					₩								+-		÷
Cycle, s	120.0	Reference Phase	2	_	1 11	<mark>.</mark> *	7					1	2	3	×
Offset, s	0	Reference Point	End	Green	102.9	7.1	0.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.5	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.5	0.0	0.0	0.0	0.0		5	6	7	
Timer Results				EBI		EBT	WB		WBT	NBL		NBT	SBL		SB1
Assigned Phas					-		000		4	TIDL	-	2	38	-	6
Case Number									12.0			8.0			8.0
Phase Duration				<u> </u>					12.0			0.0 107.9			107.
	·			<u> </u>			<u> </u>						<u> </u>		
Change Period									5.0			5.0	<u> </u>	_	5.0
Max Allow Hea				<u> </u>	_				3.2			0.0			0.0
Queue Clearar									6.5			0.0	<u> </u>	_	0.0
Green Extensio		(ge), s		<u> </u>	_				0.1		_	0.0	<u> </u>		0.0
Phase Call Pro	· · ·			<u> </u>	_		<u> </u>		0.89				<u> </u>	_	
Max Out Proba	DIIITY								0.00						
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	F
Assigned Move	ement						7	4	14		2	12	1	6	
Adjusted Flow	Rate (v	′), veh/h						66			188	179	164	195	
Adjusted Satur	ation Flo	ow Rate (s), veh/h/	Ίn					1713			1806	1676	1154	1667	
Queue Service								4.5			4.1	2.0	1.6	4.3	\square
		e Time (<i>g</i> _c), s						4.5			4.1	2.0	5.7	4.3	
Green Ratio (g								0.06			0.86	0.86	0.86	0.86	\square
Capacity (c),								102			1548	1437	1040	1430	\square
Volume-to-Cap		atio (X)						0.650			0.121	0.125	0.158	0.136	_
•		/In (95 th percentile)					89.9			16.7	16.2	15.9	17.4	\vdash
		eh/In (95 th percent	-					3.6			0.7	0.6	0.6	0.7	
		RQ) (95 th percen	,					0.37			0.16	0.15	0.04	0.05	\vdash
Uniform Delay			- /					55.2			1.4	1.4	1.6	1.4	
Incremental De								2.6			0.2	0.2	0.3	0.2	\vdash
Initial Queue D								0.0			0.0	0.0	0.0	0.0	
Control Delay (•						57.9			1.5	1.5	1.9	1.6	
								E			A	A	A	A	
				0.0			57.9		E	1.5		A	1.7	<u> </u>	A
Level of Servic	pproach Delay, s/veh / LOS					6	57.8 5.3		-	1.5			A 1.7		~
Level of Servic Approach Dela	-	en / LOS				0									
Level of Servic	-	en / LOS													
Level of Servic Approach Dela Intersection De Multimodal Re	elay, s/ve				EB			WB			NB			SB	
Level of Servic Approach Dela Intersection De	elay, s/ve			2.23		В	2.15	0	В	1.30		A C	1.29	1	A C

HCS7 Signalized Intersection Results Summary

General Information								ntersect	ion Info	ormatic	n	2	4.741	ka la
Agency								Duration,		1.000			t k	
Analyst			Analys	is Date	1/13/2	022	_	Area Type		Other				
Jurisdiction			Time F		17.1072			PHF		1.00		* -\$		+
Urban Street	Yale Blvd			is Year	2022			Analysis I	Period	1> 4:0	0	4 7		
Intersection	Kathryn Ave		File Na		-	/n_exist		-	chou	12 4.0				_
Project Description	Existing PM (4:00 F	PM)					ingi wi					-	144	34 14
		wij												
Demand Information				EB			WE	3		NB			SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), veh/h						44	0	46		537	65	65	268	
Signal Information										- 10				
Signal Information	Deference Dhase	2	-									tz		€
Cycle, s 120.0											1	2	3	-
Offset, s 0	Reference Point	End	Green		0.0	0.0	0.0	0.0	0.0					
Uncoordinated No	Simult. Gap E/W	On	Yellow		0.0	0.0	0.0	0.0	0.0	-				
Force Mode Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	
Timer Results			EBL		EBT	WBI		WBT	NBL		NBT	SBL		SBT
Assigned Phase				·				4		-	2		-	6
Case Number								12.0			8.0			8.0
Phase Duration, s					_			12.4			07.6			107.6
Change Period, (Y+R	c). S							5.0		_	5.0			5.0
Max Allow Headway (-							0.0			0.0			0.0
Queue Clearance Time	· · · · · · · · · · · · · · · · · · ·							0.0			0.0			0.0
Green Extension Time								0.0			0.0	-		0.0
Phase Call Probability	(9 ° /, 0							0.00			0.00			0.00
Max Out Probability								0.00			0.00			0.00
Movement Group Res	sults			EB			WB			NB			SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Movement						7	4	14		2	12	1	6	
Adjusted Flow Rate (v							0			0	0	0	0	
Adjusted Saturation Flo		In					0			0	0	0	0	
Queue Service Time (÷ :						0.0			0.0	0.0	0.0	0.0	
Cycle Queue Clearance	æ Time (<i>g c</i>), s						0.0			0.0	0.0	0.0	0.0	
Green Ratio (g/C)							0.06			0.86	0.86	0.86	0.86	
Capacity (c), veh/h							101			1625	1561	1083	1467	
Volume-to-Capacity Ra	atio (X)						0.764			0.182	0.183	0.142	0.122	
							107.4			28.3	27.9	14.9	16.6	
	/In (95 th percentile	-												
Back of Queue (Q), v	eh/In (95 th percent	ile)					4.3			1.1	1.1	0.6	0.7	
Back of Queue (Q), v Queue Storage Ratio (eh/In (95 th percent RQ) (95 th percen	ile)					4.3 0.45			0.27	0.27	0.00	0.00	
Back of Queue (Q), v Queue Storage Ratio (Uniform Delay (d1), s	eh/ln (95 th percent <i>R</i> Q) (95 th percen s/veh	ile)					4.3 0.45 55.4			0.27 1.5	0.27 1.5	0.00 1.4	0.00 1.4	
Back of Queue (Q), v Queue Storage Ratio (Uniform Delay (d1), s Incremental Delay (d2)	eh/In (95 th percent <i>R</i> Q) (95 th percen /veh 2), s/veh	ile)					4.3 0.45 55.4 4.6			0.27 1.5 0.2	0.27 1.5 0.3	0.00 1.4 0.3	0.00 1.4 0.2	
Back of Queue (Q), v Queue Storage Ratio (Uniform Delay (d1), s Incremental Delay (d2) Initial Queue Delay (d2)	eh/ln (95 th percent <i>RQ</i>) (95 th percen /veh 2), s/veh 3), s/veh	ile)					4.3 0.45 55.4 4.6 0.0			0.27 1.5 0.2 0.0	0.27 1.5 0.3 0.0	0.00 1.4 0.3 0.0	0.00 1.4 0.2 0.0	
Back of Queue (Q), v Queue Storage Ratio (Uniform Delay (d1), s Incremental Delay (d2) Initial Queue Delay (d) Control Delay (d), s/v	eh/In (95 th percent <i>RQ</i>) (95 th percen /veh 2), s/veh 3), s/veh eh	ile)					4.3 0.45 55.4 4.6 0.0 60.1			0.27 1.5 0.2 0.0 1.7	0.27 1.5 0.3 0.0 1.8	0.00 1.4 0.3 0.0 1.7	0.00 1.4 0.2 0.0 1.6	
Back of Queue (Q), v Queue Storage Ratio (Uniform Delay (d1), s Incremental Delay (d2 Initial Queue Delay (d) Control Delay (d), s/v Level of Service (LOS)	eh/ln (95 th percent <i>R</i> Q) (95 th percen s/veh 2), s/veh 3), s/veh eh	ile)					4.3 0.45 55.4 4.6 0.0 60.1 E			0.27 1.5 0.2 0.0	0.27 1.5 0.3 0.0 1.8 A	0.00 1.4 0.3 0.0 1.7 A	0.00 1.4 0.2 0.0	
Back of Queue (Q), v Queue Storage Ratio (Uniform Delay (d1), s Incremental Delay (d2) Initial Queue Delay (d2) Control Delay (d), s/v Level of Service (LOS) Approach Delay, s/veh	eh/In (95 th percent RQ) (95 th percen s/veh 2), s/veh 3), s/veh eh / LOS	ile)	0.0			60.1	4.3 0.45 55.4 4.6 0.0 60.1 E	E	1.7	0.27 1.5 0.2 0.0 1.7	0.27 1.5 0.3 0.0 1.8	0.00 1.4 0.3 0.0 1.7	0.00 1.4 0.2 0.0 1.6	A
Back of Queue (Q), v Queue Storage Ratio (Uniform Delay (d1), s Incremental Delay (d2 Initial Queue Delay (d) Control Delay (d), s/v Level of Service (LOS)	eh/In (95 th percent RQ) (95 th percen s/veh 2), s/veh 3), s/veh eh / LOS	ile)	0.0			60.1	4.3 0.45 55.4 4.6 0.0 60.1 E		1.7	0.27 1.5 0.2 0.0 1.7	0.27 1.5 0.3 0.0 1.8 A A	0.00 1.4 0.3 0.0 1.7 A	0.00 1.4 0.2 0.0 1.6	A
Back of Queue (Q), v Queue Storage Ratio (Uniform Delay (d1), s Incremental Delay (d2) Initial Queue Delay (d2) Control Delay (d), s/v Level of Service (LOS) Approach Delay, s/veh Intersection Delay, s/veh	eh/In (95 th percent RQ) (95 th percen s/veh 2), s/veh 3), s/veh eh / LOS	ile)	0.0		6		4.3 0.45 55.4 4.6 0.0 60.1 E		1.7	0.27 1.5 0.2 0.0 1.7 A	0.27 1.5 0.3 0.0 1.8 A A	0.00 1.4 0.3 0.0 1.7 A 1.6	0.00 1.4 0.2 0.0 1.6 A	A
Back of Queue (Q), v Queue Storage Ratio (Uniform Delay (d), s Incremental Delay (d) Initial Queue Delay (d) Control Delay (d), s/v Level of Service (LOS) Approach Delay, s/veh Intersection Delay, s/veh	eh/In (95 th percent RQ) (95 th percen s/veh 2), s/veh 3), s/veh eh / LOS eh / LOS	ile)		EB		.2	4.3 0.45 55.4 4.6 0.0 60.1 E	E		0.27 1.5 0.2 0.0 1.7 A	0.27 1.5 0.3 0.0 1.8 A A	0.00 1.4 0.3 0.0 1.7 A 1.6 A	0.00 1.4 0.2 0.0 1.6 A SB	
Back of Queue (Q), v Queue Storage Ratio (Uniform Delay (d1), s Incremental Delay (d2) Initial Queue Delay (d2) Control Delay (d), s/v Level of Service (LOS) Approach Delay, s/veh Intersection Delay, s/veh	eh/ln (95 th percent <i>RQ</i>) (95 th percent /veh 2), s/veh 3), s/veh eh / LOS / LOS	ile)	0.0		6 B		4.3 0.45 55.4 4.6 0.0 60.1 E ₩B		1.7 1.31 3.25	0.27 1.5 0.2 0.0 1.7 A	0.27 1.5 0.3 0.0 1.8 A A	0.00 1.4 0.3 0.0 1.7 A 1.6	0.00 1.4 0.2 0.0 1.6 A SB	A

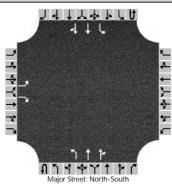
	HCS7 Two-Way	Stop-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Anderson
Agency/Co.	Lee Engineering	Jurisdiction	САВО
Date Performed	1/10/2022	East/West Street	Anderson Ave/Community Ce
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	Existing AM (7:30 AM)	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
Lanes			



Vehicle Volumes and Adju	ustme	nts															
Approach		Eastb	ound			West	oound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	1	2	0	
Configuration		L		R						L	Т	TR		L	Т	TR	
Volume (veh/h)		25		7					0	8	367	5	1	8	251	21	
Percent Heavy Vehicles (%)		0		0					0	0			0	13			
Proportion Time Blocked																	
Percent Grade (%)		. ()														
Right Turn Channelized		Ν	lo														
Median Type Storage				Left +	- Thru								1				
Critical and Follow-up He	adwa	ys															
Base Critical Headway (sec)		7.5		6.9						4.1			6.4	4.1			
Critical Headway (sec)		7.50		6.90						4.10			6.40	4.36			
Base Follow-Up Headway (sec)		3.5		3.3						2.2			2.5	2.2			
Follow-Up Headway (sec)		3.50		3.30						2.20			2.50	2.33			
Delay, Queue Length, and	l Leve	l of Se	ervice														
Flow Rate, v (veh/h)		27		8						9				10			
Capacity, c (veh/h)		522		877						1274				1033			
v/c Ratio		0.05		0.01						0.01				0.01			
95% Queue Length, Q95 (veh)		0.2		0.0						0.0				0.0			
Control Delay (s/veh)		12.3		9.1						7.8				8.5			
Level of Service (LOS)		В		A						A				A			
Approach Delay (s/veh)		11	.6							0	.2			0	.3		
Approach LOS		I	3														

HCS[™] TWSC Version 7.9 Anderson_existingAM.xtw Generated: 1/14/2022 12:32:58 PM

	HCS7 Two-Way Sto	p-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Anderson
Agency/Co.	Lee Engineering	Jurisdiction	САВО
Date Performed	1/10/2022	East/West Street	Anderson Ave/Community Ce
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	Existing AM (4:00 PM)	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
Lanes			



Vehicle Volumes and Adj	justme	nts																
Approach		Eastb	ound			West	oound			North	bound			South	bound			
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	1	2	0		
Configuration		L		R						L	Т	TR		L	Т	TR		
Volume (veh/h)		25		8					0	7	548	23	1	26	268	7		
Percent Heavy Vehicles (%)		0		1					0	0			0	13				
Proportion Time Blocked																		
Percent Grade (%)		(D	°														
Right Turn Channelized		Ν	lo															
Median Type Storage				Left +	- Thru								1					
Critical and Follow-up H	eadwa	ys																
Base Critical Headway (sec)		7.5		6.9						4.1			6.4	4.1				
Critical Headway (sec)		7.50		6.92						4.10			6.40	4.36				
Base Follow-Up Headway (sec)		3.5		3.3						2.2			2.5	2.2				
Follow-Up Headway (sec)		3.50		3.31						2.20			2.50	2.33				
Delay, Queue Length, an	d Leve	l of Se	ervice												<u>.</u>			
Flow Rate, v (veh/h)		27		9						8				30				
Capacity, c (veh/h)		439		871						1270				863				
v/c Ratio		0.06		0.01						0.01				0.03				
95% Queue Length, Q ₉₅ (veh)		0.2		0.0						0.0				0.1				
Control Delay (s/veh)		13.7		9.2						7.9				9.3				
Level of Service (LOS)		В		A						Α				A				
Approach Delay (s/veh)		1:	2.6							0	.1			0	.8			
Approach LOS			В															

HCS[™] TWSC Version 7.9 Anderson_existingPM.xtw Generated: 1/14/2022 12:34:29 PM

		H	ICS7	Two-	-Way	' Stop	o-Co	ntrol	Rep	ort						
General Information		_	_	_	_	_	Site	Inforr	natio	า	_	_	_	_	_	_
Analyst	Steph	ien Mon	taño				Inters	ection			Kathr	yn/East /	Alley			
Agency/Co.	Lee E	ngineeri	ng				Jurisd	liction			CABC	2				
Date Performed	1/10/	2022					East/\	Nest Stre	eet		East A	Alley				
Analysis Year	2022						North	/South S	Street		East A	Alley				
Time Analyzed	Existi	ng AM (7:15 AM))			Peak	Hour Fac	tor		0.81					
Intersection Orientation	East-	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	MAS	Charter	School N	IIA												
				1 4 4 4 4 4 4 *		÷		ф ФҮТРГ								
				1 1 1		م م ۲۲ 1 or Street: Ea		0 7 4 4								
Vehicle Volumes and Ad	ljustme	nts		741		**		P C D								
Vehicle Volumes and Ad Approach	ljustme		pound			or Street: Ea		114		North	bound			South	bound	
	ljustme		pound T	R		or Street: Ea	st-West	R	U	North	bound T	R	U	South	bound T	R
Approach		Eastb			Maji	or Street: Ea	st-West		U		1	R 9	U			R 12
Approach Movement Priority Number of Lanes	U	Eastk L	T	R	Maji	Westl	oound T	R	U	L	Т		U	L	Т	
Approach Movement Priority Number of Lanes Configuration	U 10	Eastk L 1 0	T 2 1 LTR	R 3 0	U 4U	Westl L 0	st-West bound T 5 1 LTR	R 6 0	U	L 7 0	Т 8	9	U	L 10	T 11	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	U 10	Eastt L 1 0	T 2 1	R 3	U 4U	Westl U U U U U U U U U U U U U U U U U U U	oound T 5 1	R 6	U	L 7 0	T 8 1 LTR 0	9 0 0	U	L 10 0 6	T 11 1 LTR 0	12 0 6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U 10	Eastk L 1 0	T 2 1 LTR	R 3 0	U 4U	Westl L 0	st-West bound T 5 1 LTR	R 6 0		L 7 0	T 8 1 LTR	9	U 0	L 10 0	T 11 1 LTR	12 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U 10	Eastt L 1 0	T 2 1 LTR	R 3 0	U 4U	Westl U U U U U U U U U U U U U U U U U U U	st-West bound T 5 1 LTR	R 6 0	U	L 7 0 0 0	T 8 1 LTR 0 0	9 0 0		L 10 0 6 0	T 11 LTR 0 0	12 0 6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U 10	Eastt L 1 0	T 2 1 LTR	R 3 0	U 4U	Westl U U U U U U U U U U U U U U U U U U U	st-West bound T 5 1 LTR	R 6 0		L 7 0 0 0	T 8 1 LTR 0	9 0 0		L 10 0 6 0	T 11 1 LTR 0	12 0 6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U 10	Eastt L 1 0	T 2 1 LTR	R 3 0 190	Maji U 4U 0	Westl U U U U U U U U U U U U U U U U U U U	st-West bound T 5 1 LTR	R 6 0		L 7 0 0 0	T 8 1 LTR 0 0	9 0 0		L 10 0 6 0	T 11 LTR 0 0	12 0 6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		Eastb L 1 0 8 13	T 2 1 LTR	R 3 0 190	U 4U	Westl U U U U U U U U U U U U U U U U U U U	st-West bound T 5 1 LTR	R 6 0		L 7 0 0 0	T 8 1 LTR 0 0	9 0 0		L 10 0 6 0	T 11 LTR 0 0	12 0 6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		Eastb L 1 0 8 13	T 2 1 LTR	R 3 0 190	Maji U 4U 0	Westl U U U U U U U U U U U U U U U U U U U	st-West bound T 5 1 LTR	R 6 0		L 7 0 0 0	T 8 1 LTR 0 0	9 0 0		L 10 0 6 0	T 11 LTR 0 0	12 0 6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		Eastb L 1 0 8 13	T 2 1 LTR	R 3 0 190	Maji U 4U 0	Westl U U U U U U U U U U U U U U U U U U U	st-West bound T 5 1 LTR	R 6 0		L 7 0 0 0	T 8 1 LTR 0 0	9 0 0		L 10 0 6 0	T 11 LTR 0 0	12 0 6
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		Eastk L 1 0 8 13 13	T 2 1 LTR	R 3 0 190	Maji U 4U 0	Westl U 4 0 37 0	st-West bound T 5 1 LTR	R 6 0		L 7 0 0	T 8 1 LTR 0 0	9 0 0 0		L 10 6 0	T 11 LTR 0 0	12 0 6 17

Delay, Queue Length, and Level of Service

Follow-Up Headway (sec)

Delay, Queue Length, an	u Levei	01.36	er vice									
Flow Rate, v (veh/h)		10			46			0			15	
Capacity, c (veh/h)		1439			1290						710	
v/c Ratio		0.01			0.04						0.02	
95% Queue Length, Q ₉₅ (veh)		0.0			0.1						0.1	
Control Delay (s/veh)		7.5			7.9						10.2	
Level of Service (LOS)		А			А						В	
Approach Delay (s/veh)		0	.3		2	.9				10	0.2	
Approach LOS										E	3	

2.20

3.50

4.00

3.30

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4.00

3.45

3.50

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General Information		_	_	_	_	_	Site	Inforn	natio	n	_	_	_	_	_	_
Analyst	Steph	en Mon	taño				Inters	ection			Kathr	yn/East /	Alley			
Agency/Co.	Lee E	ngineeri	ng				Jurisd	iction			CABC	1				
Date Performed	1/10/	2022	-				East/\	Nest Stre	eet		East A	Alley				
Analysis Year	2022						North	/South S	Street		East A	Alley				
Time Analyzed	Existi	ng AM (4	4:15 PM)				Peak	Hour Fac	tor		0.81					
Intersection Orientation	East-	Nest					Analy	sis Time	Period (hrs)	1.00					
Project Description	MAS	Charter :	School N	IIA							1					
Lanes																
				1412441 4				በነተ								
Vehicle Volumes and Adj	ustme	nts		7 4		↔ ↔ ⋎ or Street: Ea	st-West	P C D								
Vehicle Volumes and Adj Approach	justme		pound	74		or Street: Ea		F C D		North	bound			South	bound	
Approach Movement	U	Eastb L	T	R	Majo	Westl	st-West Dound	R	U	L	T	R	U	L	T	R
Approach Movement Priority	U 1U	Eastb L 1	Т 2	R 3	U 4U	Westl	bound T 5	R 6	U	L 7	Т 8	9	U	L 10	T 11	12
Approach Movement Priority Number of Lanes	U	Eastb L	T 2 1	R	Majo	Westl	oound T 5 1	R	U	L	T 8 1		U	L	T 11 1	
Approach Movement Priority Number of Lanes Configuration	U 1U	Eastb L 1 0	T 2 1 LTR	R 3 0	U 4U	Westl L Q	st-West bound T 5 1 LTR	R 6 0	U	L 7 0	T 8 1 LTR	9	U	L 10 0	T 11 1 LTR	12 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	U 1U	Eastb L 1 0 12	T 2 1	R 3	U 4U	Westl U U U U U U U U U U U U U U U U U U U	oound T 5 1	R 6	U	L 7 0	T 8 1 LTR 0	9 0 0	U	L 10 0	T 11 1 LTR 0	12 0 21
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U 1U	Eastb L 1 0	T 2 1 LTR	R 3 0	U 4U	Westl L Q	st-West bound T 5 1 LTR	R 6 0	U	L 7 0	T 8 1 LTR	9	U	L 10 0	T 11 1 LTR	12 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U 1U	Eastb L 1 0 12	T 2 1 LTR	R 3 0	U 4U	Westl U U U U U U U U U U U U U U U U U U U	st-West bound T 5 1 LTR	R 6 0		L 7 0 0 0	T 8 1 LTR 0 0	9 0 0		L 10 0 0	T 11 LTR 0 0	12 0 21
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U 1U	Eastb L 1 0 12	T 2 1 LTR	R 3 0	U 4U	Westl U U U U U U U U U U U U U U U U U U U	st-West bound T 5 1 LTR	R 6 0		L 7 0 0 0	T 8 1 LTR 0	9 0 0		L 10 0 0	T 11 1 LTR 0	12 0 21
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	U 1U	Eastb L 1 0 12	T 2 1 LTR	R 3 0 83	Majc U U 4U 0	Westl U U U U U U U U U U U U U U U U U U U	st-West bound T 5 1 LTR	R 6 0		L 7 0 0 0	T 8 1 LTR 0 0	9 0 0		L 10 0 0	T 11 LTR 0 0	12 0 21
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	U 1U 0	Eastb 1 0 12 0	T 2 1 LTR	R 3 0 83	U 4U	Westl U U U U U U U U U U U U U U U U U U U	st-West bound T 5 1 LTR	R 6 0		L 7 0 0 0	T 8 1 LTR 0 0	9 0 0		L 10 0 0	T 11 LTR 0 0	12 0 21
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	U 1U 0	Eastb L 1 0 12 0	T 2 1 LTR	R 3 0 83	Majc U U 4U 0	Westl U 4 0 16 0	st-West bound T 5 1 LTR	R 6 0		L 7 0 0	T 8 1 LTR 0 0	9 0 0 0		L 10 0 0	T 11 LTR 0 0	12 0 21 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	U 1U 0	Eastb 1 0 12 0 ys 4.1	T 2 1 LTR	R 3 0 83	Majc U U 4U 0	Westl L 4 0 16 0 4	st-West bound T 5 1 LTR	R 6 0		L 7 0 0 0	T 8 1 LTR 0 0 0	9 0 0 0		L 10 0 0 0	T 11 LTR 0 0	12 0 21 0 6.2
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	U 1U 0	Eastb L 1 0 12 0	T 2 1 LTR	R 3 0 83	Majc U U 4U 0	Westl U 4 0 16 0	st-West bound T 5 1 LTR	R 6 0		L 7 0 0	T 8 1 LTR 0 0	9 0 0 0		L 10 0 0	T 11 LTR 0 0	12 0 21 0

Delay, Queue Length, and Level of Service

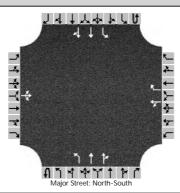
Delay, Queue Length, and	LEVEI	01.50										
Flow Rate, v (veh/h)		15			20			0			26	
Capacity, c (veh/h)		1508			1379						969	
v/c Ratio		0.01			0.01						0.03	
95% Queue Length, Q ₉₅ (veh)		0.0			0.0						0.1	
Control Delay (s/veh)		7.4			7.6						8.8	
Level of Service (LOS)		А			А						А	
Approach Delay (s/veh)		0	.6		1	.4				8	.8	
Approach LOS											Ą	

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	HCS7 Two-Wa	y Stop-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Ross
Agency/Co.	Lee Engineering	Jurisdiction	САВО
Date Performed	1/22/2022	East/West Street	Ross Ave
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	Build-out AM (7:30 AM)	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
Lanes			



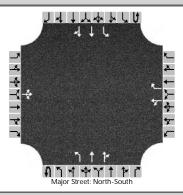
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	1	0	1	2	0	0	1	2	0
Configuration			LTR			LT		R		L	Т	TR		L	Т	TR
Volume (veh/h)		6	3	33		92	8	159	0	31	270	32	0	24	196	27
Percent Heavy Vehicles (%)		0	33	3		1	0	2	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)			0				7									
Right Turn Channelized						Ν	lo									
Median Type Storage				Left +	- Thru								1			
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	7.16	6.96		8.92	7.90	7.64		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.33	3.33		3.51	4.00	3.32		2.20				2.20		
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	<u> </u>		49			116		185		36				28		
Capacity, c (veh/h)			571			385		476		1317				1219		
v/c Ratio			0.09			0.30		0.39		0.03				0.02		
95% Queue Length, Q ₉₅ (veh)			0.3			1.3		1.9		0.1				0.1		
Control Delay (s/veh)			11.9			18.4		17.3		7.8				8.0		
Level of Service (LOS)			В			С		С		A				A		
Approach Delay (s/veh)		1 [.]	1.9			1	7.7			0	.7			. 0	.8	
Approach LOS			В			(С									

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HCS7 Two-Way Stop-Control Report

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General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Ross
Agency/Co.	Lee Engineering	Jurisdiction	САВО
Date Performed	1/10/2022	East/West Street	Ross Ave
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	Existing PM (4:00 PM)	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	1	0	1	2	0	0	1	2	0
Configuration			LTR			LT		R		L	Т	TR		L	Т	TR
Volume (veh/h)		2	1	1		17	0	17	0	6	429	21	0	28	337	5
Percent Heavy Vehicles (%)		0	0	0		4	0	3	0	0			0	4		
Proportion Time Blocked																
Percent Grade (%)		()				7									
Right Turn Channelized						N	lo									
Median Type Storage				Left +	- Thru								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		8.98	7.90	7.67		4.10				4.18		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.54	4.00	3.33		2.20				2.24		
Delay, Queue Length, an	d Leve	l of Se	ervice									<u> </u>				
Flow Rate, v (veh/h)			4			18		18		6				30		
Capacity, c (veh/h)			280			330		249		1180				1051		
v/c Ratio			0.02			0.05		0.07		0.01				0.03		
95% Queue Length, Q ₉₅ (veh)			0.0			0.2		0.2		0.0				0.1		
Control Delay (s/veh)			18.0			16.6		20.6		8.1				8.5		
Level of Service (LOS)			С			С		С		A				A		
Approach Delay (s/veh)			18	3.6			0	.1			0	.6	-			
Approach LOS		(2		(2										

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Site InformationName informationAnalysisValuationCARCAnalysis for the informational information i			H	CS7	Two-	-Way	' Stop	o-Co	ntrol	Rep	ort										
Agency/Ca:Lee EngineeringAurisdictionCABODate Profranced1/10/2002SectionSectionIntermetional AccountIntermetional AccountAnalysis Yoar2022North-South Street0.02UUUIntermetion ContrationNorth-South AccountAnalysis Time Period (hrs)1.0UUProject DescriptionMAS Charler School NIAIntermetional AccountUUUUUAnalysis Time Period (hrs)1.0Unit ControlUUnit ControlUUU <th <="" colspan="4" th=""><th>neral Information</th><th>_</th><th>_</th><th>_</th><th>_</th><th></th><th></th><th>Site</th><th>Inforr</th><th>natio</th><th>n</th><th>_</th><th>_</th><th>_</th><th>_</th><th>_</th><th></th></th>	<th>neral Information</th> <th>_</th> <th>_</th> <th>_</th> <th>_</th> <th></th> <th></th> <th>Site</th> <th>Inforr</th> <th>natio</th> <th>n</th> <th>_</th> <th>_</th> <th>_</th> <th>_</th> <th>_</th> <th></th>				neral Information	_	_	_	_			Site	Inforr	natio	n	_	_	_	_	_	
Agency/Ca:Lee EngineeringAurisdictionCABODate Profranced1/10/2002SectionSectionIntermetional AccountIntermetional AccountAnalysis Yoar2022North-South Street0.02UUUIntermetion ContrationNorth-South AccountAnalysis Time Period (hrs)1.0UUProject DescriptionMAS Charler School NIAIntermetional AccountUUUUUAnalysis Time Period (hrs)1.0Unit ControlUUnit ControlUUU <th <="" colspan="4" td=""><td>lyst</td><td>Steph</td><td>nen Mon</td><td>taño</td><td></td><td></td><td></td><td>Inters</td><td>ection</td><td></td><td></td><td>Yale/I</td><td>nternatio</td><td>onal</td><td></td><td></td><td></td></th>	<td>lyst</td> <td>Steph</td> <td>nen Mon</td> <td>taño</td> <td></td> <td></td> <td></td> <td>Inters</td> <td>ection</td> <td></td> <td></td> <td>Yale/I</td> <td>nternatio</td> <td>onal</td> <td></td> <td></td> <td></td>				lyst	Steph	nen Mon	taño				Inters	ection			Yale/I	nternatio	onal			
Date Performed 11/10/202 VIEW VIEW VIEW VIEW Paratrixed North/South Street Value North/South Street		_																			
Analysis YarExitySetuityNorth'South' StreetNorth'South' StreetNorth' S	-		-	5						eet				Ave							
Peak Hour Factor 0 92 Intersection Grientation North-South North-South North-South Project Description MAS Charter School NUX Intersection Grientation North-South North-South Intersection Grientation North-South North-South Intersection Grientation North-South Intersection Grientation Grientation North-South Intersectin True Southouthouthouthouthouthouthouthouthouth		2022						North	n/South S	Street		Yale B	lvd								
Intersection Orientation North-South Analysis Time Period (ns) 10 Project Description MAS Charter School NIA Lanes Image State	-	Existi	ng AM (7:15 AM))			Peak	Hour Fac	ctor		0.92									
Project Description MAS Charter School NIA Lanes School NIA School NIA <th cols<="" td=""><td>-</td><td>_</td><td>-</td><td></td><td></td><td></td><td></td><td>Analy</td><td>sis Time</td><td>Period (</td><td>hrs)</td><td></td><td></td><td></td><td></td><td></td><td></td></th>	<td>-</td> <td>_</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td>Analy</td> <td>sis Time</td> <td>Period (</td> <td>hrs)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	-	_	-					Analy	sis Time	Period (hrs)									
Lanes IFICE FOR THE OFTER		_		School N	JIA																
Approach Construction Construction <td></td>																					
Network Sector Sector <th c<="" th=""><th></th><th></th><th></th><th></th><th>14477</th><th>0.5</th><th>The second second second second</th><th>1 2 7</th><th>7 6 7 4 4 7 1 4 6</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th>	<th></th> <th></th> <th></th> <th></th> <th>14477</th> <th>0.5</th> <th>The second second second second</th> <th>1 2 7</th> <th>7 6 7 4 4 7 1 4 6</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>					14477	0.5	The second second second second	1 2 7	7 6 7 4 4 7 1 4 6											
Approach MovementUIIRRUIRRUIRUIRUIRUIRUIRUIRUIRUIRUIRUIRUIRUIRUIRUIII	icle Volumes and Ad	iustme	nts			Major	Street: Nor	th-South													
MovementULTRUL </td <td></td> <td></td> <td></td> <td>ound</td> <td></td> <td></td> <td>West</td> <td>bound</td> <td></td> <td></td> <td>North</td> <td>bound</td> <td></td> <td></td> <td>South</td> <td>bound</td> <td></td>				ound			West	bound			North	bound			South	bound					
PriorityIn		U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	т	R				
Number of LanesImage: state of the state of t										10							6				
ConfigurationImage: Solution of the state of	•		0	0	0		1	0	1	0	0	2	0	0	0	2	0				
Volume (veh/h)Image: Normal and the state of	figuration	-					L								LT						
Percent Heavy Vehicles (%)Image: Note of the series of the se	-						26		15			288	17		16	271					
Proportion Time Blocked I		-										200				271					
Percent Grade (%)Image: Content of the co	-	-													-		-				
Right Turn ChannelizedImage: Second Seco		-						0													
Median Type StorageImage: Storage <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>																					
Ortical and Follow-up Headway (sec) Image: sec of the adway (sec) Image: sec of the		-			Left +	l - Thru								1							
Base Critical Headway (sec)Image: Constraint of the adway (sec)Image: Constra		eadwa	vs																		
Critical Headway (sec)Image: second seco	-	T	J				7.5		6.9						4.1						
Base Follow-Up Headway (sec)Image: Constraint of the adway (sec)Image: Constr		-													4.10						
Follow-Up Headway (sec)Image: Second Sec																					
Delay, Queue Length, and Level of ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceFlow Rate, v (veh/h)Image: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceCapacity, c (veh/h)Image: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceV/c RatioImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: Service95% Queue Length, Q ₉₅ (veh)Image: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceControl Delay (s/veh)Image: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceLevel of Service (LOS)Image: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceLevel of Service (LOS)Image: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceService (LOS)Image: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceImage: ServiceLevel of Service (LOS)Image: ServiceImage: ServiceImage: S																					
Flow Rate, v (veh/h) Image: Normal Structure		d Leve	l of Se	ervice																	
Capacity, c (veh/h) Image: mark display							28		16						17						
v/c Ratio Image: Constraint of the con																					
95% Queue Length, Q ₉₅ (veh) Image: Simple sim		-																			
Control Delay (s/veh) Image: Control Delay (s/veh) <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td><u> </u></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>							<u> </u>														
Level of Service (LOS)		-															-				
Approach Delay (s/veh) 10.9 0.5		-) 9						-		5					

Approach LOS

В

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HCS[™] TWSC Version 7.9 International_existingAM.xtw

		Н	CS7	Two-	Way	Sto	o-Co	ntrol	Rep	ort						
General Information	_	_	_	_				Inforr	_	_	_	_	_	_	_	_
Analyst	Steph	nen Mon	taño					ection			Yale/I	nternatio	onal			
Agency/Co.		ngineeri						liction			CABC					
Date Performed	1/10/							Nest Stre	eet			national A	Ave			
Analysis Year	2022							/South S			Yale B					
Time Analyzed		ng PM (4	15 PM)					Hour Fac			0.93					
Intersection Orientation	_	n-South						sis Time		hrs)	1.00					
Project Description		Charter	School N	JIA			7 41019				1.00					
Lanes	111110	onarter														
				14474		1 1	A REAL PROPERTY OF THE PARTY OF	ን ና ን ቁ ጭሃ 1 ሥ ቦ								
Vehicle Volumes and Ad	justme	nts				Street: Nor										
Approach			ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes	-	0	0	0		1	0	1	0	0	2	0	0	0	2	0
Configuration	-					L		R		-	T	TR	-	LT	T	-
Volume (veh/h)	-					13		39			364	28		18	364	
Percent Heavy Vehicles (%)	+					8		0						0		
Proportion Time Blocked	+					-		-								
Percent Grade (%)	+						0									
Right Turn Channelized	-						lo									
Median Type Storage	+			Loft -	l ⊦ Thru		10						1			
	oodwo			Lent	IIIId											
Critical and Follow-up H	eauwa	ys	1		1	1		1	1			1		1		
Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.96		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.58		3.30						2.20		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	T					14		42						19		
Capacity, c (veh/h)						483		797						1149		
v/c Ratio						0.03		0.05						0.02		
95% Queue Length, Q ₉₅ (veh)						0.1		0.2						0.1		
Control Delay (s/veh)						12.7		9.8						8.2		
Level of Service (LOS)						В		A						A		
Approach Delay (s/veh)	-	1					D.5								.5	
Approach LOS							B.0							0	-	

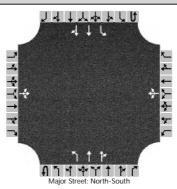
Approach LOS

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В

Generated: 1/24/2022 5:22:55 PM

	HCS7 Two-Way	Stop-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Centre
Agency/Co.	Lee Engineering	Jurisdiction	САВО
Date Performed	1/10/2022	East/West Street	Driveway/Centre Ave
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	Existing AM (7:15 AM)	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
Lanes			

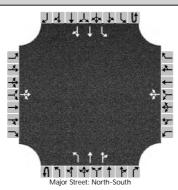


Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	Т	TR		L	Т	TR
Volume (veh/h)		2	0	3		37	0	14	2	8	297	47	0	19	282	6
Percent Heavy Vehicles (%)		0	0	0		0	0	7	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)			D				C									F
Right Turn Channelized																
Median Type Storage				Left +	- Thru								1			
Critical and Follow-up H	eadwa	ys							-							
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	7.04	6.40	4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.37	2.50	2.20				2.20		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			6				59			12				22		
Capacity, c (veh/h)			647				524			1142				1159		
v/c Ratio			0.01				0.11			0.01				0.02		
95% Queue Length, Q ₉₅ (veh)			0.0				0.4			0.0				0.1		
Control Delay (s/veh)			10.6				12.7			8.2				8.2		
Level of Service (LOS)			В				В			A				A		
Approach Delay (s/veh)		1().6			1:	2.7			0	.2			. 0	.5	
Approach LOS		В					В									

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HCS[™] TWSC Version 7.9 Centre_existingAM.xtw

	HCS7 Two-W	ay Stop-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Centre
Agency/Co.	Lee Engineering	Jurisdiction	САВО
Date Performed	1/10/2022	East/West Street	Driveway/Centre Ave
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	Existing PM (4:00 PM)	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
Lanes			



Vehicle Volumes and Ad	ustille				_								_			
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	Т	TR		L	Т	TR
Volume (veh/h)		3	0	7		48	0	38	1	11	352	51	3	23	354	2
Percent Heavy Vehicles (%)		0	0	0		0	0	7	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		(C				0									
Right Turn Channelized																
Median Type Storage				Left +	Thru								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	7.04	6.40	4.10			6.40	4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.37	2.50	2.20			2.50	2.20		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			11				96			13				29		
Capacity, c (veh/h)			629				524			1126				1050		
v/c Ratio			0.02				0.18			0.01				0.03		
95% Queue Length, Q ₉₅ (veh)			0.1				0.7			0.0				0.1		
Control Delay (s/veh)			10.8				13.4			8.2				8.5		
Level of Service (LOS)			В				В			Α				A		
Approach Delay (s/veh)		1().8			1:	3.4			0	.2			0	.6	
Approach LOS		В					В									

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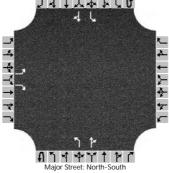
HCS7 Signalized Intersection Results Summary

		HCS	7 SIG	nalize		terse	ctior	I Ke	sur	ts Sun	nmar	У				
General Inforn	nation									ntersect	ion Inf	ormatic	n		14741	ka la
Agency	ation									Duration,		1.000		-	þ	
Analyst				Analya		e 1/13	/2022			Area Typ		Other				
-						e 1/13/	2022			PHF	9				"Ĭ.	-
Jurisdiction		Vala Dhuil		Time F							Deviad	1.00	20			
Urban Street		Yale Blvd		Analys						Analysis	Period	1> 7:3	30			
Intersection		Kathryn Ave		File Na	ame	Kath	ryn_Y	aleDie	etAIV	I.xus					4	
Project Descrip	tion	Yale Diet AM (7:30	AM)											1	14144	94 E
Demand Inform	nation				EB	,			WB	5	T	NB		T	SB	
Approach Move	ement			L	Т	R		L	Т	R	L	Т	R	L	Т	R
Demand (v), v								37	0	40		300	77	97	250	
				1-												
Signal Informa	tion				🦊		2							-		4
Cycle, s	120.0	Reference Phase	2		1 1	7							1	K	3	¥
Offset, s	0	Reference Point	End	Green	102.	9 7.1	0.	0	0.0	0.0	0.0			2		
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.5	0.		0.0	0.0	0.0	_				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.5	0.	0	0.0	0.0	0.0		5	6	7	8
.				EDI	_	EDT				MOT			NET	0.0		0.D.T.
Timer Results				EBL		EBT		VBL	+	WBT	NBI	-	NBT	SB		SBT
Assigned Phase	e				\rightarrow		-		-	4		_	2		_	6
Case Number				<u> </u>			-		-	12.0			8.0	<u> </u>		8.0
Phase Duration	· .	`			\rightarrow		-		-	12.1		1	07.9	<u> </u>		107.9
Change Period	· ·				\rightarrow		-		_	5.0			5.0			5.0
	Max Allow Headway (MAH), s						-		_	3.2			0.0		_	0.0
Queue Clearan							-			6.5						
Green Extensio		(g _e), s					-			0.1			0.0			0.0
Phase Call Pro							-		-	0.89						
Max Out Proba	bility									0.00						
Movement Gro	oup Res	sults			EB			١	WB			NB			SB	
Approach Move	-			L	Т	R			Т	R	L	Т	R	L	Т	R
Assigned Move	ment						7		4	14		2	12	1	6	
Adjusted Flow I), veh/h				<u> </u>			66			360			347	
		w Rate (s), veh/h/l	In				1	_	710			1752			1515	
Queue Service						<u> </u>			4.5			4.4			0.0	
Cycle Queue C							-	_	4.5			4.4			4.0	
Green Ratio (g						-	-		0.06			0.86			0.86	
Capacity (c), v	,					+	-	_	101			1502			1338	
Volume-to-Cap		tio (X)				-			.651			0.240			0.259	
		/In (95 th percentile))				+	_	39.9			36.3			35.6	
		eh/In (95 th percenti							3.6			1.5			1.4	
		RQ) (95 th percent				-).37			0.35			0.10	
Uniform Delay			- /					_	55.2			1.5			1.5	
						+	-	_	2.6			0.4			0.5	
	cremental Delay (d ₂), s/veh tial Queue Delay (d ȝ), s/veh					1	-	_	0.0			0.0			0.0	
	Control Delay (d), s/veh								57.9			1.9			2.0	
Level of Service				-			E			A			A			
Approach Delay	· · ·			0.0		_	5	57.9	T	E	1.9		A	2.0		A
Intersection De				0.0			6.7			-	1.0			A 2.0		
Multimodal Re	sults				EB			1	WB			NB			SB	
Pedestrian LOS	S Score	/LOS		1.81		В	1	.73		В	1.30)	А	1.2	9	А
Bicycle LOS Sc	ore / LC	DS					0	.60		А	3.36	3	С	3.34	4	С
opyright © 2022	Universit	y of Florida, All Rights		HCS™	^M Stree	ts Vers	sion	7.9			Generat	ed: 1/24/	2022 1:44	:32 PM		

HCS7 Signalized Intersection Results Summary

General Inform	nation						1	Intersect	ion Info	ormatio	on		4241	Ja la
Agency								Duration,		1.000				
Analyst			Analye	is Date	1/13/2	022		Area Type		Other		4		
Jurisdiction			Time F		1/10/2	022		PHF	<i>.</i>	1.00		*		
Urban Street		Yale Blvd		is Year	2022			Analysis I	Doriod	1> 4:0	0			
Intersection		Kathryn Ave	File Na			n_Yale[-	Penou	1>4.0				
	otion	Yale Diet PM (4:00 PM)	File Na		rauny		JIELFIV	1.xus				_	Na na M	30 8
Project Descrip	Juon													10000
Demand Infor	mation			EB			WB	3		NB			SB	
Approach Move	ement		L	Т	R	L	Т	R	L	Т	R	L	Т	
Demand (v), v	veh/h					44	0	46		537	65	65	268	T
o														
Signal Informa	1											t.		ŧ
Cycle, s	120.0	Reference Phase 2									1	2	3	
Offset, s	0	Reference Point Enc	Green	0.0	0.0	0.0	0.0	0.0	0.0					
Uncoordinated		Simult. Gap E/W On	101000		0.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S On	Red	0.0	0.0	0.0	0.0	0.0	0.0	_	5	6	7	
Timer Results			EBL		EBT	WBI		WBT	NBL		NBT	SBI		SB
Assigned Phas			CDL			VV BI	-	4	INDL	-	2	38		<u>о</u> 6
Case Number								12.0			8.0			8.0
Phase Duration	n. s							12.4		1	07.6			107.
Change Period		c) S						5.0			5.0			5.0
Max Allow Hea		· ·						0.0			0.0			0.0
Queue Clearar								0.0			0.0			0.0
Green Extensio			-		_			0.0		-	0.0			0.0
	-					0.00			0.00			0.0		
	hase Call Probability lax Out Probability							0.00			0.00			0.0
	aonity							0.00			0.00			0.0
Movement Gro	oup Res	sults		EB			WB			NB			SB	
Approach Move			L	Т	R	L	Т	R	L	Т	R	L	Т	
Assigned Move						7	4	14		2	12	1	6	
Adjusted Flow	Rate (v	r), veh/h					0			0			0	
Adjusted Satur	ation Flo	ow Rate (s), veh/h/ln					0			0			0	
Queue Service	Time (g	g s), S					0.0			0.0			0.0	
		e Time (<i>g c</i>), s					0.0			0.0			0.0	
Green Ratio (g	g/C)						0.06			0.86			0.86	
Capacity (c),	veh/h						97			1599			1368	
Volume-to-Cap	acity Ra	atio (X)					0.793			0.364			0.243	
Back of Queue	e (Q), ft/	/In (95 th percentile)					108.7	·		69.6			34.3	
Back of Queue	e (Q), ve	eh/In (95 th percentile)					4.3			2.8			1.4	
Queue Storage	e Ratio (RQ) (95 th percentile)					0.45			0.66			0.10	
Uniform Delay	(d1), s	/veh					55.6			1.8			1.5	\square
Incremental De	elay (<i>d</i> 2), s/veh					5.6			0.6			0.4	
Initial Queue D	elay (d	з), s/veh					0.0			0.0			0.0	
Control Delay ((d), s/ve	eh					61.2			2.5			2.0	
Level of Servic	e (LOS)						E			A			A	
Approach Dela			0.0			61.2	2	E	2.5		A	2.0		A
Intersection De	-				6.							A		
						_								
	esults			EB			WB			NB			SB	
Multimodal Re			11											
Multimodal Re Pedestrian LOS Bicycle LOS So	S Score		1.81		В	1.73	;	В	1.31		А	1.29	3	A C

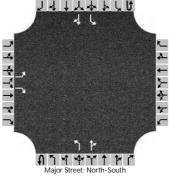
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Anderson
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	1/10/2022	East/West Street	Anderson Ave/Community Ce
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	Build Out AM (7:30 AM)	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
anes			



Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			West	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	1	1	0
Configuration		L		R						L		TR		L		TR
Volume (veh/h)		25		121						8	367	5		8	276	21
Percent Heavy Vehicles (%)		0		0						0				13		
Proportion Time Blocked																
Percent Grade (%)		()													
Right Turn Channelized		Ν	lo													
Median Type Storage				Left +	- Thru							1				
Critical and Follow-up He	adwa	ys							-							
Base Critical Headway (sec)		7.1		6.2						4.1				4.1		
Critical Headway (sec)		7.10		6.20						4.10				4.23		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30						2.20				2.32		
Delay, Queue Length, and	Leve	l of Se	ervice												<u> </u>	
Flow Rate, v (veh/h)		27		133						9				9		
Capacity, c (veh/h)		437		730						1245				1093		
v/c Ratio		0.06		0.18						0.01				0.01		
95% Queue Length, Q ₉₅ (veh)		0.2		0.7						0.0				0.0		
Control Delay (s/veh)		13.8		11.0						7.9				8.3		
Level of Service (LOS)		В		В						A				A		
Approach Delay (s/veh)		11	1.5							0	.2			0	.2	
Approach LOS	B															

HCS[™] TWSC Version 7.9 Anderson_YaleDietAM.xtw Generated: 1/24/2022 2:19:29 PM

	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Anderson
Agency/Co.	Lee Engineering	Jurisdiction	САВО
Date Performed	1/10/2022	East/West Street	Anderson Ave/Community Ce
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	Yale Diet PM (4:00 PM)	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
Lanes			
	┙┥↓⋏⋪		



Vehicle Volumes and Adj	1		a constant)A/- 11			1	Newst				Cault	In	
Approach	<u> </u>	Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	1	1	0
Configuration		L		R						L		TR		L		TR
Volume (veh/h)		25		8						7	548	23		26	268	7
Percent Heavy Vehicles (%)		0		1						0				13		
Proportion Time Blocked																
Percent Grade (%)		(C													
Right Turn Channelized		No Left + Thru														
Median Type Storage				Left +	- Thru								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1				4.1		
Critical Headway (sec)		7.10		6.21						4.10				4.23		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.50		3.31						2.20				2.32		
Delay, Queue Length, an	d Leve	l of Se	ervice												<u>.</u>	
Flow Rate, v (veh/h)		27		9						8				29		
Capacity, c (veh/h)		335		744						1270				903		
v/c Ratio		0.08		0.01						0.01				0.03		
95% Queue Length, Q ₉₅ (veh)		0.3		0.0						0.0				0.1		
Control Delay (s/veh)		16.7 9.9											9.1			
Level of Service (LOS)		С		A						A				A		
Approach Delay (s/veh)		15	5.1							0	.1			0	.8	
Approach LOS		(2													

HCS[™] TWSC Version 7.9 Anderson_YaleDietPM.xtw Generated: 1/24/2022 1:43:37 PM

		F	ICS7	IWO-	Way	stop	D-CO	ntrol	Rep	ort						
General Information							Site	Inforr	natio	า						
Analyst	Steph	ien Mon	taño				Inters	ection			Kathr	yn/East /	Alley			
Agency/Co.	Lee E	ngineeri	ng				Jurisd	iction			CABC	2				
Date Performed	1/10/	2022					East/V	Nest Stre	eet		East A	Alley				
Analysis Year	2022						North	/South S	Street		East A	Alley				
Time Analyzed	Build	-Out AN	I (7:15 AI	VI)			Peak I	Hour Fac	ctor		0.81					
Intersection Orientation	East-	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	MAS	Charter	School N	IIA												
Lanes																
Vehicle Volumes and Adj	ustme	nts				or Street: Ea										
Approach	T	Eastk	ound			West	ound			North	bound			South	bound	
	U	L	Т	R	U	L	Т	R	U	L	Т	R				
Movement	0							ĸ	-				U	L	Т	R
Movement Priority	10	1	2	3	4U	4	5	6		7	8	9	U	L 10	T 11	R 12
		1 0	2 1	3 0	4U 0	4 0							U			
Priority	1U					<u> </u>	5	6		7	8	9		10	11	12
Priority Number of Lanes	1U		1			<u> </u>	5 1	6		7	8 1	9		10	11 1	12
Priority Number of Lanes Configuration	1U	0	1 LTR	0		0	5 1 LTR	6 0		7 0	8 1 LTR	9		10 0	11 1 LTR	12 0
Priority Number of Lanes Configuration Volume (veh/h)	1U	0	1 LTR	0		0	5 1 LTR	6 0		7 0 0	8 1 LTR 0	9 0 0		10 0 6	11 1 LTR 0	12 0 6
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	1U	0	1 LTR	0		0	5 1 LTR	6 0		7 0 0 0	8 1 LTR 0	9 0 0		10 0 6 0	11 1 LTR 0	12 0 6
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	1U	0	1 LTR	0		0	5 1 LTR	6 0		7 0 0 0	8 1 LTR 0 0	9 0 0		10 0 6 0	11 1 LTR 0 0	12 0 6
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	1U	0	1 LTR	0	0	0	5 1 LTR	6 0		7 0 0 0	8 1 LTR 0 0	9 0 0		10 0 6 0	11 1 LTR 0 0	12 0 6
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	1U 0	0 8 13	1 LTR	0	0	0	5 1 LTR	6 0		7 0 0 0	8 1 LTR 0 0	9 0 0		10 0 6 0	11 1 LTR 0 0	12 0 6
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	1U 0	0 8 13	1 LTR	0	0	0	5 1 LTR	6 0		7 0 0 0	8 1 LTR 0 0	9 0 0		10 0 6 0	11 1 LTR 0 0	12 0 6
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Heave	1U 0	0 8 13 ys	1 LTR	0	0	0 33 0	5 1 LTR	6 0		7 0 0 0 0 0	8 1 LTR 0	9 0 0 0		10 0 6 0	11 1 LTR 0 0	12 0 6 17 6.2
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H e Base Critical Headway (sec)	1U 0	0 8 13 ys 4.1	1 LTR	0	0	0 33 0 4.1	5 1 LTR	6 0		7 0 0 0 0 7.1	8 1 LTR 0 0	9 0 0 0		10 0 6 0	11 1 LTR 0 0	12 0 6 17 6.2
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	1U 0	0 8 13 ys 4.1 4.23	1 LTR	0	0	0 33 0 4.1 4.10	5 1 LTR	6 0		7 0 0 0 0 7.1 7.10	8 1 LTR 0 0	9 0 0 0		10 0 6 0 7.1 7.10	11 1 LTR 0 0 0	12 0 6 17 6.2 6.37
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	1U 0 1U 0 10	0 8 13 ys 4.1 4.23 2.2 2.32	1 LTR 40	0 167 Undi	0	0 33 0 4.1 4.10 2.2	5 1 LTR	6 0		7 0 0 0 7.1 7.10 3.5	8 1 LTR 0 0 	9 0 0 0 0 6.2 6.2 3.3		10 0 6 0 7.1 7.10 3.5	11 1 LTR 0 0 0	12 0 6 17 6.2 6.37 3.3
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Gritical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	1U 0 1U 0 10	0 8 13 ys 4.1 4.23 2.2 2.32	1 LTR 40	0 167 Undi	0	0 33 0 4.1 4.10 2.2	5 1 LTR	6 0		7 0 0 0 7.1 7.10 3.5	8 1 LTR 0 0 	9 0 0 0 0 6.2 6.2 3.3		10 0 6 0 7.1 7.10 3.5	11 1 LTR 0 0 0	12 0 6 17 6.2 6.37 3.3

Delay, Queue Length, an	d Level o	of Se	ervice									
Flow Rate, v (veh/h)		10			41			0			15	
Capacity, c (veh/h)	ſ	1439			1321						728	
v/c Ratio		0.01			0.03						0.02	
95% Queue Length, Q ₉₅ (veh)		0.0			0.1						0.1	
Control Delay (s/veh)		7.5			7.8						10.0	
Level of Service (LOS)		А			А						В	
Approach Delay (s/veh)		0.	3		2	.6				10	0.0	
Approach LOS										E	3	

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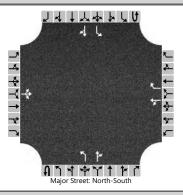
		Н	CS7	Two-	-Way	' Stoj	o-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natio	า						
Analyst	Steph	ien Mon	taño				Inters	ection			Kathr	yn/East /	Alley			
Agency/Co.	Lee E	ngineerii	ng				Jurisc	liction			CABC	2				
Date Performed	1/10/	2022					East/	West Stre	eet		East A	Alley				
Analysis Year	2022						North	n/South S	Street		East A	Alley				
Time Analyzed	Build	Out PM	(4:15 PN	1)			Peak	Hour Fac	ctor		0.81					
Intersection Orientation	n East-West Analysis Time Period (hrs) 1.00 MAS Charter School NIA															
Lanes																
				244444		منبع or Street: Ea		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4								
Vehicle Volumes and	Adjustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	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)		12	83	83		16	72	7		0	0	0		0	0	21

inonty	10		_	-	10		-	-		-	-			. –
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)		12	83	83		16	72	7	0	0	0	0	0	21
Percent Heavy Vehicles (%)		0				0			0	0	0	0	0	0
Proportion Time Blocked														
Percent Grade (%)									()		(C	
Right Turn Channelized														
Median Type Storage				Undiv	vided									
Critical and Follow-up He	adwa	ys												
Base Critical Headway (sec)		4.1				4.1			7.1	6.5	6.2	7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10			7.10	6.50	6.20	7.10	6.50	6.20
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)		2.20				2.20			3.50	4.00	3.30	3.50	4.00	3.30
Delay, Queue Length, and	Leve	l of Se	ervice											
Flow Rate, v (veh/h)		15				20				0			26	
Capacity, c (veh/h)		1508				1379							969	
v/c Ratio		0.01				0.01							0.03	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0							0.1	
Control Delay (s/veh)		7.4				7.6							8.8	
Level of Service (LOS)		А				А							А	
Approach Delay (s/veh)		0	.6			1	.4					8	.8	
Approach LOS												1	Ą	

HCS[™] TWSC Version 7.9 EastAlley_BuildoutPM.xtw Generated: 1/24/2022 1:16:14 PM

	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Ross
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	1/22/2022	East/West Street	Ross Ave
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	Yale Diet AM (7:30 AM)	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		

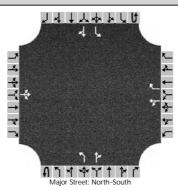
Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	1	0	1	1	0	0	1	1	0
Configuration			LTR			LT		R		L		TR		L		TR
Volume (veh/h)		6	3	16		81	7	141		39	270	32		24	284	35
Percent Heavy Vehicles (%)		0	33	3		1	0	2		0				0		
Proportion Time Blocked																
Percent Grade (%)		(0	-			7	-		-				-	-	
Right Turn Channelized						Ν	lo									
Median Type Storage		Left Only 1														
Critical and Follow-up H	eadwa	adways														
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.83	6.23		8.51	7.90	6.92		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.30	3.33		3.51	4.00	3.32		2.20				2.20		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			29			102		164		45				28		
Capacity, c (veh/h)			328			289		413		1199				1219		
v/c Ratio			0.09			0.35		0.40		0.04				0.02		
95% Queue Length, Q ₉₅ (veh)			0.3			1.6		1.9		0.1				0.1		
Control Delay (s/veh)			17.0			24.2		19.4		8.1				8.0		
Level of Service (LOS)			С			С		С		А				А		
Approach Delay (s/veh)		17	7.0	-		2'	1.3			0	.9			0	.6	
Approach LOS		(C			(2									

	HCS7 Two-Wa	y Stop-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Ross
Agency/Co.	Lee Engineering	Jurisdiction	САВО
Date Performed	1/10/2022	East/West Street	Ross Ave
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	Yale Diet PM (4:00 PM)	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
Lanes			



Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	1	0	1	1	0	0	1	1	0
Configuration			LTR			LT		R		L		TR		L		TR
Volume (veh/h)		2	1	1		17	0	17		6	429	21		28	401	5
Percent Heavy Vehicles (%)		0	0	0		4	0	3		0				4		
Proportion Time Blocked																
Percent Grade (%)		(D				7									
Right Turn Channelized						Ν	lo									
Median Type Storage		Left + Thru											1			
Critical and Follow-up He	adwa															
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		8.54	7.90	6.93		4.10				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.54	4.00	3.33		2.20				2.24		
Delay, Queue Length, and	l Leve	l of Se	ervice													
Flow Rate, v (veh/h)			4			18		18		6				30		
Capacity, c (veh/h)			220			272		200		1114				1058		
v/c Ratio			0.02			0.07		0.09		0.01				0.03		
95% Queue Length, Q ₉₅ (veh)			0.1			0.2		0.3		0.0				0.1		
Control Delay (s/veh)			21.7			19.2		24.8		8.3				8.5		
Level of Service (LOS)			С			С		С		A				A		
Approach Delay (s/veh)		2	1.7			22	2.0			0	.1			0	.5	-
Approach LOS		(C			(C									

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		Η	CS7	Two-	-Way	v Stor	o-Co	ntrol	Rep	ort						
General Information	-							Inforr	_	_	-	-	-	-	-	-
Analyst	Steph	ien Mon	taño					ection			Yale/I	nternatio	onal			
Agency/Co.	<u> </u>	ngineeri					<u> </u>	liction			CABC					
Date Performed	1/10/	-						West Stre	eet			ational	Ave			
Analysis Year	2022							n/South S			Yale B					
Time Analyzed		na AM (7:15 AM))				Hour Fac			0.92					
Intersection Orientation		n-South		, 				sis Time		hrs)	1.00					
Project Description			School N	JIA			7		1 on our (
Lanes	111/10															
				14 ተ አ ቀ ት ኒ	0.5	4		7477476								
Vehicle Volumes and Adju	ustme	nts				n Street: Nor										
Approach			ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	0	1	0
Configuration	-					L		R				TR		LT		
Volume (veh/h)						26		15			288	17		16	271	
Percent Heavy Vehicles (%)						4		0			200			0	27.1	
Proportion Time Blocked														-		-
Percent Grade (%)							0									
Right Turn Channelized							10									
Median Type Storage				left -	l ⊦ Thru								1			
Critical and Follow-up He	adwa	vs		Lon	inia											
Base Critical Headway (sec)						7.1		6.2				_		4.1		
Critical Headway (sec)						6.44		6.20						4.10		-
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.30						2.20		
Delay, Queue Length, and		l of Se	rvice			5.50		5.00								
Flow Rate, v (veh/h)						28		16						17		
						522		720						1239		
Capacity, c (veh/h)														0.01		
						0.05		0.02								
95% Queue Length, Q ₉₅ (veh)						0.2		0.1						0.0		-
Control Delay (s/veh)						12.3		10.1						7.9		
Level of Service (LOS)						В	1 5	В						A		
Approach Delay (s/veh)	L					1	1.5							0	.6	

Approach LOS

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В

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		H	CS7	Two-	Way	Stop	p-Co	ntrol	Rep	ort						
General Information		_	_	_	_	_	Site	Inforr	natior	ı	_	_	_	_	_	_
Analyst	Steph	nen Mon	taño				Inters	ection			Yale/I	nternatio	onal			
Agency/Co.	Lee E	ngineeri	ng				Jurisc	liction			CABC)				
Date Performed	1/10/	2022					East/	West Stre	eet		Interr	national	Ave			
Analysis Year	2022						North	n/South S	Street		Yale E	Blvd				
Time Analyzed	Yale [Diet PM	(4:15 PN	1)			Peak	Hour Fac	ctor		0.93					
Intersection Orientation	North	n-South					Analy	sis Time	Period (I	hrs)	1.00					
Project Description	MAS	Charter	School N	AIA							1					
Lanes																
				7417471		↑ ↑ • Street: Nor		1 7 4 1 4 4 7 1								
Vehicle Volumes and Adj	ustme				1											
Approach			ound			1	bound	_		North		_		1	bound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority Number of Lanes		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Configuration		0	0	0		1 L	0	1 R	0	0	1	0 TR	0	0 LT	1	0
Volume (veh/h)	-					13		39			364	28		18	364	
Percent Heavy Vehicles (%)						8		0			304	20		0	304	
Proportion Time Blocked						0		0								
Percent Grade (%)	-						0									
Right Turn Channelized	-						10									
Median Type Storage	-			Left +	I - Thru								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)	T	, 				7.1		6.2						4.1		
Critical Headway (sec)						6.48		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.57		3.30						2.20		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)						14		42						19		
Capacity, c (veh/h)						441		646						1149		
v/c Ratio						0.03		0.06						0.02		
95% Queue Length, Q ₉₅ (veh)						0.1		0.2						0.1		
Control Delay (s/veh)						13.4		11.0						8.2		
				<u> </u>			<u> </u>	D								

Level of Service (LOS)

Approach LOS

Approach Delay (s/veh)

В

11.6

В

В

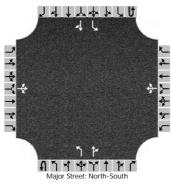
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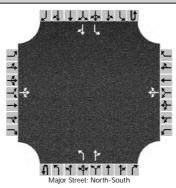
	HCS7 Two-Way Stop-Control Report												
General Information		Site Information											
Analyst	Stephen Montaño	Intersection	Yale/Centre										
Agency/Co.	Lee Engineering	Jurisdiction	САВО										
Date Performed	1/10/2022	East/West Street	Driveway/Centre Ave										
Analysis Year	2022	North/South Street	Yale Blvd										
Time Analyzed	Yale Diet AM (7:15 AM)	Peak Hour Factor	0.86										
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00										
Project Description	MAS Charter School NIA												
Lanes													



stme	nts														
	Eastb	ound			West	ound			North	bound			South	bound	
U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
	0	1	0		0	1	0	0	1	1	0	0	1	1	0
		LTR				LTR			L		TR		L		TR
	2	0	3		37	0	14		8	297	47		19	282	6
	0	0	0		0	0	7		0				0		
	. ()			. ()									
Left + Thru										1					
Critical and Follow-up Headways															
	7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
	7.10	6.50	6.20		7.10	6.50	6.27		4.10				4.10		
	3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
	3.50	4.00	3.30		3.50	4.00	3.36		2.20				2.20		
Leve	l of Se	ervice													
		6				59			9				22		
		552				470			1231				1159		
		0.01				0.13			0.01				0.02		
		0.0				0.4			0.0				0.1		
		11.6				13.8			7.9				8.2		
		В				В			A				A		
	11	.6			13	3.8			0	.2			0	.5	
	E	3			I	3									
	adwa	U	Eastburd U I 10 11 10 11 0 1 10 11 0 1 10 11 10 11 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 11 1 11 1 11 1	Eastburger U I R IO II I2 IO II O III IIII IIIIII IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Eastburd U I R U 10 11 12 1 10 11 12 1 10 11 0 1 10 11 0 1 10 11 0 1 10 1 0 1 10 1 0 1 10 1 0 1 11 10 1 1 11 0 1 1 11 1 0 1 11 1 1 1 11 1 1 1 11 1 1 1 11 1 1 1 11 1 1 1 11 1 1 1 11 1 1 1 11 1 1 1 11 1 1 1 11 1 1 1 11 <t< td=""><td>Eastburd Weight U L T R U L 10 11 12 0 7 10 11 0 10 7 10 11 0 10 7 10 11 0 10 7 10 11 0 10 0 10 11 0 10 0 10 11 0 10 0 10 11 0 10 0 10 0 3 37 37 10 0 0 3 37 37 10 0 0 3 37 37 11 6.5 6.2 10 7.10 35 11 6.50 6.20 10.0 3.50 350 11 6.50 6.20 10.0 3.50 350 11 6.50 6.20 10.0 3.50 350 11 6.50 3.30</td><td>EastburdWestburdULTRULT101112I78101112I7810110I101110110I101110110I101010110I370100003337010000I0010000I0010000I0010000I0010000II010000II010000II010000II011000II011000II01100IIII1100IIII110IIIII110IIIII110IIIII110IIIII12IIIIII13<td>FastbodyWestbodyULTRULTRULTRULTR101112I789I010I01010ILRIII0110II0III</td><td>VertexVertexVertexVertexULTRULTRU101112I7891U0101001001010110110101010111111111111111112031370141100111</td><td>Lastburd Westburd North U L T R U L T R U L 10 11 12 C 7 8 9 1U 1 10 11 12 C 7 8 9 1U 1 10 11 12 C 7 8 9 1U 1 10 1 0 1 0 1 0 1 1 1 10 1 0 1 10 1 0 1 1 1 1 10 1</td><td>EastwireULTRULTRULT101112107891U1210110101011011101101010011110110100100111101100100140111101000100141829710100000014108297101000000141010101000000071010101010000001410<!--</td--><td>ULTRULTRULTR10111207891U12310111207891U1123101110011010111010111010111010111011101110111010111010101110111011101110111010111011101110111010111010111011101110111010111011101110111011101110111011101110111011</td><td>UUUUTRULTRULTRQ1011121017891011234U1011121078910111234U101101010110101110101010101701101011101010111010101017010111010111010101010101010170101010101110101010101010100000001101010101010101010000000110<t< td=""><td>Lat L R U L T R U L R U L R U L R U L R U L R U L R U L T R U L T R U L T R U L R U L T R U L T R U L R U L R U L R U L R U L R U L R U L I <thi< th=""> <thi< th=""></thi<></thi<></td><td>Lestsure U V N N U R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R I <thi< th=""> I <thi< th=""> <thi< t<="" td=""></thi<></thi<></thi<></td></t<></td></td></td></t<>	Eastburd Weight U L T R U L 10 11 12 0 7 10 11 0 10 7 10 11 0 10 7 10 11 0 10 7 10 11 0 10 0 10 11 0 10 0 10 11 0 10 0 10 11 0 10 0 10 0 3 37 37 10 0 0 3 37 37 10 0 0 3 37 37 11 6.5 6.2 10 7.10 35 11 6.50 6.20 10.0 3.50 350 11 6.50 6.20 10.0 3.50 350 11 6.50 6.20 10.0 3.50 350 11 6.50 3.30	EastburdWestburdULTRULT101112I78101112I7810110I101110110I101110110I101010110I370100003337010000I0010000I0010000I0010000I0010000II010000II010000II010000II011000II011000II01100IIII1100IIII110IIIII110IIIII110IIIII110IIIII12IIIIII13 <td>FastbodyWestbodyULTRULTRULTRULTR101112I789I010I01010ILRIII0110II0III</td> <td>VertexVertexVertexVertexULTRULTRU101112I7891U0101001001010110110101010111111111111111112031370141100111</td> <td>Lastburd Westburd North U L T R U L T R U L 10 11 12 C 7 8 9 1U 1 10 11 12 C 7 8 9 1U 1 10 11 12 C 7 8 9 1U 1 10 1 0 1 0 1 0 1 1 1 10 1 0 1 10 1 0 1 1 1 1 10 1</td> <td>EastwireULTRULTRULT101112107891U1210110101011011101101010011110110100100111101100100140111101000100141829710100000014108297101000000141010101000000071010101010000001410<!--</td--><td>ULTRULTRULTR10111207891U12310111207891U1123101110011010111010111010111010111011101110111010111010101110111011101110111010111011101110111010111010111011101110111010111011101110111011101110111011101110111011</td><td>UUUUTRULTRULTRQ1011121017891011234U1011121078910111234U101101010110101110101010101701101011101010111010101017010111010111010101010101010170101010101110101010101010100000001101010101010101010000000110<t< td=""><td>Lat L R U L T R U L R U L R U L R U L R U L R U L R U L T R U L T R U L T R U L R U L T R U L T R U L R U L R U L R U L R U L R U L R U L I <thi< th=""> <thi< th=""></thi<></thi<></td><td>Lestsure U V N N U R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R I <thi< th=""> I <thi< th=""> <thi< t<="" td=""></thi<></thi<></thi<></td></t<></td></td>	FastbodyWestbodyULTRULTRULTRULTR101112I789I010I01010ILRIII0110II0III	VertexVertexVertexVertexULTRULTRU101112I7891U0101001001010110110101010111111111111111112031370141100111	Lastburd Westburd North U L T R U L T R U L 10 11 12 C 7 8 9 1U 1 10 11 12 C 7 8 9 1U 1 10 11 12 C 7 8 9 1U 1 10 1 0 1 0 1 0 1 1 1 10 1 0 1 10 1 0 1 1 1 1 10 1	EastwireULTRULTRULT101112107891U1210110101011011101101010011110110100100111101100100140111101000100141829710100000014108297101000000141010101000000071010101010000001410 </td <td>ULTRULTRULTR10111207891U12310111207891U1123101110011010111010111010111010111011101110111010111010101110111011101110111010111011101110111010111010111011101110111010111011101110111011101110111011101110111011</td> <td>UUUUTRULTRULTRQ1011121017891011234U1011121078910111234U101101010110101110101010101701101011101010111010101017010111010111010101010101010170101010101110101010101010100000001101010101010101010000000110<t< td=""><td>Lat L R U L T R U L R U L R U L R U L R U L R U L R U L T R U L T R U L T R U L R U L T R U L T R U L R U L R U L R U L R U L R U L R U L I <thi< th=""> <thi< th=""></thi<></thi<></td><td>Lestsure U V N N U R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R I <thi< th=""> I <thi< th=""> <thi< t<="" td=""></thi<></thi<></thi<></td></t<></td>	ULTRULTRULTR10111207891U12310111207891U1123101110011010111010111010111010111011101110111010111010101110111011101110111010111011101110111010111010111011101110111010111011101110111011101110111011101110111011	UUUUTRULTRULTRQ1011121017891011234U1011121078910111234U101101010110101110101010101701101011101010111010101017010111010111010101010101010170101010101110101010101010100000001101010101010101010000000110 <t< td=""><td>Lat L R U L T R U L R U L R U L R U L R U L R U L R U L T R U L T R U L T R U L R U L T R U L T R U L R U L R U L R U L R U L R U L R U L I <thi< th=""> <thi< th=""></thi<></thi<></td><td>Lestsure U V N N U R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R I <thi< th=""> I <thi< th=""> <thi< t<="" td=""></thi<></thi<></thi<></td></t<>	Lat L R U L T R U L R U L R U L R U L R U L R U L R U L T R U L T R U L T R U L R U L T R U L T R U L R U L R U L R U L R U L R U L R U L I <thi< th=""> <thi< th=""></thi<></thi<>	Lestsure U V N N U R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R U I R I <thi< th=""> I <thi< th=""> <thi< t<="" td=""></thi<></thi<></thi<>

HCS[™] TWSC Version 7.9 Centre_DietAM.xtw Generated: 1/24/2022 5:17:18 PM

HCS7 Two-Way Stop-Control Report												
General Information		Site Information										
Analyst	Stephen Montaño	Intersection	Yale/Centre									
Agency/Co.	Lee Engineering	Jurisdiction	САВО									
Date Performed	1/10/2022	East/West Street	Driveway/Centre Ave									
Analysis Year	2022	North/South Street	Yale Blvd									
Time Analyzed	Yale Diet PM (4:00 PM)	Peak Hour Factor	0.90									
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00									
Project Description	MAS Charter School NIA											
Lanes												



Vehicle Volumes and Ad	justme	nts														
Approach	Τ	Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		3	0	7		48	0	38		11	352	51		23	354	2
Percent Heavy Vehicles (%)		0	0	0		0	0	7		0				0		
Proportion Time Blocked																
Percent Grade (%)		(0				C									
Right Turn Channelized																
Median Type Storage	Left + Thru											1				
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.27		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.36		2.20				2.20		
Delay, Queue Length, an	d Leve	l of Se	ervice								<u> </u>	<u> </u>		<u>.</u>		
Flow Rate, v (veh/h)	T		11				96			12				26		
Capacity, c (veh/h)			519				455			1168				1119		
v/c Ratio			0.02				0.21			0.01				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.8			0.0				0.1		
Control Delay (s/veh)			12.1				15.0			8.1				8.3		
Level of Service (LOS)			В				С			A				A		
Approach Delay (s/veh)		12	2.1			1!	5.0			0	.2			. 0	.5	
Approach LOS			В			(C									

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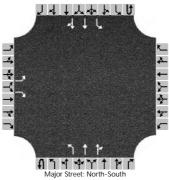
HCS7 Signalized Intersection Results Summary

		HCS	-							-					
General Inform	nation							1	Intersect	ion Info	ormatio	on	2	4.44	fa la
Agency									Duration,	h	1.000			† þ	
Analyst				Analys	is Date	1/13/2	022		Area Typ		Other		4		
Jurisdiction				Time F					PHF	-	1.00		-*	W TE	
Urban Street		Yale Blvd			is Year	2022			Analysis	Period	1> 7:	30			
Intersection		Kathryn Ave		File Na			n Sout		AM.xus		12 1 1			+ 1	1
Project Descrip	otion	South Loop AM (7:3	30 AM)	1 110 1 10		litering	<u></u>							4144	20
· · · · · · · · · · · · ·			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,												
Demand Infor					EB			WE	1		NB			SB	_
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	
Demand (v) , v	/eh/h						70	0	40		300	67	85	413	
Signal Informa	otion						T		_						
Cycle, s	120.0	Reference Phase	2		44								12		-
Offset, s	0	Reference Point	∠ End		11	-						1	2	3	
					101.5		0.0	0.0	0.0	0.0					
Uncoordinated		Simult. Gap E/W	On	Yellow		3.5	0.0	0.0	0.0	0.0	_		N I		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.5	0.0	0.0	0.0	0.0		5	6	7	
Timer Results				EBL		EBT	WB		WBT	NBL		NBT	SBL		SB
Assigned Phas									4			2			6
Case Number									12.0			8.0			8.0
Phase Duration	hase Duration, s								13.5		1	06.5			106.
Change Period	hange Period, ($Y+R_c$), s								5.0			5.0			5.0
Max Allow Hea	dway (/	MAH), s							3.1			0.0			0.0
Queue Clearar	nce Time	e (g s), s							8.7						
Green Extensio	een Extension Time ($g \in$), s								0.1			0.0			0.0
Phase Call Pro	bability								0.96						
Max Out Proba	bility								0.00						
	_	r.			= 0	_								0.5	
Movement Gr	-	sults			EB	D		WB			NB	D		SB	_
Approach Move				L	Т	R	L	T	R	L	T	R	L	Т	-
Assigned Move		·)					7	4 99	14		2	12	1	6	-
Adjusted Flow								00			180	172	239	259	
		w Rate (s), veh/h/l	n					1744			1806	1697	1441	1667	-
Queue Service								6.7			3.9	2.1	0.1	6.1	
-		e Time (<i>g c</i>), s						6.7			3.9	2.1	3.9	6.1	-
Green Ratio (g								0.07			0.85	0.85	0.85	0.85	
Capacity (c),								124			1527	1436	1259	1410	
Volume-to-Cap								0.800			0.118	0.120	0.190	0.184	-
Book of Output								137.6	·		19.2	18.8	27.7	30.3	-
	Back of Queue (Q), ft/ln (95 th percentile) Back of Queue (Q), veh/ln (95 th percentile)							5.5 0.57			0.8 0.18	0.8 0.18	1.1 0.08	1.2 0.08	-
Back of Queue		Queue Storage Ratio (RQ) (95 th percentile)									1.6	1.6	1.6	1.7	
Back of Queue Queue Storage	e Ratio (RQ) (95 th percen	,								1.0	0.1	0.1	<u> </u>	+
Back of Queue Queue Storage Uniform Delay	e Ratio((<i>d</i> 1), s	RQ) (95 th percen /veh	,					54.9			0.2	0.2	0.3	0.2	
Back of Queue Queue Storage Uniform Delay Incremental De	e Ratio ((<i>d</i> ₁), s elay (<i>d</i> ₂	RQ) (95 th percen /veh), s/veh	,					4.6			0.2	0.2	0.3	0.3	
Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D	e Ratio ((d 1), s elay (d 2 elay (d	RQ) (95 th percen /veh), s/veh 3), s/veh	,					4.6 0.0			0.0	0.0	0.0	0.0	
Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (e Ratio ((<i>d</i> 1), s elay (<i>d</i> 2 elay (<i>d</i> [<i>d</i>), s/ve	RQ) (95 th percen /veh), s/veh 3), s/veh eh	,					4.6 0.0 59.5			0.0 1.7	0.0 1.8	0.0 2.0	0.0 2.0	
Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Servic	e Ratio ((<i>d</i> 1), s elay (<i>d</i> 2 elay (<i>d</i> <i>d</i>), s/ve e (LOS)	RQ) (95 th percen /veh), s/veh 3), s/veh eh	,				50 5	4.6 0.0 59.5 E		1.9	0.0	0.0 1.8 A	0.0 2.0 A	0.0 2.0 A	
Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Servic Approach Dela	e Ratio ((d 1), s elay (d 2 elay (d (d), s/ve e (LOS) y, s/veh	RQ) (95 th percen /veh), s/veh 3), s/veh eh	,	0.0			59.5	4.6 0.0 59.5 E	E	1.8	0.0 1.7	0.0 1.8 A A	0.0 2.0 A 2.0	0.0 2.0 A	A
Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Servic	e Ratio ((d 1), s elay (d 2 elay (d (d), s/ve e (LOS) y, s/veh	RQ) (95 th percen /veh), s/veh 3), s/veh eh	,	0.0		7		4.6 0.0 59.5 E	E	1.8	0.0 1.7	0.0 1.8 A A	0.0 2.0 A	0.0 2.0 A	A
Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Servic Approach Dela	e Ratio ((<i>d</i> 1), s elay (<i>d</i> 2 elay (<i>d</i> (<i>d</i>), s/ve e (LOS) y, s/veh elay, s/ve	RQ) (95 th percen /veh), s/veh 3), s/veh eh	,	0.0		7		4.6 0.0 59.5 E	E	1.8	0.0 1.7	0.0 1.8 A A	0.0 2.0 A 2.0	0.0 2.0 A	A
Back of Queue Queue Storage Uniform Delay Incremental De Initial Queue D Control Delay (Level of Servic Approach Dela Intersection De	e Ratio ((d 1), s elay (d 2 elay (d (d), s/ve e (LOS) y, s/veh elay, s/ve	RQ) (95 th percen /veh), s/veh 3), s/veh eh / LOS	,	0.0		7 B		4.6 0.0 59.5 E ₩B	E	1.31	0.0 1.7 A NB	0.0 1.8 A A	0.0 2.0 A 2.0	0.0 2.0 A SB	A

HCS7 Signalized Intersection Results Summary

General Information								Intersect	ion Info	ormatio	on			to la
Agency								Duration,	h	1.000			+ *	
Analyst			Analys	is Date	e 1/13/2	2022		Area Typ	е	Other		4		
Jurisdiction			Time P	eriod				PHF		1.00		-4-	W TE	
Urban Street	Yale Blvd		Analys	is Year	2022			Analysis	Period	1> 4:0	00	*		
Intersection	Kathryn Ave		File Na	ime	Kathry	/n_Sout	hLoop	PM.xus					11	
Project Description	South Loop PM (4:	00 PM)										1	4 1 4 4	2 1
Demand Informatior				EB			W	<u>ح</u>		NB		-	SB	
Approach Movement			L	Т	R	L	T				R	L	<u>ЗБ</u>	Τ
Demand (v), veh/h			<u> </u>			16	0	_		537	31	29	351	┢
						10	0			557	51	23	551	
Signal Information				1.	5									1
Cycle, s 120.0	Reference Phase	2	1			7						V		1
Offset, s 0	Reference Point	End	Green	102.6	6.4	0.0	0.0	0.0	0.0	_	1	2	3	
Uncoordinated No	Simult. Gap E/W	On	Yellow		3.5	0.0	0.0		0.0	-				
Force Mode Fixed	Simult. Gap N/S	On	Red	1.0	1.5	0.0	0.0		0.0		5	6	7	
Timer Results			EBL		EBT	WB	L	WBT	NBL		NBT	SBI	-	SB
Assigned Phase								4			2			6
Case Number								12.0			8.0			8.0
Phase Duration, s							11.4		1	08.6			108	
Change Period, (Y+F								5.0			5.0			5.0
Max Allow Headway (· · ·							3.4			0.0			0.0
Queue Clearance Tim								5.7						
Green Extension Time								0.1			0.0			0.0
Phase Call Probability	/							0.80						
Max Out Probability								0.00						
Movement Group Re	sults			EB			WB			NB	_		SB	
Approach Movement				T	R	L	Т	R	L	T	R	L	T	Γ
Assigned Movement				· ·		7	4	14		2	12	1	6	┢
Adjusted Flow Rate (v), veh/h					<u> </u>	49			284	277	191	189	
Adjusted Saturation F	•	In					1552	,		1900	1852	1638	1715	\vdash
Queue Service Time							3.7			6.1	2.9	0.0	4.3	1
Cycle Queue Clearan							3.7			6.1	2.9	1.8	4.3	
Green Ratio (g/C)	(90),0						0.05			0.86	0.86	0.86	0.86	
Capacity (<i>c</i>), veh/h							83			1640	1598	1448	1480	
Volume-to-Capacity R	Ratio (X)						0.589	9		0.173	0.174	0.132	0.128	
Back of Queue (Q),	. ,)					66.8			22.8	22.8	15.3	15.1	
Back of Queue (Q) ,	<u>, , , , , , , , , , , , , , , , , , , </u>						2.7			0.9	0.9	0.6	0.6	
Queue Storage Ratio	· ·						0.28			0.22	0.22	0.04	0.04	
Uniform Delay (d_1),							55.5	_		1.3	1.3	1.3	1.3	-
Incremental Delay (d							2.5			0.2	0.2	0.2	0.2	
Initial Queue Delay (-						0.0			0.2	0.2	0.2	0.2	-
Control Delay (d), s/	· ·						58.0			1.6	1.6	1.4	1.4	
Level of Service (LOS							E			A	A	A	A	
Approach Delay, s/ve	•		0.0			58.0		E	1.6		A	1.4		A
Intersection Delay, s/ve			0.0		4	.3		-	1.0			A 1.4		7
Multimodal Results				EB			WB			NB			SB	
														•
Multimodal Results Pedestrian LOS Score	e / LOS		2.21		В	2.15	5	В	1.30		A	1.29)	A

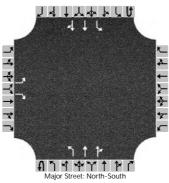
HCS7 Two-Way Stop-Control Report												
General Information		Site Information										
Analyst	Stephen Montaño	Intersection	Yale/Anderson									
Agency/Co.	Lee Engineering	Jurisdiction	САВО									
Date Performed	1/10/2022	East/West Street	Anderson Ave/Community Ce									
Analysis Year	2022	North/South Street	Yale Blvd									
Time Analyzed	South Loop AM (7:30 AM)	Peak Hour Factor	0.91									
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00									
Project Description	MAS Charter School NIA											
Lanes												



Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	1	2	0
Configuration		L		R						L	Т	TR		L	Т	TR
Volume (veh/h)		25		7					0	8	367	5	1	8	472	21
Percent Heavy Vehicles (%)		0		0					0	0			0	13		
Proportion Time Blocked																
Percent Grade (%)		()													
Right Turn Channelized		Ν	lo													
Median Type Storage	Left + Thru 1															
Critical and Follow-up He																
Base Critical Headway (sec)		7.5		6.9						4.1			6.4	4.1		
Critical Headway (sec)		7.50		6.90						4.10			6.40	4.36		
Base Follow-Up Headway (sec)		3.5		3.3						2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50		3.30						2.20			2.50	2.33		
Delay, Queue Length, and	l Leve	l of Se	ervice													
Flow Rate, v (veh/h)		27		8						9				10		
Capacity, c (veh/h)		391		733						1037				1033		
v/c Ratio		0.07		0.01						0.01				0.01		
95% Queue Length, Q ₉₅ (veh)		0.2		0.0						0.0				0.0		
Control Delay (s/veh)		14.9		10.0						8.5				8.5		
Level of Service (LOS)		В		A						A				A		
Approach Delay (s/veh)		13	3.8			-		-		0	.2			0	.2	
Approach LOS		I	3													

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HCS7 Two-Way Stop-Control Report													
General Information		Site Information											
Analyst	Stephen Montaño	Intersection	Yale/Anderson										
Agency/Co.	Lee Engineering	Jurisdiction	САВО										
Date Performed	1/10/2022	East/West Street	Anderson Ave/Community Ce										
Analysis Year	2022	North/South Street	Yale Blvd										
Time Analyzed	South Loop PM (4:00 PM)	Peak Hour Factor	0.91										
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00										
Project Description MAS Charter School NIA													
Lanes													



Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	1	2	0
Configuration		L		R						L	Т	TR		L	Т	TR
Volume (veh/h)		23		8					0	7	548	23	1	26	367	7
Percent Heavy Vehicles (%)		0		1					0	0			0	13		
Proportion Time Blocked																
Percent Grade (%)		. ()													
Right Turn Channelized		Ν	lo													
Median Type Storage				Left +	- Thru								1			
Critical and Follow-up He						-										
Base Critical Headway (sec)		7.5		6.9						4.1			6.4	4.1		
Critical Headway (sec)		7.50		6.92						4.10			6.40	4.36		
Base Follow-Up Headway (sec)		3.5		3.3						2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50		3.31						2.20			2.50	2.33		
Delay, Queue Length, and	l Leve	l of Se	ervice													
Flow Rate, v (veh/h)		25		9						8				30		
Capacity, c (veh/h)		390		804						1159				863		
v/c Ratio		0.06		0.01						0.01				0.03		
95% Queue Length, Q ₉₅ (veh)		0.2		0.0						0.0				0.1		
Control Delay (s/veh)		14.9		9.5						8.1				9.3		
Level of Service (LOS)		В		A						A				A		
Approach Delay (s/veh)		13	3.5	-		-	-	-		0	.1			0	.6	
Approach LOS		I	3													

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		H	ICS7	Iwo-	-Way	Stop	o-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natio	า						
Analyst	Steph	nen Mon	taño				Inters	ection			Kathr	yn/East /	Alley			
Agency/Co.	Lee E	ngineeri	ng				Jurisd	iction			САВС	2				
Date Performed	1/10/	2022					East/\	Nest Stre	eet		East A	Alley				
Analysis Year	2022						North	/South S	Street		East A	Alley				
Time Analyzed	South	ר Loop A	M (7:15	AM)			Peak	Hour Fac	ctor		0.81					
Intersection Orientation	East-	West					Analy	sis Time	Period (hrs)	1.00					
Project Description	MAS	Charter	School N	IIA												
Lanes	-															
Vehicle Volumes and Adj	ustme	nts				↔ ↔ or Street: Ea		G								
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	
		0	1	0	0	0	1	0		0	1	0		1		12
Number of Lanes	0				Ŭ	0	1	0		U	'	0		0	1	12 0
•	0		LTR		Ū	0	LTR	0		0	LTR	0		0	1 LTR	
Number of Lanes	0	8		0		0		4		0		0		0		
Number of Lanes Configuration	0		LTR	0			LTR				LTR				LTR	0
Number of Lanes Configuration Volume (veh/h)	0	8	LTR	0		0	LTR			0	LTR 0	0		6	LTR 0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)		8	LTR	0		0	LTR			0	LTR 0	0		6	LTR 0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked		8	LTR	0		0	LTR			0	LTR 0 0	0		6	LTR 0 0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		8	LTR	0 Undi		0	LTR			0	LTR 0 0	0		6	LTR 0 0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		8 13	LTR			0	LTR			0	LTR 0 0	0		6	LTR 0 0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage		8 13	LTR			0	LTR			0	LTR 0 0	0		6	LTR 0 0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He		8 13 ys	LTR			0	LTR			0	LTR 0	0		6 0	LTR 0	0 6 17
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec)		8 13 ys 4.1	LTR			0 0 4.1	LTR			0 0 (7.1	LTR 0 0	0 0 6.2		6 0 7.1	LTR 0 0	0 6 17 6.2
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)		8 13 ys 4.1 4.23	LTR			0 0 4.1 4.10	LTR			0 0 (7.1 7.10	LTR 0 0 	0 0 6.2 6.20		6 0 7.1 7.10	LTR 0 0	0 6 17 6.2 6.37
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		8 13 ys 4.1 4.23 2.2 2.32	LTR 40	Undi		0 0 4.1 4.10 2.2	LTR			0 0 (7.1 7.10 3.5	LTR 0 0 6.5 6.50 4.0	0 0 6.2 6.20 3.3		6 0 7.1 7.10 3.5	LTR 0 0 6.5 6.50 4.0	0 6 17 6.2 6.37 3.3
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H e Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)		8 13 ys 4.1 4.23 2.2 2.32	LTR 40	Undi		0 0 4.1 4.10 2.2	LTR			0 0 (7.1 7.10 3.5	LTR 0 0 6.5 6.50 4.0	0 0 6.2 6.20 3.3		6 0 7.1 7.10 3.5	LTR 0 0 6.5 6.50 4.0	0 6 17 6.2 6.37 3.3

Delay, Queue Length, an	u Leve	10130	el vice									
Flow Rate, v (veh/h)		10			0			0			15	
Capacity, c (veh/h)		1439			1570						866	
v/c Ratio		0.01			0.00						0.02	
95% Queue Length, Q ₉₅ (veh)		0.0			0.0						0.1	
Control Delay (s/veh)		7.5			7.3						9.2	
Level of Service (LOS)		A			А						А	
Approach Delay (s/veh)		1	.3		0	.0				9	.2	
Approach LOS											4	

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General InformationSite InformationAnalystStephen MontañoIntersectionKathryn/East AlleyAgency/Co.Lee EngineeringJurisdictionCABQDate Performed1/10/2022East/West StreetEast AlleyAnalysis Year2022North/South StreetEast AlleyTime AnalyzedSouth Loop PM (4:15 PM)Peak Hour Factor0.81Intersection OrientationEast-WestAnalysis Time Period (hrs)1.00Project DescriptionMAS Charter School NIAEast-WestSouth Loop PM (4:15 PM)East AlleyIntersection OrientationEast-WestAnalysis Time Period (hrs)1.00Project DescriptionMAS Charter School NIASouth Loop PM (4:15 PM)South Loop PM (4:15 PM)East AlleyProject DescriptionMAS Charter School NIAEast-West </th <th></th> <th></th> <th></th>			
Agency/Co. Lee Engineering Jurisdiction CABQ Date Performed 1/10/2022 East/West Street East Alley Analysis Year 2022 North/South Street East Alley Time Analyzed South Loop PM (4:15 PM) Peak Hour Factor 0.81 Intersection Orientation East-West Analysis Time Period (hrs) 1.00 Project Description MAS Charter School NIA Image: Comparison of the state of the			
Date Performed 1/10/2022 East/West Street East Alley Analysis Year 2022 North/South Street East Alley Time Analyzed South Loop PM (4:15 PM) Peak Hour Factor 0.81 Intersection Orientation East-West Analysis Time Period (hrs) 1.00 Project Description MAS Charter School NIA Intersection Charter School NIA			
Analysis Year 2022 North/South Street East Alley Time Analyzed South Loop PM (4:15 PM) Peak Hour Factor 0.81 Intersection Orientation East-West Analysis Time Period (hrs) 1.00 Project Description MAS Charter School NIA Lanes Image: Comparison of the state			
Time Analyzed South Loop PM (4:15 PM) Peak Hour Factor 0.81 Intersection Orientation East-West Analysis Time Period (hrs) 1.00 Project Description MAS Charter School NIA Image: Comparison of the state			
Intersection Orientation East-West Analysis Time Period (hrs) 1.00 Project Description MAS Charter School NIA Image: Comparison of the state s			
Project Description MAS Charter School NIA Lanes			
Lanes			
4 4 4 015447111 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			
4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			
Vehicle Volumes and Adjustments			
Approach Eastbound Westbound Northbound S	South	bound	
Movement U L T R U L<	L	Т	R
Priority 1U 1 2 3 4U 4 5 6 7 8 9	10	11	12
Number of Lanes 0 0 1 0 0 1 0 1 0 1 0	0	1	0
Configuration LTR LTR LTR LTR LTR LTR		LTR	1
Volume (veh/h) 12 83 0 0 72 7 0 0 0	0	0	21
Percent Heavy Vehicles (%) 0 </td <td>0</td> <td>0</td> <td>0</td>	0	0	0
Proportion Time Blocked			
Percent Grade (%) 0	C	0	
Right Turn Channelized			
Median Type Storage Undivided			
Critical and Follow-up Headways			

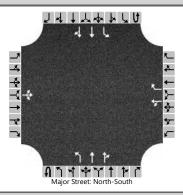
•													
Base Critical Headway (sec)		4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
Critical Headway (sec)		4.10			4.10			7.10	6.50	6.20	7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
Follow-Up Headway (sec)		2.20			2.20			3.50	4.00	3.30	3.50	4.00	3.30
Delay, Queue Length, and	d Level o	of Sei	rvice										
Flow Rate, v (veh/h)		15			0				0			26	
Capacity, c (veh/h)	1	1508			1502							969	
v/c Ratio	(0.01			0.00							0.03	
95% Queue Length, Q ₉₅ (veh)		0.0			0.0							0.1	
Control Delay (s/veh)		7.4			7.4							8.8	
Level of Service (LOS)		А			А							А	
Approach Delay (s/veh)		1.0	2		0.	.0					8.	.8	
Approach LOS											A	4	

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HCS[™] TWSC Version 7.9 EastAlley_SLPM.xtw

	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Ross
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	1/22/2022	East/West Street	Ross Ave
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	South Loop AM (7:30 AM)	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		

Lanes

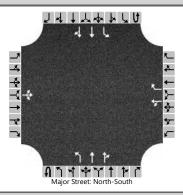


Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound					
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R				
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6				
Number of Lanes		0	1	0		0	1	1	0	1	2	0	0	1	2	0				
Configuration			LTR			LT		R		L	Т	TR		L	Т	TR				
Volume (veh/h)		6	3	16		21	2	36	0	6	270	32	0	24	392	2				
Percent Heavy Vehicles (%)		0	33	3		1	0	2	0	0			0	0						
Proportion Time Blocked																				
Percent Grade (%)		()				7	-		-						-				
Right Turn Channelized						Ν	lo													
Median Type Storage		Left + Thru								1										
Critical and Follow-up Ho	eadwa	ys																		
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1						
Critical Headway (sec)		7.50	7.16	6.96		8.92	7.90	7.64		4.10				4.10						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2						
Follow-Up Headway (sec)		3.50	4.33	3.33		3.51	4.00	3.32		2.20				2.20						
Delay, Queue Length, and	d Leve	l of Se	ervice																	
Flow Rate, v (veh/h)			29			27		42		7				28						
Capacity, c (veh/h)			558			377		809		1113				1219						
v/c Ratio			0.05			0.07		0.05		0.01				0.02						
95% Queue Length, Q ₉₅ (veh)			0.2			0.2		0.2		0.0				0.1						
Control Delay (s/veh)			11.8			15.3		9.7		8.3				8.0						
Level of Service (LOS)			В			С		А		А				Α						
Approach Delay (s/veh)	11.8 11.9								0	.2		0.5								
Approach LOS			3				3													

	HCS7 Two-Way Stop	p-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Ross
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	1/10/2022	East/West Street	Ross Ave
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	South Loop PM (4:00 PM)	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	1	0	1	2	0	0	1	2	0	
Configuration			LTR			LT		R		L	Т	TR		L	Т	TR	
Volume (veh/h)		2	1	1		24	0	24	0	6	429	21	0	11	436	5	
Percent Heavy Vehicles (%)		0	0	0		4	0	3	0	0			0	4			
Proportion Time Blocked																	
Percent Grade (%)		. ())			-	7										
Right Turn Channelized						Ν	lo										
Median Type Storage				Left +	· Thru								1				
Critical and Follow-up H	eadwa	ys															
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1			
Critical Headway (sec)		7.50	6.50	6.90		8.98	7.90	7.67		4.10				4.18			
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
Follow-Up Headway (sec)		3.50	4.00	3.30		3.54	4.00	3.33		2.20				2.24			
Delay, Queue Length, an	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)	Τ		4			26		26		6				12			
Capacity, c (veh/h)			433			327		708		1079				1051			
v/c Ratio			0.01			0.08		0.04		0.01				0.01			
95% Queue Length, Q ₉₅ (veh)			0.0			0.3		0.1		0.0				0.0			
Control Delay (s/veh)			13.4			16.9		10.3		8.4				8.5			
Level of Service (LOS)			В			С		В		A				A			
Approach Delay (s/veh)		13.4 13.6								0	.1		0.2				
Approach LOS			В			I	3										

		Η	CS7	Two	Way	Sto	o-Co	ntrol	Rep	ort						
General Information	_	_	_	_	_	_	Site	Inforr	natio	n	_	_	_	_	_	_
Analyst	Steph	nen Mon	taño				Inters	ection			Yale/I	nternatio	onal			
Agency/Co.	-	ngineeri						liction			CABC	2				
Date Performed	1/10/	-	5				East/	Nest Stre	eet		Interr	national	Ave			
Analysis Year	2022						North	n/South S	Street		Yale B	Blvd				
Time Analyzed	South	n Loop A	M (7:15	AM)			Peak	Hour Fac	ctor		0.92					
Intersection Orientation	_	n-South					Analy	sis Time	Period (hrs)	1.00					
Project Description	-		School N	JIA												
Lanes																
				141245		<u>ተ የ</u>		14 4 4 4 1 4 1								
Vehicle Volumes and Ad	justme	nts			Major	r Street: Nor	th-South									
Approach	T	Eastk	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	0	2	0
Configuration						L		R			Т	TR		LT	Т	
Volume (veh/h)	-					226		130			288	17		16	467	
Percent Heavy Vehicles (%)	1					4		0						0		
Proportion Time Blocked	1															
Percent Grade (%)	1	<u> </u>					0					I		1	I	
Right Turn Channelized						Ν	lo									
Median Type Storage				Left +	- Thru								1			_
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)	T					7.5		6.9						4.1		
Critical Headway (sec)						6.88		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.54		3.30						2.20		
Delay, Queue Length, ar	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	T					246		141						17		
Capacity, c (veh/h)						512		852						1239		
v/c Ratio						0.48		0.17						0.01		
95% Queue Length, Q ₉₅ (veh)						2.7		0.6						0.0		
Control Delay (s/veh)						18.5		10.1						7.9		
Level of Service (LOS)						C		В						A		
Approach Delay (s/veh)	1						5.4								.3	
							0									

Approach LOS

С

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		H	C <u>S7</u>	Tw <u>o-</u>	-Way	S <u>to</u>	o- <u>Co</u>	nt <u>rol</u>	Rep	or <u>t</u>						
General Information		_			- J		_	_	natio	_	_	_	_	_	_	_
Analyst	Steph	en Mon	taño					ection			Yale/I	nternatio	onal			
Agency/Co.	· ·	ngineeri					Jurisd				CABO					
Date Performed	1/10/2	-						Nest Stre	eet			ational	Ave			
Analysis Year	2022							/South S			Yale B					
Time Analyzed		l oop P	M (4:15	PM)				Hour Fac			0.93					
Intersection Orientation		-South		,					Period (hrs)	1.00					
Project Description			School N	JIA												
Lanes																
				141X444		↑ ↑ Street: Nor		14 471 FC								
Vehicle Volumes and Adj	ustme	nts			Wajoi	Street. No										
Approach		Eastb	ound			West	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	0	2	0
Configuration						L		R			T				Т	
											Т	TR		LT LT		
Volume (veh/h)						61		116			364	1R 28		LT 18	562	
Volume (veh/h) Percent Heavy Vehicles (%)	-					61 8										
								116						18		
Percent Heavy Vehicles (%)						8)	116						18		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)						8)	116						18		
Percent Heavy Vehicles (%) Proportion Time Blocked				Left +	- Thru	8	-	116				28	1	18		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	adwa	ys		Left +	- Thru	8	-	116				28		18		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	adwa	ys		Left +	- Thru	8	-	116				28		18		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He	adwa	ys		Left +	- Thru	8	-	116 0				28		18 0		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec)	adwa	ys		Left +	- Thru	8 N 7.5	-	116 0				28		18 0 4.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	adwa	ys		Left +	- Thru	8 N 7.5 6.96	-	116 0 6.9 6.90				28		18 0 4.1 4.10		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice		- Thru	8 N 7.5 6.96 3.5	-	116 0 6.9 6.90 3.3				28		18 0 4.1 4.10 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Base Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		- Thru	8 N 7.5 6.96 3.5	-	116 0 6.9 6.90 3.3				28		18 0 4.1 4.10 2.2		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and			ervice		- Thru	8 N 7.5 6.96 3.5 3.58	-	116 0 6.9 6.90 3.3 3.30				28		18 0 4.1 4.10 2.2 2.20		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hea Base Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)					- Thru - Thru - Inru -	8 N 7.5 6.96 3.5 3.58 66	-	116 0 6.9 6.90 3.3 3.30 125				28		18 0 4.1 4.10 2.2 2.20 19		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)					Thru	8 7.5 6.96 3.5 3.58 66 441	-	116 0 6.9 6.9 3.3 3.30 125 797				28		18 0 4.1 4.10 2.2 2.20 19 1149		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hea Base Critical Headway (sec) Base Follow-Up Headway (sec) Critical And Content of the Adway (sec) Follow-Up Headway (sec) Follow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio					- Thru - Thru - Inru -	8 N 7.5 6.96 3.5 3.58 66 441 0.15	-	116 0 6.9 6.90 3.3 3.30 125 797 0.16				28		18 0 4.1 4.10 2.2 2.20 19 1149 0.02		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Second Seco					- Thru -	8 N 7.5 6.96 3.5 3.58 66 441 0.15 0.5	-	116 0 6.9 6.90 3.3 3.30 125 797 0.16 0.6				28		18 0 4.1 4.10 2.2 2.20 19 1149 0.02 0.1		

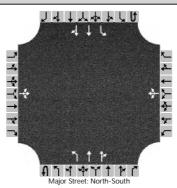
Approach LOS

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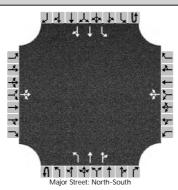
	HCS7 Two-Wa	y Stop-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Centre
Agency/Co.	Lee Engineering	Jurisdiction	САВО
Date Performed	1/10/2022	East/West Street	Driveway/Centre Ave
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	South Loop AM (7:15 AM)	Peak Hour Factor	0.86
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
Lanes			



Vehicle Volumes and Adj	ustme	nts																
Approach		Eastb	ound			West	bound			North	bound			South	bound			
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0		
Configuration			LTR				LTR			L	Т	TR		L	Т	TR		
Volume (veh/h)		2	0	3		37	0	14	2	8	297	128	0	452	282	6		
Percent Heavy Vehicles (%)		0	0	0		0	0	7	0	0			0	0				
Proportion Time Blocked																		
Percent Grade (%)		(0				0											
Right Turn Channelized																		
Median Type Storage				Left +	- Thru								1					
Critical and Follow-up H	eadwa	ys																
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1				4.1				
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	7.04	6.40	4.10				4.10				
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2				2.2				
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.37	2.50	2.20				2.20				
Delay, Queue Length, an	d Leve	l of Se	ervice															
Flow Rate, v (veh/h)			6				59			12				526				
Capacity, c (veh/h)							101			1142				1070				
v/c Ratio							0.59			0.01				0.49				
95% Queue Length, Q ₉₅ (veh)							3.6			0.0				2.9				
Control Delay (s/veh)							88.7			8.2				11.6				
Level of Service (LOS)							F			A				В				
Approach Delay (s/veh)	88.7									0	.2		7.1					
Approach LOS	F																	

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HCS7 Two-Way Stop-Control Report											
General Information		Site Information									
Analyst	Stephen Montaño	Intersection	Yale/Centre								
Agency/Co.	Lee Engineering	Jurisdiction	САВО								
Date Performed	1/10/2022	East/West Street	Driveway/Centre Ave								
Analysis Year	2022	North/South Street	Yale Blvd								
Time Analyzed	South Loop PM (4:00 PM)	Peak Hour Factor	0.90								
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00								
Project Description	MAS Charter School NIA										
Lanes											



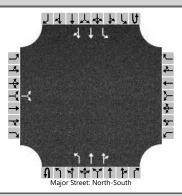
Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	Т	TR		L	Т	TR
Volume (veh/h)		3	0	7		48	0	38	1	11	352	107	3	221	354	2
Percent Heavy Vehicles (%)		0	0	0		0	0	7	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)		0 0														
Right Turn Channelized																
Median Type Storage		Left + Thru									1					
Critical and Follow-up H	eadwa	ys							-							
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	7.04	6.40	4.10			6.40	4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.37	2.50	2.20			2.50	2.20		
Delay, Queue Length, an	d Leve	l of Se	ervice			<u> </u>									<u> </u>	
Flow Rate, v (veh/h)			11				96			13				249		
Capacity, c (veh/h)			407				318			1126				1053		
v/c Ratio			0.03				0.30			0.01				0.24		
95% Queue Length, Q ₉₅ (veh)			0.1				1.3			0.0				0.9		
Control Delay (s/veh)			14.1				21.2			8.2				9.5		
Level of Service (LOS)			В				С			A				A		
Approach Delay (s/veh)		14.1				21.2			0.2				3.7			
Approach LOS		В				С										

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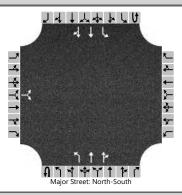
	HCS7 Two-Way Stop-Control Report										
General Information		Site Information									
Analyst	Stephen Montaño	Intersection	Yale/Anderson								
Agency/Co.	Lee Engineering	Jurisdiction	CABQ								
Date Performed	8/19/22	East/West Street	Anderson Ave/Community Ce								
Analysis Year	2022	North/South Street	Yale Blvd								
Time Analyzed	Anderson RL AM (7:30 AM)	Peak Hour Factor	0.92								
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00								
Project Description	MAS Charter School NIA										



Vehicle Volumes and Adjustments

Approach		Eastb	ound			Westl	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	1	2	0
Configuration			LR							L	Т	TR		L	Т	TR
Volume (veh/h)		25		7					0	8	624	5	1	8	540	21
Percent Heavy Vehicles (%)		0		0					0	0			0	13		
Proportion Time Blocked																
Percent Grade (%)		(C					-		-	-	-			-	
Right Turn Channelized																
Median Type Storage		Left + Thru							1							
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5		6.9						4.1			6.4	4.1		
Critical Headway (sec)		7.50		6.90						4.10			6.40	4.36		
Base Follow-Up Headway (sec)		3.5		3.3						2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50		3.30						2.20			2.50	2.33		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			35							9				10		
Capacity, c (veh/h)			369							979				787		
v/c Ratio			0.09							0.01				0.01		
95% Queue Length, Q ₉₅ (veh)			0.3							0.0				0.0		
Control Delay (s/veh)			15.8							8.7				9.6		
Level of Service (LOS)			С							А				А		
Approach Delay (s/veh)		15	5.8	3				0.1				0.2				
Approach LOS		(C													

	HCS7 Two-Way Stop-Control Report										
General Information		Site Information									
Analyst	Stephen Montaño	Intersection	Yale/Anderson								
Agency/Co.	Lee Engineering	Jurisdiction	CABQ								
Date Performed	8/19/22	East/West Street	Anderson Ave/Community Ce								
Analysis Year	2022	North/South Street	Yale Blvd								
Time Analyzed	Anderson RL PM (4:00 PM)	Peak Hour Factor	0.91								
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00								
Project Description	MAS Charter School NIA										

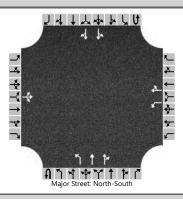


Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	1	2	0
Configuration			LR							L	Т	TR		L	Т	TR
Volume (veh/h)		23		8					0	7	753	23	1	26	473	7
Percent Heavy Vehicles (%)		0		0					0	0			0	13		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Left + Thru							1							
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5		6.9						4.1			6.4	4.1		
Critical Headway (sec)		7.50		6.90						4.10			6.40	4.36		
Base Follow-Up Headway (sec)		3.5		3.3						2.2			2.5	2.2		
Follow-Up Headway (sec)		3.50		3.30						2.20			2.50	2.33		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			34							8				30		
Capacity, c (veh/h)			365							1050				697		
v/c Ratio			0.09							0.01				0.04		
95% Queue Length, Q ₉₅ (veh)			0.3							0.0				0.1		
Control Delay (s/veh)			15.9							8.5				10.4		
Level of Service (LOS)			С							А				В		
Approach Delay (s/veh)		1:	5.9						0.1				0.6			
Approach LOS			С													

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HCS7 Two-Way Stop-Control Report										
General Information										
Analyst	Stephen Montaño	Intersection	Yale/Ross							
Agency/Co.	Lee Engineering	Jurisdiction	CABQ							
Date Performed	8/19/2022	East/West Street	Ross Ave							
Analysis Year	2022	North/South Street	Yale Blvd							
Time Analyzed	Ross/Church AM (7:30 AM)	Peak Hour Factor	0.94							
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00							
Project Description	MAS Charter School NIA									



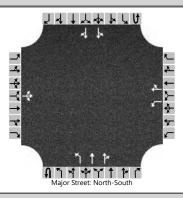
Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	0	2	0
Configuration			LTR			L		TR		L	Т	TR		LT		TR
Volume (veh/h)		163	3	128		150	8	259	0	121	270	98		137	196	180
Percent Heavy Vehicles (%)		0	0	0		4	0	3	0	0				4		
Proportion Time Blocked																
Percent Grade (%)		0 7											-	-		
Right Turn Channelized																
Median Type Storage		Left + Thru 1							1							
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		8.98	7.90	7.67		4.10				4.18		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.54	4.00	3.33		2.20				2.24		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			313			160		284		129				146		
Capacity, c (veh/h)						154		259		1145				1133		
v/c Ratio						1.04		1.10		0.11				0.13		
95% Queue Length, Q ₉₅ (veh)						16.9		27.8		0.4				0.4		
Control Delay (s/veh)						271.8		293.1		8.5				8.6		
Level of Service (LOS)						F		F		A				A		
Approach Delay (s/veh)					285.4			2.1				2.4				
Approach LOS	1				F											

Pedestrian Level of Servic	e			
Flow (ped/hr)	12	8	0	364
Two-Stage Crossing	No	No		Yes
Pedestrian Platooning	No	No		Yes
Conflicting Vehicular Flow (veh/h)				833
Average Delay (s)	1.5	2.2		10.6
Level of Service (LOS)	А	А		С

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HCS7 Two-Way Stop-Control Report										
General Information		Site Information								
Analyst	Stephen Montaño	Intersection	Yale/Ross							
Agency/Co.	Lee Engineering	Jurisdiction	CABQ							
Date Performed	8/19/2022	East/West Street	Ross Ave							
Analysis Year	2022	North/South Street	Yale Blvd							
Time Analyzed	Ross/Church AM (7:30 AM)	Peak Hour Factor	0.94							
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00							
Project Description	MAS Charter School NIA									



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	0	2	0
Configuration			LTR			L		TR		L	Т	TR		LT		TR
Volume (veh/h)		163	3	128		150	8	259	0	121	270	98		137	196	180
Percent Heavy Vehicles (%)		0	0	0		4	0	3	0	0				4		
Proportion Time Blocked																
Percent Grade (%)		0 7							-				-		-	
Right Turn Channelized																
Median Type Storage		Left + Thru 1								1						
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		8.98	7.90	7.67		4.10				4.18		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.54	4.00	3.33		2.20				2.24		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			313			160		284		129				146		
Capacity, c (veh/h)						154		259		1145				1133		
v/c Ratio						1.04		1.10		0.11				0.13		
95% Queue Length, Q ₉₅ (veh)						16.9		27.8		0.4				0.4		
Control Delay (s/veh)						271.8		293.1		8.5				8.6		
Level of Service (LOS)						F		F		A				A		
Approach Delay (s/veh)					285.4				2.1				2.4			
Approach LOS							F									

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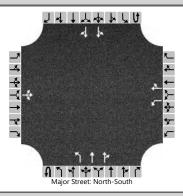
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Pedestrian Level of Servic	e			
Flow (ped/hr)	12	8	0	364
Two-Stage Crossing	No	No		Yes
Pedestrian Platooning	No	No		Yes
Conflicting Vehicular Flow (veh/h)				833
Average Delay (s)	1.5	2.2		10.6
Level of Service (LOS)	А	А		С

HCSTM TWSC Version 7.9 Ross_Existing AM 2_extended.xtw

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	HCS7 Two-Way Stop	o-Control Report						
General Information		Site Information						
Analyst	Stephen Montaño	Intersection	Yale/Ross					
Agency/Co.	Lee Engineering	Jurisdiction	CABQ					
Date Performed	8/19/2022	East/West Street	Ross Ave					
Analysis Year	2022	North/South Street	Yale Blvd					
Time Analyzed	Ross/Church PM (4:00 PM)	Peak Hour Factor	0.94					
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00					
Project Description	MAS Charter School NIA							



Vehicle Volumes and Adjustments

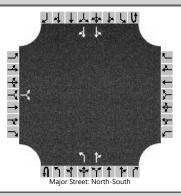
Approach		Eastb	ound			West	bound			North	bound			South	bound			
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	0	2	0		
Configuration			LTR			L		TR		L	Т	TR		LT		TR		
Volume (veh/h)		129	5	91		101	1	170	0	86	429	67		107	337	131		
Percent Heavy Vehicles (%)		0	0	0		4	0	3	0	0				4				
Proportion Time Blocked																		
Percent Grade (%)		0 7								-	-	-						
Right Turn Channelized																		
Median Type Storage		Left + Thru									1							
Critical and Follow-up H	eadwa	ys																
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1				
Critical Headway (sec)		7.50	6.50	6.90		8.98	7.90	7.67		4.10				4.18				
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2				
Follow-Up Headway (sec)		3.50	4.00	3.30		3.54	4.00	3.33		2.20				2.24				
Delay, Queue Length, an	d Leve	l of Se	ervice															
Flow Rate, v (veh/h)			239			107		182		91				114				
Capacity, c (veh/h)						159		238		1053				1007				
v/c Ratio						0.68		0.76		0.09				0.11				
95% Queue Length, Q ₉₅ (veh)						5.2		7.6		0.3				0.4				
Control Delay (s/veh)						71.8		64.5		8.7				9.0				
Level of Service (LOS)						F		F		А				A				
Approach Delay (s/veh)					67.2			1.3				1.9						
Approach LOS					F													

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Pedestrian Level of Servic	e			
Flow (ped/hr)	12	8	0	364
Two-Stage Crossing	No	No		Yes
Pedestrian Platooning	No	No		Yes
Conflicting Vehicular Flow (veh/h)				1068
Average Delay (s)	1.1	1.3		10.5
Level of Service (LOS)	А	А		С

HCSTM TWSC Version 7.9 Ross_Existing PM 2.xtw Generated: 10/14/2022 9:36:22 AM

	HCS7 Two-Way	Stop-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Anderson
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	8/19/22	East/West Street	Anderson Ave/CC Driveway
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	West/CC Loop AM (7:30 AM)	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
lanes			



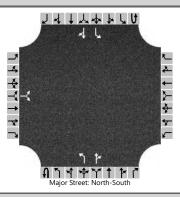
Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	2	0
Configuration			LR							L		TR		LT		TR
Volume (veh/h)		25		7					0	8	467	5		8	652	21
Percent Heavy Vehicles (%)		0		0					0	0				13		
Proportion Time Blocked																
Percent Grade (%)			0													
Right Turn Channelized																
Median Type Storage				Left +	Thru								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5		6.9						4.1				4.1		
Critical Headway (sec)		7.50		6.90						4.10				4.36		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30						2.20				2.33		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			35							9				9		
Capacity, c (veh/h)			293							882				975		
v/c Ratio			0.12							0.01				0.01		
95% Queue Length, Q ₉₅ (veh)			0.4							0.0				0.0		
Control Delay (s/veh)			18.9							9.1				8.7		
Level of Service (LOS)			С							А				А		
Approach Delay (s/veh)		- 18	3.9	-			-	-	0.2				0.2			
Approach LOS		(С													

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HCSTM TWSC Version 7.9 Anderson_BuildOut AM 3 RD.xtw Generated: 10/14/2022 10:17:50 AM

	HCS7 Two-Way	/ Stop-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Anderson
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	8/19/22	East/West Street	Anderson Ave/CC Driveway
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	West/CC LoopPM (4:00 PM)	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		
Lanos			

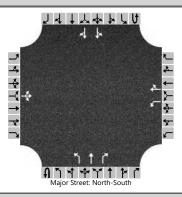


Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	1	1	0
Configuration			LR							L		TR		L		TR
Volume (veh/h)		23		8						7	628	23		26	553	7
Percent Heavy Vehicles (%)		0		0						0				13		
Proportion Time Blocked																
Percent Grade (%)			C													
Right Turn Channelized																
Median Type Storage		Left + Thru							1							
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1				4.1		
Critical Headway (sec)		7.10		6.20						4.10				4.23		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30						2.20				2.32		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	Τ		34							8				29		
Capacity, c (veh/h)			279							974				837		
v/c Ratio			0.12							0.01				0.03		
95% Queue Length, Q ₉₅ (veh)			0.4							0.0				0.1		
Control Delay (s/veh)			19.7							8.7				9.5		
Level of Service (LOS)			С							А				А		
Approach Delay (s/veh)		19	9.7	-			-		0.1				0.4			
Approach LOS		(C													

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	HCS7 Two-Way	Stop-Control Report	
General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/Ross
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	8/19/2022	East/West Street	Ross Ave
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	West/North AM (7:30 AM)	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		



Vehicle Volumes and Adjustments

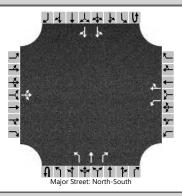
Approach		Eastb	ound			West	oound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		1	1	0	0	1	1	1	0	0	2	0	
Configuration			LTR			L		TR		L	Т	R		LT		TR	
Volume (veh/h)		6	3	28		150	8	259	0	9	336	32		24	453	2	
Percent Heavy Vehicles (%)		0	0	0		4	0	3	0	0				4			
Proportion Time Blocked																	
Percent Grade (%)		0 7															
Right Turn Channelized										Ν	lo						
Median Type Storage		Left + Thru								1							
Critical and Follow-up H	eadwa	ys															
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.2		4.1				4.1			
Critical Headway (sec)		7.50	6.50	6.90		8.98	7.90	6.97		4.10				4.18			
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
Follow-Up Headway (sec)		3.50	4.00	3.30		3.54	4.00	3.33		2.20				2.24			
Delay, Queue Length, an	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)			39			160		284		10				26			
Capacity, c (veh/h)						356		246		1066				1133			
v/c Ratio						0.45		1.15		0.01				0.02			
95% Queue Length, Q ₉₅ (veh)						2.4		32.2		0.0				0.1			
Control Delay (s/veh)						23.2		380.7		8.4				8.3			
Level of Service (LOS)						С		F		А				А			
Approach Delay (s/veh)					252.1				0.2				0.5				
Approach LOS	F					F											

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Pedestrian Level of Servic	e			
Flow (ped/hr)	12	8	0	364
Two-Stage Crossing	No	No		Yes
Pedestrian Platooning	No	No		Yes
Conflicting Vehicular Flow (veh/h)				867
Average Delay (s)	0.2	2.2		8.6
Level of Service (LOS)	А	А		В

HCS TM TWSC Version 7.9 Ross_BuildOut AM 3 RD.xtw Generated: 10/14/2022 10:12:03 AM

	HCS7 Two-Way Stop	p-Control Report						
General Information		Site Information						
Analyst	Stephen Montaño	Intersection	Yale/Ross					
Agency/Co.	Lee Engineering	Jurisdiction	CABQ					
Date Performed	8/19/2022	East/West Street	Ross Ave					
Analysis Year	2022	North/South Street	Yale Blvd					
Time Analyzed	West/North PM (4:00 PM)	Peak Hour Factor	0.94					
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00					
Project Description	MAS Charter School NIA							



Vehicle Volumes and Adjustments

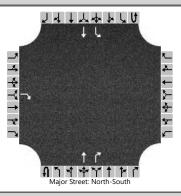
Approach	T	Eastb	ound			Most	oound			North	bound		<u> </u>	South	bound	
••																
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	1	0	0	2	0
Configuration			LTR			L		TR		L	Т	R		LT		TR
Volume (veh/h)		3	5	11		101	1	171	0	6	475	21		28	542	5
Percent Heavy Vehicles (%)		0	0	0		4	0	3	0	0				4		
Proportion Time Blocked																
Percent Grade (%)		0 7														
Right Turn Channelized									No							
Median Type Storage		Left + Thru											1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		8.98	7.90	6.97		4.10				4.18		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.54	4.00	3.33		2.20				2.24		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			20			107		183		6				30		
Capacity, c (veh/h)						283		196		981				1007		
v/c Ratio						0.38		0.93		0.01				0.03		
95% Queue Length, Q ₉₅ (veh)						1.8		13.7		0.0				0.1		
Control Delay (s/veh)						25.5		150.3		8.7				8.7		
Level of Service (LOS)						D		F		A				A		
Approach Delay (s/veh)					104.1				0.1				0.6			
Approach LOS	F															

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Pedestrian Level of Service											
Flow (ped/hr)	12	8	0	364							
Two-Stage Crossing	No	No		Yes							
Pedestrian Platooning	No	No		Yes							
Conflicting Vehicular Flow (veh/h)				1117							
Average Delay (s)	0.1	1.3		7.5							
Level of Service (LOS)	А	А		В							

HCSTM TWSC Version 7.9 Ross_BuildOut PM 3 RD.xtw Generated: 10/14/2022 10:10:45 AM

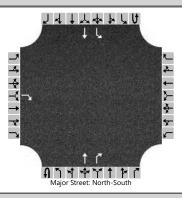
	HCS7 Two-Way Stop-Control Report										
General Information		Site Information									
Analyst	Stephen Montaño	Intersection	Yale/CC Loop								
Agency/Co.	Lee Engineering	Jurisdiction	CABQ								
Date Performed	8/19/2022	East/West Street	West Lot/CC Loop								
Analysis Year	2022	North/South Street	Yale Blvd								
Time Analyzed	West/CC Loop AM (7:30 AM)	Peak Hour Factor	0.92								
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00								
Project Description	MAS Charter School NIA										
Lanes											



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound		Southbound			
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	1	0	1	1	0
Configuration				R							Т	R		L	Т	
Volume (veh/h)				257							535	66		112	260	
Percent Heavy Vehicles (%)				0										4		
Proportion Time Blocked																
Percent Grade (%)))													
Right Turn Channelized		Ν	lo							Ν	lo					
Median Type Storage		Left Only 1							1							
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)				6.2										4.1		
Critical Headway (sec)				6.20										4.14		
Base Follow-Up Headway (sec)				3.3										2.2		
Follow-Up Headway (sec)				3.30										2.24		
Delay, Queue Length, an	d Leve	l of Se	ervice												<u>.</u>	
Flow Rate, v (veh/h)				279										122		
Capacity, c (veh/h)				741										911		
v/c Ratio				0.38										0.13		
95% Queue Length, Q ₉₅ (veh)				1.8										0.5		
Control Delay (s/veh)				12.8										9.6		
Level of Service (LOS)				В										A		
Approach Delay (s/veh)		12	2.8										1	2	.9	
Approach LOS			В													

	HCS7 Two-Way Stop-Control Report										
General Information		Site Information									
Analyst	Stephen Montaño	Intersection	Yale/CC Loop								
Agency/Co.	Lee Engineering	Jurisdiction	CABQ								
Date Performed	8/19/2022	East/West Street	West Lot/CC Loop								
Analysis Year	2022	North/South Street	Yale Blvd								
Time Analyzed	West/CC Loop PM (4:00 PM)	Peak Hour Factor	0.92								
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00								
Project Description	MAS Charter School NIA										
Lanes											

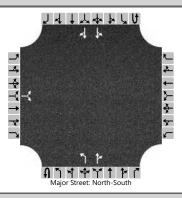


Vehicle Volumes and Adjustments

	1								1				1	6		
Approach			ound				bound				bound				bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	0	1	1	0	1	1	0
Configuration				R							Т	R		L	Т	
Volume (veh/h)				205							603	46		80	301	
Percent Heavy Vehicles (%)				0										4		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		Ν	lo							Ν	lo					
Median Type Storage		Left + Thru 1							1							
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)				6.2										4.1		
Critical Headway (sec)				6.20										4.14		
Base Follow-Up Headway (sec)				3.3										2.2		
Follow-Up Headway (sec)				3.30										2.24		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	Τ			223										87		
Capacity, c (veh/h)				700										871		
v/c Ratio				0.32										0.10		
95% Queue Length, Q ₉₅ (veh)				1.4										0.3		
Control Delay (s/veh)				12.5										9.6		
Level of Service (LOS)				В										A		
Approach Delay (s/veh)		12	2.5									2.0				
Approach LOS			В													

Generated: 10/14/2022 10:14:14 AM

	HCS7 Two-Way Stop-Control Report										
General Information Site Information											
Analyst	Stephen Montaño	Intersection	Yale/Anderson								
Agency/Co.	Lee Engineering	Jurisdiction	CABQ								
Date Performed	9/26/22	East/West Street	Anderson Ave/CC Driveway								
Analysis Year	2022	North/South Street	Yale Blvd								
Time Analyzed	West/Ross AM (7:30 AM)	Peak Hour Factor	0.92								
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00								
Project Description	MAS Charter School NIA										
Lanos											

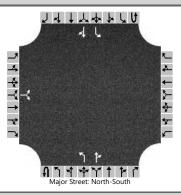


Vehicle Volumes and Adjustments

Vehicle Volumes and Ad																
Approach		1	bound				bound				bound				bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	2	0
Configuration			LR							L		TR		LT		TR
Volume (veh/h)		25		7					0	8	467	5		8	652	21
Percent Heavy Vehicles (%)		0		0					0	0				13		
Proportion Time Blocked																
Percent Grade (%)			0													
Right Turn Channelized																
Median Type Storage		Left + Thru									1					
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.5		6.9						4.1				4.1		
Critical Headway (sec)		7.50		6.90						4.10				4.36		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30						2.20				2.33		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			35							9				9		
Capacity, c (veh/h)			293							882				975		
v/c Ratio			0.12							0.01				0.01		
95% Queue Length, Q ₉₅ (veh)			0.4							0.0				0.0		
Control Delay (s/veh)			18.9							9.1				8.7		
Level of Service (LOS)			С							А				A		
Approach Delay (s/veh)		18	3.9					0.2				0.2				
Approach LOS		(С													

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	HCS7 Two-Way Stop-Control Report										
General Information Site Information											
Analyst	Stephen Montaño	Intersection	Yale/Anderson								
Agency/Co.	Lee Engineering	Jurisdiction	CABQ								
Date Performed	9/26/22	East/West Street	Anderson Ave/CC Driveway								
Analysis Year	2022	North/South Street	Yale Blvd								
Time Analyzed	West/Ross PM (4:00 PM)	Peak Hour Factor	0.91								
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00								
Project Description	MAS Charter School NIA										



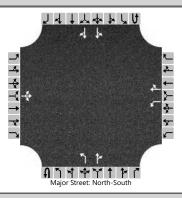
Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	1	1	0
Configuration			LR							L		TR		L		TR
Volume (veh/h)		23		8						7	628	23		26	553	7
Percent Heavy Vehicles (%)		0		0						0				13		
Proportion Time Blocked																
Percent Grade (%)			C													
Right Turn Channelized																
Median Type Storage				Left +	Thru								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1				4.1		
Critical Headway (sec)		7.10		6.20						4.10				4.23		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30						2.20				2.32		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	Τ		34							8				29		
Capacity, c (veh/h)			279							974				837		
v/c Ratio			0.12							0.01				0.03		
95% Queue Length, Q ₉₅ (veh)			0.4							0.0				0.1		
Control Delay (s/veh)			19.7							8.7				9.5		
Level of Service (LOS)			С							А				А		
Approach Delay (s/veh)		19	9.7	-				0.1				0.4				
Approach LOS		(C													

HCS7 Two-Way Stop-Control Report

General Information		Site Information								
Analyst	Stephen Montaño	Intersection	Yale/Ross							
Agency/Co.	Lee Engineering	Jurisdiction	CABQ							
Date Performed	8/19/2022	East/West Street	Ross Ave							
Analysis Year	2022	North/South Street	Yale Blvd							
Time Analyzed	West/Ross PM (4:00 PM)	Peak Hour Factor	0.94							
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00							
Project Description	MAS Charter School NIA									

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		1	1	0	0	1	1	0	0	0	2	0	
Configuration			LTR			L		TR		L		TR		LT		TR	
Volume (veh/h)		3	5	11		101	1	171	0	6	475	21		108	542	5	
Percent Heavy Vehicles (%)		0	0	0		4	0	3	0	0				4			
Proportion Time Blocked																	
Percent Grade (%)			0				7										
Right Turn Channelized																	
Median Type Storage				Left +	- Thru								1				
Critical and Follow-up H	eadwa	ys															
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.2		4.1				4.1			
Critical Headway (sec)		7.50	6.50	6.90		8.98	7.90	6.97		4.10				4.18			
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
Follow-Up Headway (sec)		3.50	4.00	3.30		3.54	4.00	3.33		2.20				2.24			
Delay, Queue Length, an	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)			20			107		183		6				115			
Capacity, c (veh/h)						210		192		981				1007			
v/c Ratio						0.51		0.95		0.01				0.11			
95% Queue Length, Q ₉₅ (veh)						3.0		14.5		0.0				0.4			
Control Delay (s/veh)						39.9		165.5		8.7				9.0			
Level of Service (LOS)						E		F		А				A			
Approach Delay (s/veh)		-			119.0			0.1				2.0					
Approach LOS							F										

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Pedestrian Level of Service											
Flow (ped/hr)	12	8	0	364							
Two-Stage Crossing	No	No		Yes							
Pedestrian Platooning	No	No		Yes							
Conflicting Vehicular Flow (veh/h)				1202							
Average Delay (s)	0.1	1.3		7.1							
Level of Service (LOS)	А	A		В							

HCSTM TWSC Version 7.9 Ross_BuildOut PM 4 RD.xtw Generated: 10/14/2022 10:34:09 AM

	HCS7 Two-Way Stop-Control Report							
General Information		Site Information						
Analyst	Stephen Montaño	Intersection	Yale/Ross					
Agency/Co.	Lee Engineering	Jurisdiction	CABQ					
Date Performed	9/26/2022	East/West Street	Ross Ave					
Analysis Year	2022	North/South Street	Yale Blvd					

Peak Hour Factor

Analysis Time Period (hrs)

0.94

1.00

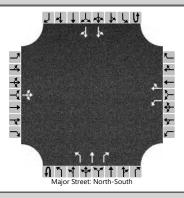
Analysis Year Time Analyzed Intersection Orientation **Project Description**

West/Ross AM (7:30 AM)

MAS Charter School NIA

North-South

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	1	0	0	2	0
Configuration			LTR			L		TR		L	т	R		LT		TR
Volume (veh/h)		6	3	28		150	8	259	0	9	270	98		136	453	2
Percent Heavy Vehicles (%)		0	0	0		4	0	3	0	0				4		
Proportion Time Blocked																
Percent Grade (%)		()			-	7			-		-			-	
Right Turn Channelized										Ν	lo					
Median Type Storage				Left +	Thru								1			
Critical and Follow-up Ho	eadwa	ys														
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		8.98	7.90	6.97		4.10				4.18		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.54	4.00	3.33		2.20				2.24		
Delay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)			39			160		284		10				145		
Capacity, c (veh/h)						242		269		1066				1133		
v/c Ratio						0.66		1.05		0.01				0.13		
95% Queue Length, Q ₉₅ (veh)						5.2		24.6		0.0				0.4		
Control Delay (s/veh)						47.7		234.1		8.4				8.6		
Level of Service (LOS)						E		F		А				А		
Approach Delay (s/veh)					167.0			0.2			2.4					
Approach LOS						l	=									

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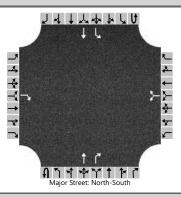
Pedestrian Level of Servic	e			
Flow (ped/hr)	12	8	0	364
Two-Stage Crossing	No	No		Yes
Pedestrian Platooning	No	No		Yes
Conflicting Vehicular Flow (veh/h)				916
Average Delay (s)	0.2	2.2		8.2
Level of Service (LOS)	A	А		В

HCSTM TWSC Version 7.9 Ross_BuildOut AM 4 RD.xtw Generated: 10/14/2022 10:32:42 AM

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Stephen Montaño	Intersection	Yale/West Loop Exit
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	9/26/2022	East/West Street	West Loop Exit
Analysis Year	2022	North/South Street	Yale Blvd
Time Analyzed	West/Ross AM (7:30 AM)	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	MAS Charter School NIA		

Lanes



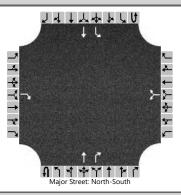
Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	0	1	1	0	1	1	0
Configuration				R			LR				Т	R		L	Т	
Volume (veh/h)				257		0		0			535	0		0	372	
Percent Heavy Vehicles (%)				0		0		0						4		
Proportion Time Blocked																
Percent Grade (%)		. ())			. ()									
Right Turn Channelized		Ν	lo							Ν	lo					
Median Type Storage				Left +	· Thru								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)				6.2		7.1		6.2						4.1		
Critical Headway (sec)				6.20		7.10		6.20						4.14		
Base Follow-Up Headway (sec)				3.3		3.5		3.3						2.2		
Follow-Up Headway (sec)				3.30		3.50		3.30						2.24		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)				279			0							0		
Capacity, c (veh/h)				633										969		
v/c Ratio				0.44										0.00		
95% Queue Length, Q ₉₅ (veh)				2.3										0.0		
Control Delay (s/veh)				15.2										8.7		
Level of Service (LOS)				С										A		
Approach Delay (s/veh)		15	5.2										0.0			
Approach LOS		(C													

Pedestrian Level of Servic	e			
Flow (ped/hr)	12	8	0	0
Two-Stage Crossing	No	No		
Pedestrian Platooning	No	No		
Conflicting Vehicular Flow (veh/h)				
Average Delay (s)	1.2			
Level of Service (LOS)	А			

HCSTM TWSC Version 7.9 West Lot Exit_BuildOut AM 4 RD.xtw Generated: 10/14/2022 10:31:22 AM

HCS7 Two-Way Stop-Control Report								
General Information		Site Information						
Analyst	Stephen Montaño	Intersection	Yale/Ross					
Agency/Co.	Lee Engineering	Jurisdiction	CABQ					
Date Performed	9/26/2022	East/West Street	West Lot/CC Loop					
Analysis Year	2022	North/South Street	Yale Blvd					
Time Analyzed	West/Ross PM (4:00 PM)	Peak Hour Factor	0.92					
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00					
Project Description	MAS Charter School NIA							



Vehicle Volumes and Adjustments

Approach		Eastb	ound			Westk	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	0	1	1	0	1	1	0
Configuration				R			LR				Т	R		L	Т	
Volume (veh/h)				205		0		0			603	0		0	381	
Percent Heavy Vehicles (%)				0		4		3						4		
Proportion Time Blocked																
Percent Grade (%)			0			()									
Right Turn Channelized		Ν	lo							Ν	lo					
Median Type Storage				Left +	· Thru								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)				6.2		7.1		6.2						4.1		
Critical Headway (sec)				6.20		7.14		6.23						4.14		
Base Follow-Up Headway (sec)				3.3		3.5		3.3						2.2		
Follow-Up Headway (sec)				3.30		3.54		3.33						2.24		
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	Τ			223			0							0		
Capacity, c (veh/h)				625										909		
v/c Ratio				0.36										0.00		
95% Queue Length, Q ₉₅ (veh)				1.6										0.0		
Control Delay (s/veh)				13.9										9.0		
Level of Service (LOS)				В										A		
Approach Delay (s/veh)		13	3.9										0.0			
Approach LOS	1		В													

Appendix E:

AASHTO Green Book Intersection Sight Distance Calculations

Table 9-6. Time Gap for Case B1, Left Turn from Stop	Tab	le 9-6.	Time Gap	for Case B	1, Let	ft Turn f	rom Stop
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Design Vehicle	Time Gap (t_{a}) (s) at Design Speed of Major Road
Passenger car	7.5
Single-unit truck	9.5
Combination truck	11.5

Note: Time gaps are for a stopped vehicle to turn left onto a two-lane highway with no median and with minor-road approach grades of 3 percent or less. The time gaps are applicable to determining sight distance to the right in left-turn maneuvers. The table values should be adjusted as follows:

For multilane roadways or medians—For left turns onto two-way roadways with more than two lanes, including turn lanes, add 0.5 s for passenger cars or 0.7 s for trucks for each additional lane, from the left, in excess of one, to be crossed by the turning vehicle. Median widths should be converted to an equivalent number of lanes in applying the 0.5 and 0.7 s criteria presented above; for example, an 18-ft [5.5-m] median is equivalent to one and a half lanes, and would require an additional 0.75 s for a passenger to cross and an additional 1.05 s for a truck to cross.

For minor-road approach grades—If the approach grade is an upgrade that exceeds 3 percent, add 0.2 s for each percent grade by which the approach grade exceeds zero percent.

Table 9-8.	Time (Gap fo	r Case	B2—Right	Turn	from S	Stop	

Design Vehicle	Time Gap (t_q) (s) at Design Speed of Major Road
Passenger car	6.5
Single-unit truck	8.5
Combination truck	10.5

Note: Time gaps are for a stopped vehicle to turn right onto or to cross a two-lane roadway with no median and with minor-road approach grades of 3 percent or less. The table values should be adjusted as follows:

For minor-road approach grades—If the approach grade is an upgrade that exceeds 3 percent, add 0.1 s for each percent grade by which the approach grade exceeds zero percent.

U.S. Customary	Metric	_
$ISD = 1.47 V_{major} t_g$	$ISD = 0.278 \ V_{major} \ t_g$	(9-1)
where:	where:	
ISD - intersection sight distance (length of the leg of sight triangle along the major road) (ft)	ISD - intersection sight distance (length of the leg of sight triangle along the major road) (m)	
$V_{\rm major}$ – design speed of major road (mph)	$V_{\rm major}$ – design speed of major road (km/h)	
t_{g}^{t} – time gap for minor road vehicle to enter the major road (s)	t_{g} - time gap for minor road vehicle to enter the major road (s)	

U.S. Customary			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)
15	80	165.4	170
20	115	220.5	225
25	155	275.6	280
30	200	330.8	335
35	250	385.9	390
40	305	441.0	445
45	360	496.1	500
50	425	551.3	555
55	495	606.4	610
60	570	661.5	665
65	645	716.6	720
70	730	771.8	775
75	820	826.9	830
80	910	882.0	885

Metric			
Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (m)	Design (m)
20	20	41.7	45
30	35	62.6	65
40	50	83.4	85
50	65	104.3	105
60	85	125.1	130
70	105	146.0	150
80	130	166.8	170
90	160	187.7	190
100	185	208.5	210
110	220	229.4	230
120	250	250.2	255
130	285	271.1	275

Table 9-7. Design Intersection Sight Distance-Case B1, Left Turn from Stop

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

U.S. Customary			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)
15	80	143.3	145
20	115	191.1	195
25	155	238.9	240
30	200	286.7	290
35	250	334.4	335
40	305	382.2	385
45	360	430.0	430
50	425	477.8	480
55	495	525.5	530
60	570	573.3	575
65	645	621.1	625
70	730	668.9	670
75	820	716.6	720
80	910	764.4	765

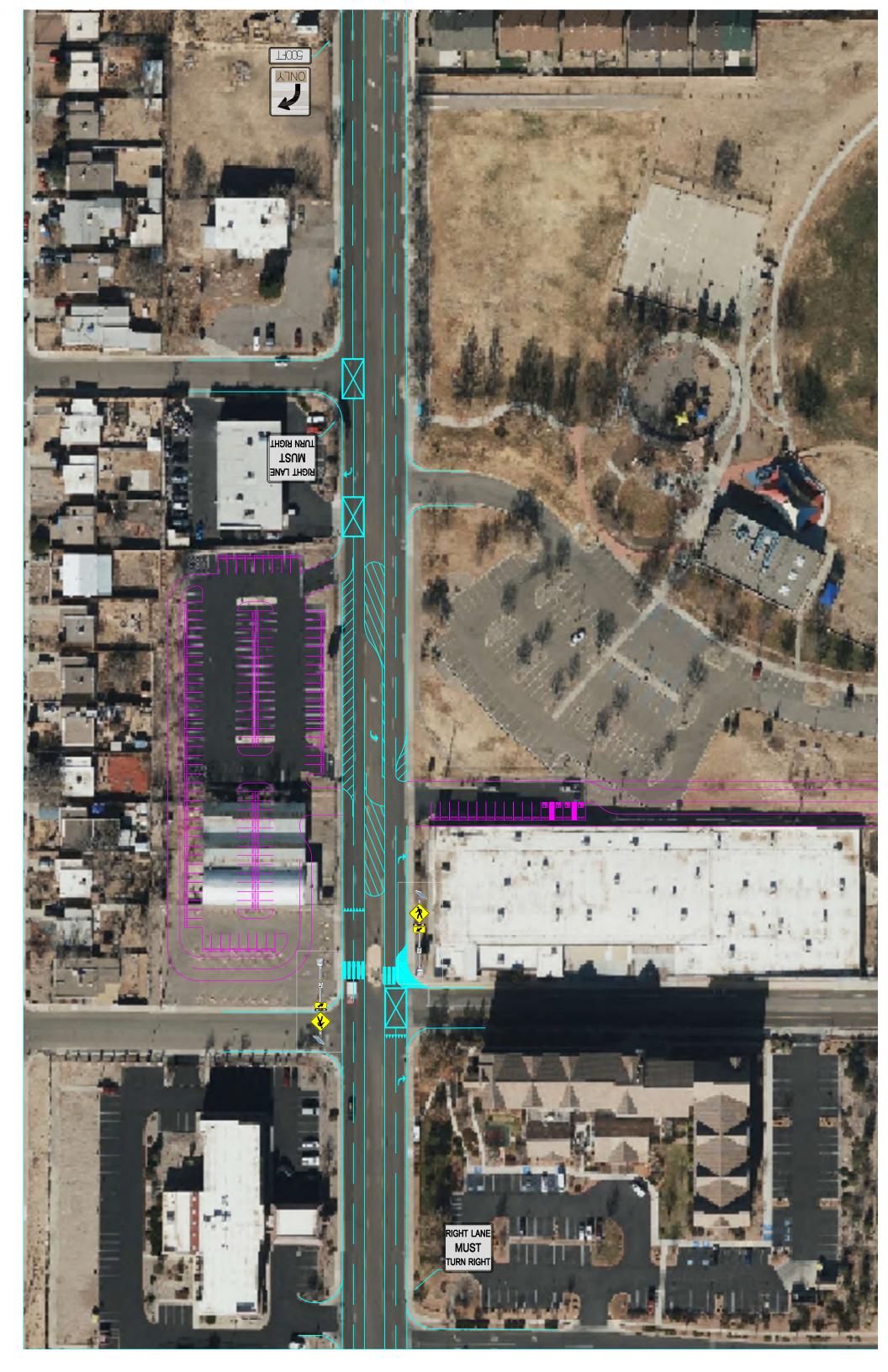
Metric			
Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (m)	Design (m)
20	20	36.1	40
30	35	54.2	55
40	50	72.3	75
50	65	90.4	95
60	85	108.4	110
70	105	126.5	130
80	130	144.6	145
90	160	162.6	165
100	185	180.7	185
110	220	198.8	200
120	250	216.8	220
130	285	234.9	235

Table 9-9. Design Intersection Sight Distance—Case B2, Right Turn from Stop

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or to cross a two-lane roadway with no median and with grades of 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated. Appendix F:

Yale Boulevard Conceptual Drawings for West Loop Alternatives

Yale Boulevard under West and Community Center Loops Alternative



Yale Boulevard under West and Ross Loops Alternative

