

TRAFFIC IMPACT STUDY 98th Street and Gibson Boulevard Gas Station

Final Report February 2023

Prepared for ATWELL, LLC

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Traffic Impact Study (TIS) for Gibson Gas Station

Final Report



February 2023

Prepared for: ATWELL, LLC

Prepared By:





EXECUTIVE SUMMARY

The following contains a Traffic Impact Study (TIS) for a Gas Station in Albuquerque, NM. Lee Engineering has completed this report for ATWELL, LLC All analyses and items contained herein conform to scoping requirements set forth in a scoping meeting held on January 27th, 2022.

BACKGROUND

The proposed development is to construct an Allsup's Convenience store and Gas Station to be located on the northeast corner of 98th St and Gibson Blvd. Nearby major intersections include Gibson Blvd & 98th St, 98th St & 86th St, 98th St & Blake Rd, and Gibson Blvd & Unser Blvd.

The site is anticipated to generate 379 ingress and 380 egress trips during the AM peak hour and 323 ingress and 323 egress trips during the PM peak hour. The number of vehicle trips generated by the proposed development was based on the trip generation rates and equations provided in the Trip Generation Manual, 11th Edition, by the Institute of Transportation Engineers (ITE) 945 – Convenience Store/Gas Station.

There are two proposed access points to the development. One full access driveway on 98th St and one right-in / right-out only driveway on Gibson Blvd. The proposed site access to 98th St will be referred to as Site Driveway A for purposes of this report. The proposed site access to Gibson Blvd will be similarly referred to as Site Driveway B. Details and recommendations for the addition of the site access driveways are included in the body of this report.

Study intersections include:

- 1. 98th St & 86th St
- A. Site Driveway A
- B. Site Driveway B
- 2. Gibson Blvd & 98th St
- 3. 98th St & Blake Rd
- 4. Gibson Blvd & Unser Blvd

The proposed construction would begin in 2022. To be constructed in a single phase, project completion is anticipated in 2023.

Analysis scenarios for this study include:

- Existing Year (2022) Field counted existing traffic volumes
- Build-Out Year (2023) Background Projected traffic volumes for 2023 based on Existing TMC volumes with an applied annual growth rate derived from travel demand models provided by the Mid-Region Council of Governments (MRCOG).
- Build-Out Year (2023) Total Build-Out Year Background volumes plus trips generated by the development per the ITE Trip Generation Manual, 11th Edition
- Build-Out Year (2023) Optimized Build-Out Year Total volumes with optimized signal timings and lane configurations at intersections which displayed unacceptable LOS results under the Existing or Build-Out scenarios.
- Horizon Year (2033) Background Projected traffic volumes for 2033 based on Existing TMC volumes with an applied annual growth rate derived from travel demand models provided by the Mid-Region Council of Governments (MRCOG)
- Horizon Year (2033) Total Horizon Year Background volumes plus trips generated by the development per the ITE Trip Generation Manual, 11th Edition



Existing turning movement counts were collected on March 1st, 2022, for all study roadway intersections. Existing turning movements for Site Driveway A were collected on March 17th, 2022. These volumes were analyzed in the Existing portion of the Capacity Analysis section.

Site trips for the development site were generated based on ITE 945 – Convenience Store/Gas Station, Peak Hour of Adjacent Street Traffic Generators. Proposed development-generated trips were used to analyze Build-Out Year (2023) Total and Horizon Year (2033) Total scenarios.

SUMMARY OF RECOMMENDATIONS

The following presents a summary of recommendations included in this report.

DEVELOPMENT SPECIFIC RECOMMENDATIONS

- Entering traffic volumes warrant a northbound right turn deceleration lane on 98th St.
 - Due to existing physical constraints (see auxiliary lane section for details), if a deceleration lane is desired for entering vehicles, it is recommended that a northbound Right-in -only driveway be constructed at the north boundary of the site (south of the full access Driveway A) with a deceleration lane. The deceleration should be constructed to meet CABQ DPM requirements or as close as possible to those requirements within the existing roadway geometry and available space.
- It is recommended that all development driveways adhere to the sight distance provisions detailed in the COA DPM or the AASHTO "Green Book" as applicable and outlined in this report.

ANCILLARY RECOMMENDATIONS

- At 98th St and Gibson Blvd, the southbound right turn lane does not meet the recommended storage length provided by the DPM and should be lengthened to 240 feet plus 150 to 300 Feet transition taper
- The conversion of the intersection of 98th St and 86th St / De Anza Rd from a stop-controlled into a signalized intersection should be considered based on the results of the Signal Warrant Analysis having been satisfied for warrants 1, 2, and 8.
 - As part of the signalization the addition of an eastbound auxiliary left-turn lane is recommended at the intersection of 98th St and 86th St / De Anza Rd.
 - Prior to signalization, the lengthening of the north and southbound right turn lanes to match as closely as possible the storage lengths presented by the DPM Table 7.4.68.
- HCS results suggest the need for future evaluation of capacity and queuing mitigation measures or street improvements unrelated to the proposed development at the intersection of Gibson Blvd and Unser Blvd.

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INTRODUCTION

This report details the procedures and findings of a Traffic Impact Study (TIS) by Lee Engineering originally initiated by Sims Architects for a convenience store/gas station. During the course of the study the original project was terminated and the property was transferred to ATWELL, LLC. ATWELL, LLC. This study continues the TIS analysis for a convenience store/gas station to be constructed on the northeast corner of 98th St and Gibson Blvd. This study examines the impacts of the proposed development on surrounding traffic conditions and discusses the potential impacts of trips generated by the development on the study intersections.

The scope of this report and the analyses performed were completed in agreement with scoping requirements set forth by the City of Albuquerque. Scoping meeting notes from the scoping meeting held on January 27th, 2022, are included in Appendix A. Analysis procedures, conclusions, and recommendations for this study were developed according to the *Highway Capacity Manual 6th Edition* and the *Manual on Uniform Traffic Control Devices 2009 Edition*.

Single-phase construction is anticipated to begin in 2022, with full completion of the development in 2023. The proposed development site plan displayed in **Figure 1** shows that the proposed development is a travel center with 12 fueling stations providing 24 individual fueling positions. Traffic generated by the site is anticipated to be 379 ingress and 380 egress trips during AM peak hours. 323 ingress and 323 egress trips are expected during the PM peak hour. Lee Engineering conducted an HCS Capacity Analysis for the following AM and PM peak hour scenarios:

Traffic Analysis Scenarios

- Existing Year (2022) Field counted existing traffic volumes
- **Build-Out Year (2023) Background** Projected traffic volumes for 2023 based on Existing TMC volumes with an applied annual growth rate
- **Build-Out Year (2023) Total** Build-Out Year Background volumes plus trips generated by the development
- Build-Out Year (2023) Optimized Build-Out Year Total volumes with optimized signal timings and lane configurations at intersections which displayed unacceptable LOS results under the Existing or Build-Out scenarios.
- Horizon Year (2033) Background Projected traffic volumes for 2033 based on Existing Year TMC volumes with an applied annual growth rate
- **Horizon Year (2033) Total** Horizon Year Background volumes plus trips generated by the development

PROJECT LOCATION & SITE PLAN

The gas station is to be located on the northeast corner of 98th St and Gibson Blvd. **Figure 1** shows the proposed site plan, and **Figure 2** shows the site location, study intersections, and the surrounding area. The neighboring intersections include 98th St & 86th St, Gibson Blvd & 98th St, 98th St & Blake Rd, and Gibson Blvd & Unser Blvd. Existing residential developments surround the study area, and existing commercial developments are located to the north and west.

The proposed development would convert approximately 2.7 acres of undeveloped land into a gas station and convenience store. The development would include 12 pump stations with 24 individual fueling positions, 24 parking spaces, and a 5,630 square foot convenience store. There are two proposed access driveways, including one on 98th St and one on Gibson Blvd.



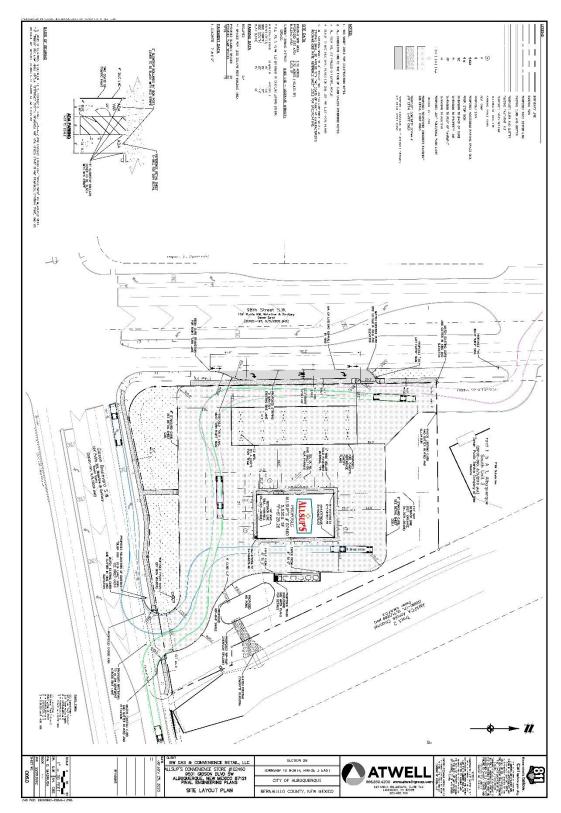


Figure 1: Site Plan





Figure 2: Vicinity Map

STUDY AREA, AREA LAND USE, AND STREETS NARRATIVE SUMMARY STUDY AREA

The study area was defined as the 98th St corridor from 86th St to Blake Rd and the Gibson Blvd corridor from 98th St to Unser Blvd. The following intersections were identified for analysis during the scoping meeting:

- 1. 98th St & 86th St
- A. Site Driveway A
- B. Site Driveway B
- 2. Gibson Blvd & 98th St
- 3. 98th St & Blake Rd
- 4. Gibson Blvd & Unser Blvd

AREA LAND USE

Land uses adjacent to and surrounding consist of the following:

- Commercial: A Walgreens drug store is on the west side of 98th St across from the development site, on the northwest corner.
- Residential: Single-family residential zones surround the study area. There are also multi-family residential zones to the south of the development site, bordering the north and south sides of Blake Rd. Additional multi-family zones are located west of the study area. Residential townhouse zones are located southeast of the development site, west of Unser Blvd. A manufactured home community is located southeast of the development site, east of Unser Blvd.
- Undeveloped/Not Improved: Undeveloped plots are located on the northwest and southwest corners of Gibson Blvd and 98th St. There are additional undeveloped plots east of the development site, north and south of Gibson Blvd.



 Infrastructure: A PNM substation adjacent to the site's north side and would share Site Driveway A for access.

STREETS

The following details the characteristics and features of streets included in the study area:

98th **St**, also called Snow Vista Blvd, is a four-lane divided CABQ maintained roadway classified as a principal arterial that runs north/south in Albuquerque, NM. The posted speed limit is 35 MPH. The roadway has striping, and a 40-foot raised median. The median narrows to accommodate left turn bays at all intersections in the study area. Travel lanes are 12 feet wide with unprotected bike lanes in each direction ranging from 4 to 6 feet wide. The continuous sidewalk is present in both directions south of Gibson Blvd, and the intermittent sidewalk is present north.

Gibson Blvd is a four-lane CABQ maintained roadway classified as a major collector that runs west in the southwest quadrant of Albuquerque, NM. The posted speed limit is 40 MPH. The roadway has striping and is divided by a 36-foot raised median. The median narrows to accommodate left turn bays at all intersections in the study area. The travel lanes are 12 feet wide, with bike lanes ranging from 4 to 6 feet wide in each direction through the study area. There is no sidewalk adjacent to the proposed site except for an approximately 100-foot stretch running from the curb cut at 98th St and Gibson Blvd to the bus stop.

86th St is a two-lane CABQ maintained roadway classified as a major collector that runs west as it intersects 98th St. West of 98th St, the roadway becomes De Anza Dr SW. The roadway is on average a total of 45 feet wide. Clear striping is present on the roadway and there is continuous curbs and sidewalks in both directions. No bicycle facilities are present.

De Anza Dr is a two-lane CABQ maintained roadway classified as a Local Street that runs east as it intersects 98th St. The posted speed limit is 35 mph and is worn/not visible. Curb and sidewalk are present on both sides of the road and there are no bicycle facilities present.

Blake Rd is a two-lane CABQ maintained local roadway that runs west as it intersects 98th St. The posted speed limit is 35 MPH. The roadway has striping, and travel lanes are 12 feet wide. There is a westbound bike lane through the study area, and an eastbound bike lane that begins east of the intersection of Blake Rd and 98th St. Bike lanes are 4 feet wide and are buffered. There is continuous curb and sidewalk in both directions.

Unser Blvd is a four-lane CABQ maintained roadway classified as a principal arterial that runs north in Albuquerque, NM. The posted speed limit is 40 MPH. The roadway has striping and is divided by a non-traversable median. Travel lanes are 12 feet wide. 4-foot bike lanes and continuous sidewalk is present in both directions.

INTERSECTIONS

The following details the traffic control and characteristics of existing intersections in the study area:

98th St & 86th St / De Anza Dr is a 4-legged, 4-way stop-controlled intersection of a principal arterial and a major collector. The northbound and southbound legs each consist of a left turn lane, two through lanes, and a right turn lane. The eastbound leg consists of a one through lane with right turns permitted. The westbound leg consists of a left turn lane and a through lane with right turns permitted. Crosswalks are present at all legs of the intersection, although the crosswalk paint is worn.

Gibson Blvd & 98th **St** is a 4-legged, 4-way stop-controlled intersection of a major collector and a principal arterial. Each leg of the intersection consists of a left turn lane, two through lanes, and a right turn lane. Crosswalks are not present at any leg of the intersection.



98th **St & Blake Rd** is a 4-legged, signalized intersection of principal arterial and a local road. The southbound leg consists of a left turn lane and two through lanes, with right turns permitted. The northbound leg consists of a left turn lane, two through lanes, and a right turn lane. The eastbound and westbound legs each consist of a left turn lane and a through lane with right turns permitted. Pedestrian pushbuttons and painted crosswalks are present at each leg of the intersection.

Gibson Blvd and Unser Blvd is a 4-legged, signalized intersection of a major collector and a principal arterial. The northbound and southbound legs each consist of a left turn lane, two through lanes, and a right slip lane. The eastbound leg consists of two left turn lanes, a through lane, and a right slip lane. The westbound leg consists of a left turn lane, a through lane, and a right slip lane. Pedestrian pushbuttons and painted crosswalks are present at each leg of the intersection.

DATA COLLECTION

The following section details data collection used in subsequent analyses of this report. Data discussed below was collected via a combination of field observations and machine/video recordings.

FIELD DATA COLLECTION

TRANSIT

Several bus stops for ABQ Ride transit routes serve the study area. There are two stops on 98th St north of 86th St, one southbound and one northbound. Directly in front of the development site and on the southeast corner of Gibson and 98th St are two more bus stops. On 98th St north of Blake Rd, there is a southbound stop and a northbound stop.

ON-STREET PARKING

Illegal on-street parking was observed on the bicycle lane on Blake Rd, east of the intersection of 98th St and Blake Rd. No dedicated on-street space is provided in the study area.

PEDESTRIANS AND BICYCLES

Pedestrian and bicycle volumes were collected at all study intersections with turning movement counts (see Turning Movement Counts and Demand Volumes section below). Pedestrian and bicycle hourly volumes were used in the HCS capacity analyses and are provided in Appendix B.

TURNING MOVEMENT COUNTS

Turning movement counts for the study intersections of 98th St and Gibson Blvd, 98th and Blake, and Gibson Blvd and Unser Blvd were collected for two separate three-hour periods: 6:00 AM to 9:00 AM, and 3:30 PM to 6:30 PM, on March 1st, 2022. The same two three-hour period turning movement counts were collected at the Site Driveway A location on March 13th, 2022. To conduct a Signal Warrant Analysis for the study intersection of 98th St and 86th St / De Anza Dr turning movement counts were collected for 13 consecutive hours from 6:00 AM to 7:00 PM on March 1st, 2022. Turning movement volumes collected at the study intersections show a typical commuter type distribution with observable AM and PM peak hour periods. Network peak hours were determined by summating the Turning Movement Counts from all study intersections to determine the network AM and PM peak hours. Complete turning movement counts can be found in Appendix B.

Note: The specific time frame and associated peak hour volumes of the Network peak hours may differ from the time frames and associated peak hour volumes of individual intersections.



TRAFFIC SIGNAL WARRANT ANALYSIS

The City of Albuquerque has requested a Traffic Signal Warrant Analysis as part of the Gibson & 98th St Gas Station Traffic Impact Study for the intersection of 98th St with 86th St in the southwest quadrant of Albuquerque, New Mexico. This evaluation includes a signal warrant control analysis to improve the intersection's safety and traffic operations. Existing turning movement counts, traffic speed and volumes, and crash activity was collected and documented for this intersection over 13 consecutive hours.

This report's traffic signal warrant analysis is based on the traffic signal warrants contained in Chapter 4C, *Traffic Control Signal Needs Studies*, of the 2009 Manual on Uniform Traffic Control Devices (MUTCD). Nine warrants are included in the manual for warranting a traffic signal installation. These warrants are:

- Warrant 1 Eight-Hour Vehicular Volume;
- Warrant 2 Four-Hour Vehicular Volume;
- Warrant 3 Peak Hour;
- Warrant 4 Pedestrian Volume;
- Warrant 5 School Crossing;
- Warrant 6 Coordinated Signal System;
- Warrant 7 Crash Experience;
- Warrant 8 Roadway Network;
- Warrant 9 Intersection Near a Grade Crossing

Additionally, the multi-way stop analysis uses MUTCD Section 2B.07 Multi-Way Applications criteria.

EXISTING CONDITIONS

98th St is a four-lane divided roadway with a posted speed limit of 35 miles per hour (MPH). In the vicinity of the study intersection, 98th St has two lanes in each direction. 86th St comprises the westbound approach to the intersection. It is a two-lane undivided roadway with a posted speed limit of 35 MPH. De Anza Dr is the eastbound approach to the intersection, and is also a two-lane undivided roadway with a posted speed limit of 25 mph. 98th St is a northbound-southbound roadway and 86th St is a westbound roadway, and the intersection of these two streets is currently four-way stop-controlled. Based on the traffic volumes at this intersection, 98th St is considered the *Major Roadway* for this analysis with multi-lane approaches (two lanes in each direction). 86th St will be considered a *Minor Roadway* with single lane approaches. An aerial photograph of the intersection is shown in **Figure 3**.





Figure 3: 98th St & 86th St

DATA COLLECTION

This analysis was performed using existing turning movement volumes collected over 13-hours on Tuesday, March 1st, 2022, summarized in **Table 1** with the raw data presented in the Appendix.



Table 1: Traffic Signal Warrant Volume Summary

		98th St			861	th St		Total	Pedestrians	
Hour Begin	NB	SB	Total	EB Vo	lume	WB Vo	lume	Minor	Crossing Major	
Degiii	Volume	Volume	Volume	Thru/LT	hru/LT RT 1		RT	Volume	Roadway	
0:00			0					0		
1:00			0					0		
2:00			0					0		
3:00			0					0		
4:00			0					0		
5:00			0					0		
6:00	346	264	610	166	11	13	24	214	0	
7:00	535	445	980	244	15	51	41	351	0	
8:00	431	385	816	143	6	32	13	194	0	
9:00	267	269	536	88	1	16	19	124	8	
10:00	250	293	543	92	8	9	10	119	2	
11:00	267	311	578	85	7	15	15	122	6	
12:00	308	408	716	106	5	16	18	145	0	
13:00	323	446	769	104	6	23	21	154	1	
14:00	476	579	1,055	137	4	33	18	192	0	
15:00	387	658	1,045	132	13	56	29	230	9	
16:00	452	791	1,243	111	11	42	19	183	1	
17:00	459	841	1,300	152	11	49	19	231	0	
18:00	416	770	1,186	128	7	41	19	195	0	
19:00			0					0		
20:00			0					0		
21:00			0					0		
22:00			0					0		
23:00			0					0		
TOTAL	4,917	6,460	11,377	1,688	105	396	265	2,454	27	

The *MUTCD* recommends considering the effects of right turn volumes on the minor street approach if the movement enters the major street with minimal conflict, primarily with a right turn lane. The westbound 86th St approach does have a left turn lane but not a dedicated right turn lane. Based on the traffic volumes at this intersection, 98th St is considered the *Major Roadway* for this analysis with multi-lane approaches. 86th St will be regarded as a *Minor Roadway* without right turn lane approaches; thus, no reduction was utilized at this location. **Table 2** summarizes the volume warrant results, as discussed in the next section.



Table 2: Volume for Analysis and Warrant Results Summary

		98th St		86t	h St			M	eets W	/arran	ts?	
Hour Begin	NB	SB	Total	EB	WB	Max Volume	1A	1B	1-Co	mbo	2	3
	Volume	Volume	Volume	Volume	Volume		IA	IP	Α	В		3
0:00			0			0	0	0	0	0		
1:00			0			0	0	0	0	0		
2:00			0			0	0	0	0	0		
3:00			0			0	0	0	0	0		
4:00			0			0	0	0	0	0		
5:00			0			0	0	0	0	0		
6:00	346	264	610	177	37	177	1	0	1	0		
7:00	535	445	980	259	92	259	1	1	1	1	1	
8:00	431	385	816	149	45	149	0	0	1	1		
9:00	267	269	536	89	35	89	0	0	0	0		
10:00	250	293	543	100	19	100	0	0	0	0		
11:00	267	311	578	92	30	92	0	0	0	0		
12:00	308	408	716	111	34	111	0	0	0	0		
13:00	323	446	769	110	44	110	0	0	0	1		
14:00	476	579	1,055	141	51	141	0	1	1	1		
15:00	387	658	1,045	145	85	145	0	1	1	1	1	
16:00	452	791	1,243	122	61	122	0	1	1	1	1	
17:00	459	841	1,300	163	68	163	1	1	1	1	1	
18:00	416	770	1,186	135	60	135	0	1	1	1		
19:00			0			0	0	0	0	0		
20:00			0			0	0	0	0	0		
21:00			0			0	0	0	0	0		
22:00			0			0	0	0	0	0		
23:00			0			0	0	0	0	0		
TO		1,793	661	1,793	3	6	8	8	4	0		
TOTAL	7,317	0,400	11,3//	1,733	001	1,733	,			8		,



INDIVIDUAL WARRANT ASSESSMENT

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is based on the volumes from both approaches on the major street and the higher approach volume on the minor street. It also uses the number of lanes for moving traffic on each approach. <u>Either</u> Condition A or Condition B of this warrant must be met for Warrant 1 to be satisfied.

The MUTCD allows for a reduced warranting threshold (70%) for intersections where the posted or 85th-percentile speed exceeds 40 MPH or if the intersection is located in a community with a population under 10,000. Since the posted speed limit on the major street (98th St) is less than 40 MPH (35 MPH) and the population of the Albuquerque is greater than 10,000 people (1,000,000), the reduced warranting threshold was not used for this warrant.

Condition A of Warrant 1 is met when, for each of any eight hours of an average day, the warranting volumes exist on the major street and on the higher-volume minor street approach to the intersection during the same eight hours. The warranting threshold for an approach with two or more lanes on the major street and an approach with one lane on the minor street is:

Major Street: 600 vph (total for both directions)

Minor Street: 150 vph (higher volume approach)

Warrant 1A threshold volumes are exceeded for three (3) hours of the day. Eight (8) hours are required for this warrant condition. Warrant 1A is not satisfied at this location.

Condition B of Warrant 1 applies to operating conditions where the major street traffic is so heavy that it creates excessive delay or hazardous conditions for minor street traffic when entering or crossing the major street. The warrant condition is met when, for each of any eight hours of an average day, the warranting volumes exist on the major street and on the higher-volume minor street approach to an intersection. The warranting threshold for an approach with two or more lanes on the major street and an approach with one lane on the minor street is:

Major Street: 900 vph (total for both directions)

Minor Street: 75 vph (higher volume approach)

Warrant 1B threshold volumes are exceeded for six (6) hours of the day. Eight (8) hours are required for this warrant condition. Warrant 1B is not satisfied at this location.

A combination of Conditions A and B may be applied at locations where Conditions A and B are not satisfied. The same eight hours of the day are not required to be used for meeting both conditions. Under the combination warrant, the warranting thresholds are:

Major Street: 480 vph and 720 vph for Conditions A and B, respectively (total for both directions)



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Combination threshold volumes are exceeded for eight (8) hours of the day. Eight (8) hours are required for this warrant condition. The combination warrant is satisfied at this location.

Based on these results and as shown in Table 2, Warrant 1 is MET for this intersection.

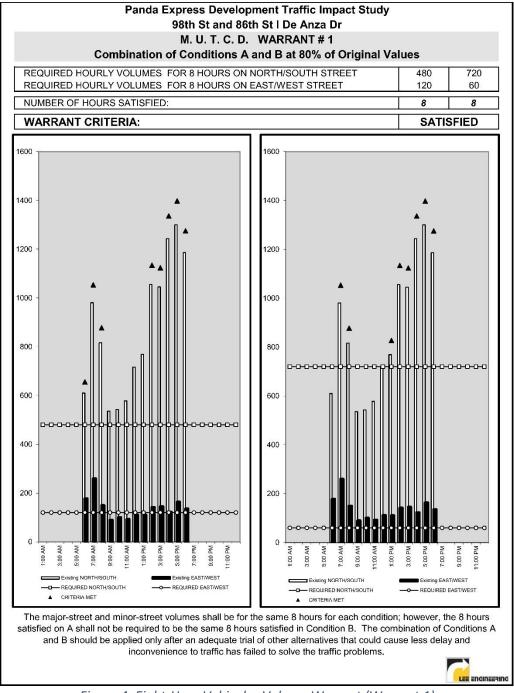


Figure 4: Eight-Hour Vehicular Volume Warrant (Warrant 1)



Gibson 98th Gas Station

WARRANT 2 - FOUR-HOUR VOLUMES

Warrant 2 is satisfied when the volumes for any four (4) hours of an average day, when plotted on Figure 4C-1 (or 4C-2 when applicable) of the *MUTCD*, fall above the curve for the appropriate number of lanes. Since the posted speed limit on the major street (98th St) is less than 40 mph (35 mph), the reduced warranting threshold was not used for this warrant and Figure 4C-1 was used for this analysis. **Figure 2** shows the results of this analysis.

Based on the traffic volumes presented in Table 2 and plotted in **Figure 5**, four (4) hours of the day fall above the curve for the appropriate number of lanes when plotted on Figure 4C-1 of the *Texas MUTCD* for this intersection. Four (4) hours are required for this warrant condition. Under these circumstances, <u>Warrant 2 is</u> **MET for this intersection**.

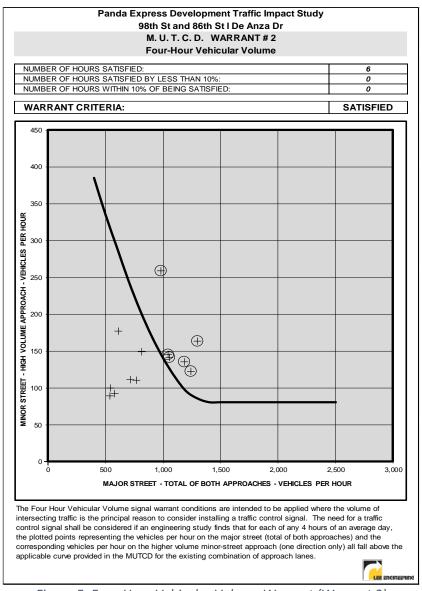


Figure 5: Four-Hour Vehicular Volume Warrant (Warrant 2)



Gibson 98th Gas Station

WARRANT 3 - PEAK HOUR VOLUME

Warrant 3 is intended for application when traffic conditions are such that for at least one (1) hour of the day, the minor street traffic experiences undue delays entering or crossing the major street. Warrant 3 is satisfied when either of the following conditions is met:

- 1. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 - a. The delay experienced by the traffic on the minor-street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach, and
 - b. The volume on the same minor-street approach equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 - c. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- 2. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 (or Figure 4C-4) of the *MUTCD* for the existing combination of approach lanes.

As further specified in the MUTCD:

"This signal warrant shall be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time."

Traffic characteristics at this intersection do not fall under the unusual cases identified above. Therefore, Warrant 3 is NOT APPLICABLE for this intersection and was not evaluated.

WARRANT 4 - MINIMUM PEDESTRIAN VOLUME

Warrant 4 applies to conditions where the major street traffic is so heavy that pedestrians experience excessive delay in crossing the major street. It is intended for application at an intersection or midblock location and requires that one (1) of the following conditions be met:

- 1. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in *MUTCD* Figure 4C-5 (or Figure 4C-6 for speeds greater than 35 mph); or
- 2. For one (1) hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) fall above the curve in *MUTCD* Figure 4C-7 (or Figure 4C-8 for speeds greater than 35 mph).

This warrant applies only to those locations where the nearest traffic signal along the major street is greater than 300 feet away and where a new traffic signal at the study intersection would not unduly restrict platooned flow of traffic.

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Based on the pedestrian volumes crossing 98th St, as shown in Table 1, very few pedestrians cross 98th St, and the threshold volumes (107 pedestrians during the 4th-highest hour or 133 pedestrians during the peak hour) are not met. **Warrant 4 was NOT MET at this intersection.**

WARRANT 5 - SCHOOL CROSSING

This warrant applies at an established school crossing where a traffic engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at the school crossing shows that the number of adequate gaps in the traffic during the period when the children are using the crossing is less than the number of minutes in the same period.

Since this intersection is not an established school crossing, Warrant 5 was NOT APPLICABLE.

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Progressive movement control sometimes requires traffic signal installations at intersections where they would not otherwise be warranted in order to maintain proper platooning of vehicles and effectively regulate group speed. This warrant is met when one (1) of the following requirements are met:

- 1. On a one-way street or a street which has predominantly unidirectional traffic, the adjacent signals are so far apart that they do not provide the required degree of platooning.
- 2. On a two-way street, adjacent signals do not provide the necessary degree of platooning and the proposed and adjacent signals could constitute a progressive signal system.

This warrant should not be applied where the ultimate signal spacing would be less than 1,000 feet. The nearest signalized intersections along 98th St are located approximately 3,500 feet to the north and approximately 1,200 feet to the south. Due to the existing and planned spacing of traffic signals, <u>Warrant 6</u> is NOT APPLICABLE at this intersection.

WARRANT 7 - CRASH EXPERIENCE

The warrant is satisfied when:

- 1. Adequate trial of less restrictive remedies with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- 2. Five or more reported crashes, of types susceptible to correction by traffic signal control, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- 3. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in *MUTCD* Table 4C-1, or the vph in both of the 80 percent columns of Condition B in *MUTCD* Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours. If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.



This analysis considered five years of crashes occurring in the study area 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 at the time of this study, contained 39 reported crashes in the vicinity of 98th St and 86th St, averaging 8 crashes per year. Of the reported crashes, 8 resulted in injuries, and 31 are classified as property damage only. 0 crashes involved a pedestrian, 0 involved bicycles. Alcohol or drugs were or were not a top contributing factor in 38 crashes.

Criteria 1: Adequate trial of less restrictive remedies with satisfactory observance and enforcement has failed to reduce the crash frequency has not been met.

Based on the Warrant 7 satisfaction criteria, Warrant 7 is NOT MET at this intersection.

WARRANT 8 - ROADWAY NETWORK

The systems warrant is intended to encourage concentration and organization of traffic flow networks. This warrant is applicable when the common intersection of two major routes:

- 1. Has a total existing, or immediately projected, entering volume of at least 1,000 vehicles during the peak hour of a typical weekday and has five-year projected traffic volumes, based on an engineering study, which meet one or more of Warrants 1, 2, and 3 during an average weekday; or
- 2. Has a total existing or immediately projected entering volume of at least 1,000 vehicles for each of any five hours of a Saturday and/or Sunday.

A major route as used in this signal warrant shall have one or more of the following characteristics:

- 1. It is part of the street or highway system that serves as the principal roadway network for through traffic flow; or
- 2. It includes rural or suburban highways outside, entering or traversing a City; or
- 3. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study; or
- 4. It connects areas of principal traffic generation; or
- 5. It has street freeway or expressway ramp terminals.

In the Mid-Region Metropolitan Planning Organization, Long Range Rodway System, 98th St is classified as a Principal Arterial. 86th St is designated as a Major Collector by the MRMPO and can be considered a major route. In addition, both Warrants 1 and 2 are currently met. Therefore, <u>Warrant 8 is MET at this intersection</u>.

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:

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1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and



2. During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in *MUTCD* Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1A.13 of the MUTCD.

A railroad grade crossing is not located within 140 feet of this intersection. Warrant 9 is NOT APPLICABLE for this intersection.

SIGNAL WARRANT RESULTS

Based on the existing traffic volumes and this traffic signal warrant analysis, traffic signal warrants are satisfied for the intersection of 98th St and 86th St. A summary of the traffic signal warrants is provided in **Table 3**.

Table 3: Warrant Summary

Warrant	Warrant Met?	Notes
		Condition A – 3 hours met (8 required)
1 – Eight-Hour Vehicular Volume	YES	Condition B – 6 hours met (8 required)
		Combination – 8 hours met (8 required)
2 – Four-Hour Vehicular Volume	YES	4 hours met (4 required)
3 – Peak Hour	N/A	Not a "special generator"
4 – Pedestrian Volume	NO	107/133 hours not met for 4-hour and peak hour
5 – School Crossing	N/A	Not an established school crossing
6 – Coordinated Signal System	N/A	Spacing of adjacent signals less than 1,000'
7 – Crash Experience	NO	Crash history does not meet warrants
8 – Roadway Network	YES	Not an intersection of two major routes
9 – Near a Grade Crossing	N/A	Not adjacent to a grade crossing

From the results of this traffic signal warrant analysis, it is recommended that the City of Albuquerque consider the installation of a traffic signal at this intersection based on the existing traffic volumes counts.



CAPACITY ANALYSIS: LEVEL OF SERVICE AND QUEUING

ANALYSIS SCENARIOS AND VOLUME CALCULATIONS

EXISTING YEAR (2022)

For the Existing Year traffic volumes, video collected turning movement counts (TMCs) were used. AM and PM peak hours were analyzed for service level, capacity, and queueing.

BUILD-OUT YEAR (2023) BACKGROUND

Existing TMCs were used with an applied annual growth rate of 1% compounded annually for the Build-Out Year Background volumes. The growth rate was developed from the MRCOG Metropolitan Transportation Plan (MTP) CUBE/2 Regional Model.

BUILD-OUT YEAR (2023) TOTAL

Site trips generated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, were added to the Build-Out Year Background volumes for analysis.

BUILD-OUT YEAR (2023) OPTIMIZED

Traffic volumes based on the Build-Out Year Total scenario with optimized traffic signal timing and lane configurations where necessary to mitigate unacceptable LOS results shown in the Existing or Build-Out scenarios.

HORIZON YEAR (2033) BACKGROUND

Existing TMCs were used with an applied annual growth rate of 1% compounded annually for the Horizon Year Background volumes. This growth rate was developed from the MRCOG Metropolitan Transportation Plan (MTP) CUBE/2 Regional Model.

HORIZON YEAR (2033) TOTAL

Site trips generated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, were added to the Horizon Year Background volumes for analysis.

LEVEL OF SERVICE AND 95TH PERCENTILE QUEUES

Highway Capacity Software (HCS) was used to analyze the study intersections for Level of Service (LOS) and 95th percentile queueing conditions. HCS implements methods and procedures detailed by the Highway Capacity Manual (HCM). Per the HCM, LOS is presented as a letter grade (A through F) based on the calculated 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, and is a measurement of 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 measurements of delay, especially for lower volume movements and side streets. Generally, these factors are only realized when delays reach or exceed LOS E thresholds.

As stipulated in the City of Albuquerque Development Process Manual and the ABC Comprehensive Plan for this analysis, acceptable levels of service (LOS) are defined as a LOS D or better. Intersection delay and level of service for stop-controlled intersections are reported as the delay and level of service for the worst-case movement at each intersection. Detailed HCS output sheets can be found in Appendix D. **Table 4** and **Table 5** below, reproduced from the Highway Capacity Manual, show delay thresholds and the associated Level of Service assigned to delay ranges.

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Table 4: LOS Criteria and Descriptions for Signalized Intersections

Level of Service	Average Control Delay (sec/vehicle)	General Description (Signalized Intersections)
Α	≤10	Free flow
В	>10 - 20	Stable flow (slight delays)
С	>20 – 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 5:LOS Criteria and Descriptions for Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
А	≤10
В	>10 – 15
С	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Queue length is reported in feet for the 95th percentile queue, with a base assumption of 25 feet of queue length per vehicle. It should be noted that 95th percentile queues are statistically expected to occur during only 5% of the peak hour's signal cycles. The 95th percentile queue is a useful measure because it gives a picture of the maximum queue length likely to be present. The average queueing at an intersection would statistically be much shorter than the 95th percentile queue.

EXISTING YEAR (2022) ANALYSES

Existing Peak Hour Turning Movement Counts are shown in **Figure 6** and **Table 6** summarizes the intersection capacity and LOS analysis performed for existing conditions at the study intersections. Values within Table 6, shown in red, represent a result that falls below the acceptable threshold. Per HCM 6th Edition procedures, intersection peak hour factors for the system peak hour are derived from the collected traffic counts and are used in the Existing conditions analysis and all other scenarios. The current signal timings for intersections of 98th St and Blake Rd and Unser Blvd and Gibson Blvd were provided by the City of Albuquerque and were used in each analysis scenario. All other study intersections were stop-controlled under the Existing scenario.



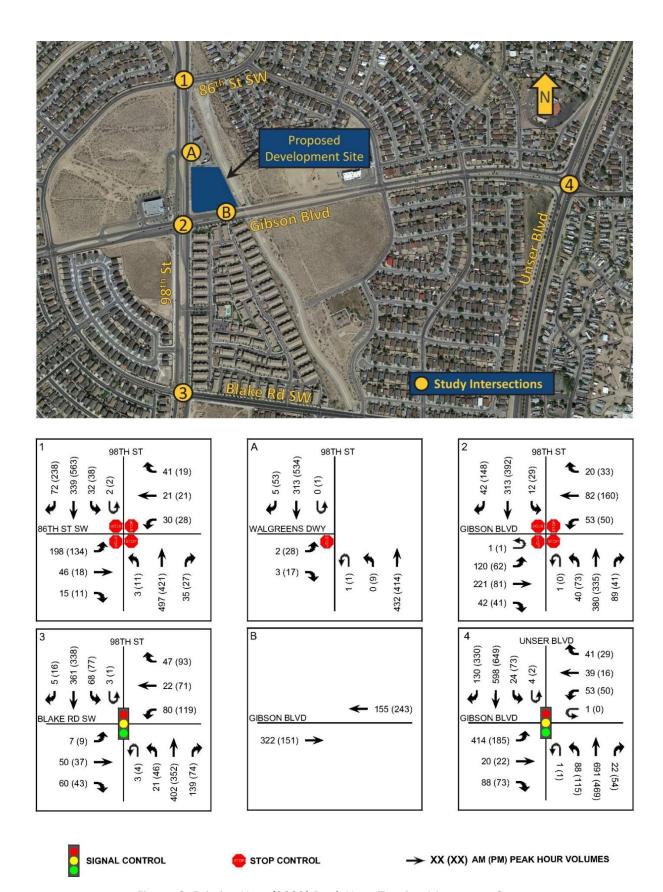


Figure 6: Existing Year (2022) Peak Hour Turning Movement Counts

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Table 6: Existing (2022) HCS Results Summary

			Ex	isting	y Yea	ar (20	022)										
			Queue,								lmi		tion L	20			
C. I				AM				PM			ini	ersec	tion L	JS			
Study					Auxiliary	95th				95th				Α	М	PI	М
Intersection	Movement	Lane	Percentile	Delay	v/c	LOS	Percentile	Delay	v/c	LOS							
		Length (ft)	Queue (ft) ²	(sec)			Queue (ft)	(sec)	,		Delay (sec)	LOS	Delay (sec)	LOS			
	EDT/L/D		187.5	36.5	0.74	E	55.0	18.4	0.43	С	(/		(/				
	EBT/L/R WBL	235	7.5	14.2	0.10	В	7.5	13.2	0.43	В							
	WBT/R		17.5	14.1	0.18	В	7.5	12.6	0.10	В	1						
98th Street & 86th	NBL	200	0.0	11.5	0.01	В	2.5	11.2	0.03	В							
	NBT		127.5	25.6	0.64	D	67.5	17.5	0.48	С	26.8	В	70.0	F			
Street / De Anza Dr	NBR	110	180.0	31.8	0.73	D	82.5	19.2	0.54	С							
	SBL	120	7.5	12.6	0.09	В	7.5	11.1	0.09	В							
	SBT		60.0	18.1	0.45	С	105.0	20.2	0.59	С							
	SBR	110	120.0	24.7	0.63	С	877.5	170.9	1.05	F							
	EBT/L		0.0	12.2	0.00	В	7.5	15.7	0.08	С							
98th Street &	EBR		0.0	9.3	0.00	Α	2.5	10.4	0.03	В							
Site Driveway A	WBT/L/R										10-	_	10-	_			
/ Walgreens'	NBL NBT (B	150	0.0	9.2	0.00	Α	0.0	9.0	0.01	Α	10.5	В	13.7	В			
Driveway	NBT/R SBL	150	0.0	8.3	0.00	 A	0.0	9.8	0.00	 A	-						
Differral	SBT/R	150		0.3	0.00			5.0	0.00								
					0.33	С		13.7		В							
	EBL EBT	400	35.0 30.0	15.9 14.3	0.33	В	15.0 7.5	12.4	0.17	В	-						
	EBR	170	45.0	15.8	0.38	C	17.5	13.1	0.20	В	-						
	WBL	305	15.0	14.0	0.16	В	12.5	13.0	0.13	В							
	WBT		10.0	12.9	0.12	В	17.5	13.3	0.20	В							
98th Street &	WBR	160	15.0	13.2	0.17	В	27.5	14.1	0.27	В	21.5	С	23.9	С			
Gibson Blvd	NBL	270	7.5	12.2	0.10	В	15.0	12.8	0.18	В	21.5	C	23.9	C			
	NBT		65.0	17.8	0.47	С	45.0	15.4	0.38		_	С					
	NBR	170	140.0	25.7	0.67	D	65.0	17.1		С							
	SBL	360	2.5	11.9	0.03	В	5.0	11.5	0.07	В							
	SBT	170	50.0 72.5	16.6 19.0	0.40	C	57.5 185.0	16.1 29.3	0.43	C D							
	SBR										l		<u> </u>				
	EBL FRT/R	220	5.4 94.2	19.8 21.9	0.01	B C	6.3 62.0	19.8 21.4	0.02	B C							
	EBT/R WBL	180	57.0	17.5	0.14	В	75.5	16.8	0.12	В	-						
	WBT/R		56.1	18.9	0.09	В	120.5	18.9	0.22	В	1						
98th Street &	NBL	90	19.6	28.2	0.06	C	35.6	24.1	0.12	C		_		_			
Blake Rd	NBT		217.1	33.2	0.34	С	159.9	28.5	0.30	С	28.8	С	24.7	С			
	NBR	120	108.4	31.5	0.19	С	35.0	26.0	0.08	С							
	SBL	400	64.8	26.2	0.19	С	62.1	23.2	0.20	С							
	SBT		193.6	30.4	0.27	С	160.2	27.4	0.28	С							
	SBT/R		193.2	30.5	0.27	С	159.0	27.4	0.28	С							
	EBL	320	264.1	56.4	0.86	Е	141.9	64.0	0.77	Е							
	EBT		21.3	38.3	0.05	D	28.5	49.7	0.09	D							
	EBR	70		0.0	0.20	A	 CE 0	0.0	0.20	A							
	WBL	70	64.2 49.5	45.9 49.4	0.20	D D	65.8 22.7	50.7 53.6	0.20	D D							
Gibson Blvd &	WBT WBR		49.5	0.0	0.20	A		0.0	0.09	A							
Unser Blvd	NBL	450	45.4	11.5	0.18	В	48.7	8.0	0.21	A	22.1	С	14.2	В			
Olisel bivu	NBT		220.4	14.3	0.34	В	121.4	9.6	0.20	A							
	NBR			0.0		Α		0.0		Α							
	SBL	300	13.5	12.4	0.06	В	31.1	7.9	0.11	Α							
	SBT		202.1	15.3	0.31	В	185.6	10.9	0.29	В							
	SBR			0.0		Α		0.0		Α							

^{*}Intersection LOS and delay for stop-controlled intersection, results are reported as the worst case movement

 $^{^2}$ For Stop Controlled intersections, 95% Queue Lengths have been converted from units of vehicles to units of feet using 25ft/Veh



Gibson 98th Gas Station

¹Double auxiliary lanes of the listed length

From the above tables, the following conclusions are made for the Existing conditions analysis:

- For the intersection of 98th St and 86th St / De Anza
 - Capacity Analysis
 - Overall, the intersection operates at LOS B during the AM peak hour and at LOS F during the PM peak hour.
 - During the AM peak hour, the eastbound combined right/left/through movement operates at LOS E.
 - During the PM peak hour, the southbound right movement operates at LOS
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths except in the following cases:
 - Northbound right-turn lane during AM peak hour
 - Southbound right-turn lanes during the AM and PM peak hours
- For the intersection of 98th St and Walgreens' Driveway / Site Driveway A
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of B during both the AM and PM peak.
 Individual approach movements LOS ranges from A to C.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of 98th St and Gibson Blvd
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak.
 Individual approach movements LOS ranges from B to D.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths except in the following cases:
 - Southbound right-turn lanes during the PM peak hours.
- For the intersection of 98th St and Blake Rd
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak.
 Individual approach movements LOS ranges from B to C.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Gibson Blvd and Unser Blvd
 - Capacity Analysis
 - Overall, the intersection operates at LOS C during the AM peak hour and at LOS B during the PM peak hour.
 - During the AM and PM peak hours, the eastbound left-turn movement operates at LOS E.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.

The following sections detail the methods and calculations used to obtain traffic volumes for Build-Out and Horizon Year analysis scenarios. This process used the following tools as described below: Traffic Projections

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and Site Trip Distribution & Assignment. Figures at the end of this section show the resulting traffic volumes determined for future year analysis scenarios.

TRAFFIC PROJECTIONS

The development's construction is anticipated to begin in the current year (2022), with full completion expected in 2023. Build-Out Year (2023) volumes were forecast from existing traffic volumes using counted values from 2016 and travel demand models provided by MRCOG (updated) for 2040. These models were then compared using AM and PM peak hour direction volumes (AMPH LOAD and PMPH LOAD) to calculate anticipated growth rates for individual roadways near the study area. Values provided by MRCOG are reproduced verbatim in **Table 7** and were used the calculated growth rates used in the analysis. Subsequently these growth rates were then applied to the 2022 existing volumes to forecast future volumes for Build-Out and Horizon Year Analyses.



Table 7: Growth Rate Determination from MRCOG Regional Count & Projection Data

Roadway				MRCOG 2040 Model "Peak Hour Load"	Yearly Growth Rate	Average Yearly Growth	Growth Rate fo Analysis		
	Northbound	AM	544	426	-1.01%				
98th St		PM	714	681	-0.20%				
North of 86th St	Southbound	AM PM	630 665	599 540	-0.21%				
		AM	431	398	-0.86% -0.33%				
98th St Between 86th St & Gibson Blvd	Northbound	PM	658	683	0.16%				
		AM	552	571	0.14%				
	Southbound	PM	563	491	-0.57%				
		AM	331	471	1.48%				
98th St Between Gibson Blvd & Blake	Northbound	PM	677	858	0.99%				
		AM	585	756	1.07%				
Rd	Southbound	PM	440	609	1.36%				
	Northbound	AM	342	506	1.65%				
98th St	Northbound	PM	382	395	0.14%				
South of Blake Rd	Southbound	AM	271	337	0.91%				
	Southbound	PM	413	568	1.34%				
	Eastbound	AM	128	90	-1.46%				
86th St	Eastboullu	PM	100	138	1.35%				
East of 98th St	Westbound	AM	45	76	2.21%				
De Anza Dr West of 98th St	VCStDound	PM	99	81	-0.83%				
	Eastbound	AM	185	60	-4.58%				
	Westbound	PM	91	65	-1.39%				
		AM	67	46	-1.55%				
		PM	136	59	-3.42%				
	Eastbound	AM	312	339	0.35%				
Gibson Blvd Between		PM	313	288	-0.35%	0.71%	1.00%		
Unser Blvd & 98th St	Westbound	AM	242	265	0.38%	0.71%	_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
		PM	422	460	0.36%				
Gibson Blvd	Eastbound	AM	533	478	-0.45%				
West of 98th St		PM	434	346	-0.94%				
	Westbound	AM	332	292	-0.53%				
		PM	685	575	-0.73%				
Blake Rd Between	Eastbound	AM PM	386 113	722 364	2.64% 4.99%				
98th St & Unser Blvd		AM	61	269	6.38%				
Souri St & Offser Biva	Westbound	PM	380	785	3.07%				
		AM	605	1041	2.29%				
Blake Rd	Eastbound	PM	209	558	4.18%				
East of Unser Blvd		AM	145	403	4.35%				
	Westbound	PM	626	1127	2.48%				
		AM	518	741	1.50%				
Unser Blvd	Northbound	PM	519	922	2.42%				
North of Gibson Blvd	Couthbarra	AM	518	600	0.61%				
	Southbound	PM	603	728	0.79%				
Unser Blvd Between Gibson Blvd & Blake Rd	Northbound	AM	375	488	1.10%				
	Northbound	PM	522	769	1.63%				
	Southbound	AM	440	392	-0.48%				
	Southbound	PM	677	577	-0.66%				
	Northbound	AM	354	340	-0.17%				
Unser Blvd South of Blake Rd	Northbound	PM	495	630	1.01%				
	Southbound	AM	284	499	2.38%				
	Journbound	PM	360	585	2.04%				



The growth rate from the MRCOG traffic volume projection data was used to predict traffic volumes for the Build-Out and Horizon Year scenarios. The predicted turning movement volumes were used for the Build-Out and Horizon Year Background scenarios. Traffic volumes used for the Build-Out and Horizon Year Total scenarios were produced by adding the proposed development site's generated trips to the Build-Out and Horizon Year Background volumes.

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. The land use category Convenience Store/Gas Station (ITE 945) was used to generate trips for the Development. Weekday trips were calculated using Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. and Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. generators. Trips generated by the proposed development are shown below in the tables. Pass-by trips for the development site were generated using data and procedures according to the Institute of Transportation Engineer's Trip Generation Manual. Sitegenerated trips were added to the Background traffic volumes to create the Total Build-Out traffic volumes. **Table 8** below shows the trip generation and associated calculations.

PEAK HOUR TRIPS **ITE Land Use** Units **AM Peak PM Peak AM Peak PM Peak** Rate Enter Exit Rate Enter Exit In Out Out In **Fueling** ITE 945 - Gas Station / 24 31.60 50% 50% 26.90 50% 50% 379 380 323 323 **Positions Convenience Store** Total Pass-By Trips 289 242 242 Average Pass-By Trips **AM** 76% PM 75% **Total Direct Trips** 81

Table 8: ITE Trip Generation

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the proposed site generated traffic was broken into two categories Direct and Pass-By Trips. From the ITE Trip Generation Manual, 11th Edition for the proposed land use, 76% of AM and 75% of PM generated trips can be expected to be Pass-By trips. For local direct trips, trip distribution was determined based on the analysis of existing intersection demand characteristics within the study area. These direct trips were routed within the roadway network to and from the development based on the proportions of existing turning movement counts/demands. **Figure 7** shows the trip distribution for Direct Trips generated by the Development and **Figure 8** shows Pass-by trips.

Please note, when the applied distribution percentages did not result in a whole number of vehicles and rounded values did not summate equivalent to the total generated trips, rounding preference was assigned to the movement with the highest existing turning movement count volumes.

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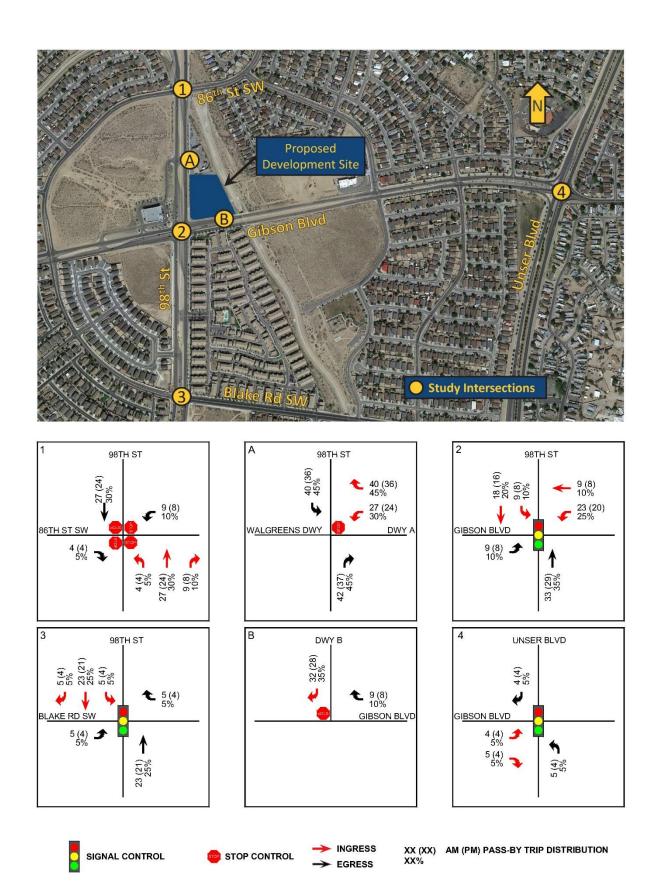


Figure 7: Direct Trip Distribution

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Gibson 98th Gas Station



Figure 8: Pass-By Trip Distribution

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Gibson 98th Gas Station

BUILD-DUT YEAR BACKGROUND AND TOTAL ANALYSES

As performed for Existing Background conditions, a Level of Service (LOS) and queueing analysis was performed for the Build-Out Year analysis scenarios using the same procedures, field data, and assumptions with the following considerations.

The City of Albuquerque plans to convert the intersection of 98th St and Gibson Blvd from an all-way-stop controlled intersection into a signalized intersection by the end of the Build-Out Year (2023). Additionally, the intersection of 98th St and 86th St met the signal warrant analysis preformed as part of this TIS effort and is recommended to be considered for signalization.

For these reasons, both intersections were treated as signalized for the purposes of Build-Out and Horizon Year analyses. Signal timings used for the analysis were developed from the signal timing settings provided by COA for the intersection of 98th St and Blake Rd. Due to this shift from stop to signal controlled operations between Existing and Build-Out Year analyses some movements saw operational improvement or deterioration, which would not ordinarily be expected between these scenarios based solely on projected volume increases. Intersection geometry was analyzed as present under existing conditions with recommended geometry outlined under Mitigated/Optimized Conditions analysis.

BUILD-OUT YEAR (2023) BACKGROUND CONDITIONS

As discussed in the previous Analysis Scenarios and Volume Calculations subsection the Build-Out Year Background traffic volumes are determined from the application of a 1% growth rate to the Existing traffic movement count data to analyze probable roadway conditions in the Build-Out Year in the absence of the proposed development. The turning movement volumes used for this analysis scenario are shown in **Figure 9**.

Table 9 below summarizes the intersection delay, LOS, and 95th percentile queue length conditions under Build-Out Year Background conditions. Values within Table 9, shown in red, represent a result that falls below the acceptable threshold. Detailed HCS capacity and queuing analysis output sheets showing all individual movements can be found in Appendix D.





Figure 9: Build-Out Year (2023) - Background Traffic Volumes



Table 9: HCS Result Summary for Build-Out Year (2023) Background Conditions

			Build-Ou	t Year	· - Ba	ackgi	round (2	023)							
			Queue												
				AM				PM			Int	ersect	tion LOS		
Study		Auxiliary	95th				95th				ΔΝ	AM		M	
Intersection	Movement	Lane	Percentile	Delay	v/c	LOS	Percentile	Delay	v/c	LOS		/ 1	-	VI	
	Wovement	Length	Queue (ft) ²	(sec)	V/C	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Queue (ft)	(sec)	V/C	LUS	Delay	LOS	Delay	LOS	
		(ft)	Queue (II)				Queue (It)				(sec)		(sec)		
	EBT/L/R		4429.6	6494.5	4.56	F	2195.3	2596.1	2.39	F					
	WBL	235	21.7	32.7	0.36	С	17.2	27.6	0.30	С					
	WBT/R		46.5	16.6	0.08	В	24.6	14.7	0.05	В					
98th Street & 86th	NBL	200	2.7	27.2	0.01	С	8.5	24.6	0.04	С		_			
Street / De Anza Dr	NBT		259.2	32.6	0.40	С	193.4	28.3	0.35	С	1289.0	F	300.7	F	
	INDK	110	34.3 30.4	27.9	0.06	C	22.4 29.4	24.9	0.05	С	_				
	SBL SBT	120	173.8	26.5 29.0	0.11	С	244.1	27.8	0.11	C	-				
	SBR	110	71.8	27.4	0.12	С	218.2	28.7	0.42	C	1				
		1									l				
98th Street &	EBT/L EBR		0.0	12.3 9.3	0.00	B A	7.5 2.5	15.8 10.5	0.08	C B	1				
	WBT/L/R			9.5	0.00		2.5	10.5	0.05	D	1				
Site Driveway A	NBL	150	0.0	9.2	0.00	Α	0.0	9.1	0.01	Α	10.5	В	13.8	В	
/ Walgreens'	NBT/R										1	_		_	
Driveway	SBL	150	0.0	8.3	0.00	Α	0.0	9.8	0.00	Α	1				
	SBT/R														
	EBL	400	91.6	18.6	0.18	В	39.5	16.7	0.10	В					
	EBT		90.3	20.9	0.14	С	27.5	18.2	0.05	В	1				
	EBR	170	33.7	20.1	0.06	С	28.4	18.4	0.06	В					
	WBL	305	40.1	19.2	0.09	В	31.6	17.0	0.08	В					
001 01 10	WBT		34.7	21.1	0.06	С	56.9	19.1	0.11	В]				
98th Street &	WBR	160	16.1	20.8	0.03	С	22.6	18.6	0.05	В	26.4	С	24.5	С	
Gibson Blvd	NBL	270	35.8	26.2	0.10	С	55.6	22.8	0.19	С		`	24.5	_	
	NBT	470	199.9 89.8	30.0 28.3	0.30	C	145.8 33.4	26.1 24.0	0.27	C	-				
	NBR SBL	170 360	11.7	27.4	0.13	С	23.8	24.0	0.07		-	-			
	SBT		165.2	30.6	0.25	С	181.6	28.7	0.34	C					
	SBR	170	41.9	28.4	0.08	C	138.8	28.8	0.28	c	1				
	EBL	220	5.5	19.8	0.01	В	6.2	19.2	0.02	В					
	EBT/R		96.2	21.9	0.15	С	60.8	20.8	0.02	C	1				
	WBL	180	57.7	17.5	0.13	В	74.5	16.3	0.18	В	-				
	WBT/R		56.1	18.9	0.09	В	122.0	18.9	0.22	В					
98th Street &	NBL	90	19.6	28.3	0.06	С	35.4	23.8	0.12	С	28.9	С	24.2	С	
Blake Rd	NBT		219.2	33.3	0.34	С	157.6	27.7	0.30	С	20.9	١	24.2	١	
	NBR	120	109.6	31.5	0.19	С	34.3	25.5	0.08	С					
	SBL	400	65.7	26.2	0.20	С	61.8	22.6	0.20	С					
	SBT (D		195.5	30.5	0.28	С	160.2	27.0	0.28	С	-				
	SBT/R		195.0	30.5	0.28	С	159.1	27.1	0.28	С					
	EBL	320	266.5	56.6	0.86	E	144.0	64.3	0.78	E					
	EBT		21.3	38.2	0.05	D	28.5	49.7	0.09	D	+				
	EBR	70	65.3	0.0 45.8	0.20	A D	67.1	0.0 50.7	0.20	A D	1				
	WBL	70	49.5	49.4	0.20	D	22.7	53.6	0.20	D	1				
Gibson Blvd &	WBR		45.5	0.0		A		0.0		A		_		_	
Unser Blvd	NBL	450	46.2	11.6	0.18	В	49.3	8.0	0.21	A	22.2	С	14.3	В	
	NBT		220.3	14.4	0.34	В	123.3	9.7	0.21	Α	1				
	NBR			0.0		Α		0.0		Α					
	SBL	300	13.6	12.5	0.06	В	31.6	8.0	0.12	Α					
	SBT		204.6	15.4	0.31	В	188.2	10.9	0.29	В					
	SBR			0.0		Α		0.0		Α					

^{*}Intersection LOS and delay for stop-controlled intersection, results are reported as the worst case movement

 $^{^2}$ For Stop Controlled intersections, 95% Queue Lengths have been converted from units of vehicles to units of feet using 25ft/Veh



Gibson 98th Gas Station

¹Double auxiliary lanes of the listed length

From the above tables, the following conclusions are made for the Build-Out Year Background conditions analysis:

- For the intersection of 98th St and 86th St / De Anza
 - Capacity Analysis
 - Overall, the intersection operates at LOS F during the AM and PM peak hours.
 - During the AM and PM peak hours, the eastbound combined right/left/through movement operates at LOS F.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths except in the following cases:
 - Southbound right-turn lane during the PM peak hour
- For the intersection of 98th St and Walgreens' Driveway / Site Driveway A
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of B during both the AM and PM peak.
 Individual approach movements LOS ranges from A to C.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of 98th St and Gibson Blvd
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak.
 Individual approach movements LOS ranges from B to C.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths in all cases.
- For the intersection of 98th St and Blake Rd
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak.
 Individual approach movements LOS ranges from B to C.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Gibson Blvd and Unser Blvd
 - Capacity Analysis
 - Overall, the intersection operates at LOS C during the AM peak hour and at LOS B during the PM peak hour.
 - During the AM and PM peak hours, the eastbound left-turn movement operates at LOS E.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.



BUILD-OUT YEAR (2023) TOTAL CONDITIONS

As previously discussed, the Build-Out Year Total traffic volumes are determined from the application of a 1% growth rate to the Existing traffic movement count data with the addition of the site-generated trips to analyze probable roadway conditions with the presence of the proposed development. The turning movement volumes used for this analysis scenario are shown in **Figure 10**.

Table 10 summarizes the intersection delay, LOS, and 95th percentile queue lengths under Build-Out Year Total conditions. Values within Table 10, shown in red, represent a result that falls below the acceptable threshold.





Figure 10: HCS Result Summary for Build-Out Year (2023) Total Conditions



Table 10: HCS Result Summary for Build-Out Year (2023) Total Conditions

			Build-C	Out Ye	ar -	Tota	l (2023)							
			Queue	, Delay	, V/	C, and	LOS	PM			Inter	sect	ion LO	S
Study		Auxiliary	95th				95th				AM	1	PN	/1
Intersection	Movement	Lane Length	Percentile Queue (ft) ²	Delay (sec)	V/C	LOS	Percentile Queue	Delay (sec)	v/c	LOS	Delay (sec)	LOS	Delay (sec)	LOS
	EDT/L/D	(ft)	4512.3	6667.4	4.65	F	(ft) 2271.2	2676.6	2.44	F	(520)		(520)	
	EBT/L/R WBL	235	28.3	32.8	0.43	C	22.2	27.7	0.36	C	1			
	WBT/R		46.5	16.6	0.08	В	24.6	14.7	0.05	В	1			
98th Street &	NBL	200	6.4	27.2	0.02	С	11.6	24.6	0.06	С				
86th Street	NBT		272.5	32.9	0.42	С	203.1	28.6	0.37	С	1268.9	F	303.6	F
/ De Anza Dr	NBR	110	43.3	28.1	0.08	С	29.2	25.0	0.07	С	1			
	SBL	120	30.5	26.8	0.11	С	29.6 255.1	22.5	0.11	С	-			
	SBT SBR	110	190.1 72.2	29.5 27.7	0.28	C	255.1	28.3	0.46	C	1			
					_			_						
	EBT/L		0.0	17.9 8.9	0.01	C	10.0 2.5	22.9 10.0	0.13	C B	1			
98th Street &	EBR WBT/L		47.5	24.0	0.00	A C	40.0	24.2	0.02	С	1			
Site Driveway A	WBR		20.0	11.4	0.40	В	15.0	10.9	0.33	В	1			
/ Walgreens'	NBL	150	0.0	8.4	0.00	A	0.0	8.6	0.01	A	17.0	С	18.1	С
	NBT/R										1			
Driveway	SBL	150	17.5	9.3	0.18	Α	12.5	9.0	0.15	Α				
	SBT/R													
	EBL	400	133.7	21.0	0.24	С	63.2	18.3	0.16	В				
	EBT		83.6	23.3	0.13	С	20.7	20.2	0.04	С	1			
	EBR	170	36.3	22.7	0.06	С	30.4	20.5	0.07	С	1			
	WBL	305	111.0	18.7	0.24	В	83.7	17.1	0.19	В]			
	WBT		38.5	21.1	0.06	С	60.9	19.7	0.12	В]			
98th Street &	WBR	160	16.1	20.8	0.03	С	23.0	19.2	0.05	В	26.8	С	24.6	c
Gibson Blvd	NBL	270	36.5	26.9	0.10	С	56.5	23.3	0.18	С	:	_		~
	NBT		221.7	32.5	0.34	С	165.3	27.9	0.31	С				
	NBR	170	93.3	30.3	0.16	С	35.4	25.4	0.08	С	1			
	SBL	360	48.4 134.6	26.9 30.0	0.15	C	49.4 158.7	23.7	0.17	C	-			
	SBT SBR	170	41.9	28.4	0.08	С	138.9	28.8	0.29	С	1			
	EBL FRT/D	220	9.3 96.2	19.7 21.9	0.02	B C	8.9 60.8	19.1 20.8	0.02	B C	-			
	EBT/R WBL	180	57.7	17.5	0.13	В	74.5	16.3	0.12	В	1			
	WBT/R		60.8	19.2	0.10	В	125.9	19.2	0.23	В	1			
98th Street &	NBL	90	19.7	28.5	0.06	C	35.7	24.2	0.12	C	1	_		_
Blake Rd	NBT		231.2	33.8	0.37	С	173.4	28.9	0.33	С	29.3	С	24.8	С
	NBR	120	110.2	31.8	0.19	С	36.0	26.2	0.08	С	1			
	SBL	400	70.7	26.4	0.22	С	64.4	22.4	0.21	С]			
	SBT		208.9	30.9	0.30	С	173.4	27.3	0.30	С				
	SBT/R		208.0	30.9	0.30	С	171.5	27.4	0.30	С				
	EBT													
Gibson Blvd &	WBT										9.5	Α	9.7	A
Site Driveway B	WBR											^	3.7	
	SBR		12.5	9.5	0.15	Α	12.5	9.7	0.14	Α				
	EBL	320	269.0	56.8	0.86	Е	147.8	64.8	0.78	Е				
	EBT		21.3	38.1	0.05	D	28.4	49.6	0.09	D	1			
	EBR	70		0.0		A	 67.1	0.0		A	1			
	WBL	70	65.3	45.8	0.20	D	67.1	50.7	0.20	D	_			
Gibson Blvd &	WBT		49.5	49.4 0.0	0.20	D A	22.7	53.6 0.0	0.09	D A				
Unser Blvd	WBR NBL	450	48.9	11.6	0.19	B	51.1	8.1	0.22	A	22.3	С	14.4	В
Oliser Biva	NBT	450	223.9	14.5	0.35	В	123.9	9.7	0.22	A	†			
	NBR			0.0		A	123.3	0.0		A	1			
	SBL	300	13.7	12.6	0.06	В	31.8	8.1	0.12	A	1			
	SBT		205.8	15.6	0.32	В	189.1	11.1	0.29	В	1			
					_			0.0	_	Α	1	i	1	1

^{*}Intersection LOS and delay for stop-controlled intersection, results are reported as the worst case movement

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Gibson 98th Gas Station

¹Double auxiliary lanes of the listed length

² For Stop Controlled intersections, 95% Queue Lengths have been converted from units of vehicles to units of feet using 25ft/Veh

From the above table, the following conclusions are made for the Build-Out Year Total conditions analysis:

- For the intersection of 98th St and 86th St / De Anza
 - Capacity Analysis
 - Overall, the intersection operates at LOS F during the AM and PM peak hours.
 - During the AM and PM peak hours, the eastbound combined right/left/through movement operates at LOS F.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths except in the following cases:
 - Southbound right-turn lane during the PM peak hour
- For the intersection of 98th St and Walgreens' Driveway / Site Driveway A
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak.
 Individual approach movements LOS ranges from A to C.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of 98th St and Gibson Blvd
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak.
 Individual approach movements LOS ranges from B to C.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths in all cases.
- For the intersection of 98th St and Blake Rd
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak.
 Individual approach movements LOS ranges from B to C.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Gibson Blvd and Site Driveway B
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of A during both the AM and PM peak for the single movement which experiences delay based on HCM methodology.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths in all cases.
- For the intersection of Gibson Blvd and Unser Blvd
 - Capacity Analysis
 - Overall, the intersection operates at LOS C during the AM peak hour and at LOS B during the PM peak hour.
 - During the AM and PM peak hours, the eastbound left-turn movement operates at LOS E.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.



HORIZON YEAR BACKGROUND AND TOTAL ANALYSES

A Level of Service (LOS) and queueing analysis was performed for Horizon Year analysis scenarios using the same procedures, field data, and assumptions as used for the previous analyses.

HORIZON YEAR (2033) BACKGROUND CONDITIONS

As discussed in the previous Analysis Scenarios and Volume Calculations subsection, the Horizon Year Background traffic volumes were determined by applying a 1% compound growth rate to the Existing traffic movement count data to analyze probable roadway conditions in the Horizon Year in the absence of the proposed development. The turning movement volumes used for this analysis scenario are shown in **Figure 11**.

Table 11 below summarizes the intersection delay, LOS, and 95th percentile queue lengths under Horizon Year Background conditions. Values within Table 11, shown in red, represent a result that falls below the acceptable threshold.



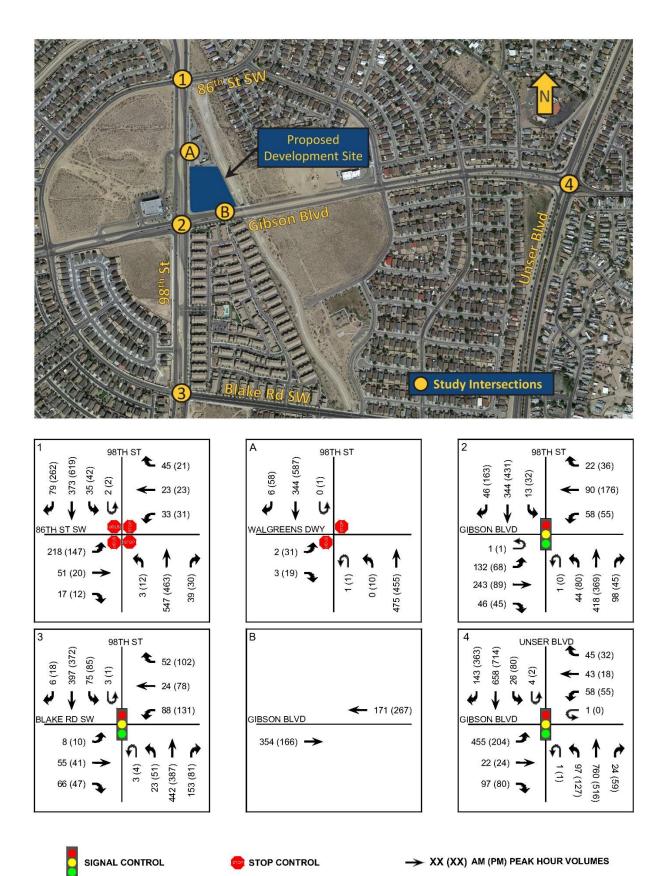


Figure 11: Horizon Year (2033) Background Traffic Volumes

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Table 11: HCS Result Summary for Horizon Year (2033) Background Conditions

			Horizon	Year	- Ba	ckgr	ound (20	33)						
			Queue								1		· 1 0	_
				AM				PM			Int	ersect	tion LO	5
Study		Auxiliary	95th				95th				AN	/ I	PI	М
Intersection	Movement	Lane	Percentile	Delay	v/c	LOS	Percentile	Delay	v/c	LOS	Delay		Delay	
		Length (ft)	Queue (ft)2	(sec)			Queue (ft)	(sec)			(sec)	LOS	(sec)	LOS
	507 / /D		F020 F	02547	F F2	_	2542.0	2004.0	2.54	_	(/		(/	
	EBT/L/R WBL	235	5038.5 23.9	8264.7 32.7	5.53 0.38	F C	2512.9 19.1	2984.9 27.7	2.61 0.32	F C	-			
	WBT/R	233	51.2	16.6	0.08	В	27.1	14.7	0.05	В	1			
98th Street & 86th	NBL	200	2.7	27.4	0.01	С	9.3	24.8	0.05	C	1			
	NBT		281.9	33.4	0.44	С	209.3	28.9	0.39	С	1289.0	F	300.7	F
Street / De Anza Dr	NBR	110	38.4	28.2	0.07	С	25.0	25.0	0.06	С				
	SBL	120	33.2	26.7	0.12	С	32.6	22.4	0.13	С				
	SBT		191.4	29.3	0.28	С	265.3	28.5	0.48	С				
	SBR	110	78.1	27.6	0.13	С	238.0	29.6	0.46	С				
	EBT/L		0.0	12.7	0.00	В	7.5	16.9	0.10	С				
98th Street &	EBR		0.0	9.4	0.00	Α	2.5	10.7	0.03	В				
Site Driveway A	WBT/L/R											_		_
/ Walgreens'	NBL	150	0.0	9.4	0.00	Α	0.0	9.3	0.01	Α	10.7	В	14.6	В
Driveway	NBT/R	450	0.0	8.4	0.00			10.1	0.00					
Dilveway	SBL SBT/R	150	0.0	0.4	0.00	Α	0.0	10.1	0.00		-			
											1	<u> </u>		
	EBL	400	101.0	18.9	0.19	В	30.1	9.6	0.09	A	-			
	EBT	170	99.4 37.1	21.2	0.15	C C	21.3 22.2	10.7	0.04	B B	1			
	EBR WBL	305	43.0	19.2	0.10	В	23.8	9.8	0.03	A	-			
	WBT		37.6	21.1	0.06	С	44.3	11.3	0.09	В	-			
98th Street &	WBR	160	17.7	20.9	0.03	C	17.6	11.0	0.04	В		_		_
Gibson Blvd	NBL	270	39.4	26.2	0.11	С	75.4	33.6	0.35	С	26.5	С	31.4	С
	NBT		215.7	30.5	0.33	С	196.3	38.4	0.48	D				
	NBR	170	98.4	28.6	0.17	С	44.5	35.1	0.13	D				
	SBL	360	12.7	27.6	0.04	С	33.0	35.6	0.16	D	1			
	SBT		182.2	31.1	0.28	С	233.9	42.7	0.64	D				
	SBR	170	46.2	28.7	0.08	С	186.9	42.6	0.54	D				
	EBL	220	6.2	20.0	0.01	В	6.9	19.4	0.02	В				
	EBT/R		105.1	22.3	0.16	С	67.7	21.2	0.13	С	1			
	WBL	180	62.9	17.6	0.14	В	82.0	16.4	0.20	В	-			
98th Street &	WBT/R		62.2	19.1	0.10	B C	133.6	19.2	0.24	B C	-			
	NBL NBT	90	21.6 237.9	28.5 34.1	0.07	C	39.4 177.7	24.0 28.8	0.14	C	29.4	С	24.9	С
Blake Rd	NBR	120	125.5	32.2	0.22	С	71.1	27.0	0.33	C	1			
	SBL	400	71.7	26.4	0.22	С	67.5	22.8	0.22	C				
	SBT		211.3	31.0	0.30	С	178.1	27.7	0.30	C	1			
	SBT/R		210.7	31.0	0.30	С	176.6	27.7	0.31	С	<u> </u>			
	EBL	320	290.3	58.3	0.87	Е	160.8	66.5	0.79	Е				
	EBT		23.2	37.5	0.05	D	31.0	49.5	0.10	D	1			
	EBR			0.0		Α		0.0		Α]			
	WBL	70	70.1	45.7	0.21	D	72.3	50.5	0.21	D				
	WBT		54.7	49.5	0.22	D	25.5	53.7	0.10	D				
Gibson Blvd &	WBR			0.0		Α		0.0		Α	23.3	С	14.9	В
Unser Blvd	NBL	450	51.9	12.3	0.21	В	55.5	8.5	0.24	A	23.3	~	14.5	"
	NBT		249.7	15.6	0.39	В	139.5	10.2	0.23	В				
	NBR		45.2	0.0		A	25.4	0.0	0.12	Α	-			
	SBL	300	15.3	13.4	0.07	В	35.1	8.3	0.13	A	-			
	SBT		228.8	16.7 0.0	0.35	Β Δ	209.3	11.7 0.0	0.32	B A	1			
	SBR			0.0		Α		0.0		А				

^{*}Intersection LOS and delay for stop-controlled intersection, results are reported as the worst case movement

 $^{^2}$ For Stop Controlled intersections, 95% Queue Lengths have been converted from units of vehicles to units of feet using 25ft/Veh



¹Double auxiliary lanes of the listed length

From the above table, the following conclusions are made for the Horizon Year Background conditions analysis:

- For the intersection of 98th St and 86th St / De Anza
 - Capacity Analysis
 - Overall, the intersection operates at LOS F during the AM and PM peak hours.
 - During the AM and PM peak hours, the eastbound combined right/left/through movement operates at LOS F.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths except in the following cases:
 - Southbound right-turn lane during the PM peak hour
- For the intersection of 98th St and Walgreens' Driveway / Site Driveway A
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of B during both the AM and PM peak.
 Individual approach movements LOS ranges from A to C.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of 98th St and Gibson Blvd
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak.
 Individual approach movements LOS ranges from B to C.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths in all cases.
- For the intersection of 98th St and Blake Rd
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak. Individual approach movements LOS ranges from B to C.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Gibson Blvd and Unser Blvd
 - Capacity Analysis
 - Overall, the intersection operates at LOS C during the AM peak hour and at LOS B during the PM peak hour.
 - During the AM and PM peak hours, the eastbound left-turn movement operates at LOS E.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.

HORIZON YEAR (2033) TOTAL CONDITIONS

The Horizon Year Total analysis assesses the probable roadway conditions in the Horizon Year with the addition of the proposed development's contribution to the study area traffic volumes. The turning movement volumes used for this analysis scenario are shown in Figure 12.



Table 12 below summarizes the intersection delay, LOS, and 95th percentile queue lengths under Horizon Year Total conditions. Values within Table 12, shown in red, represent a result that falls below the acceptable threshold.



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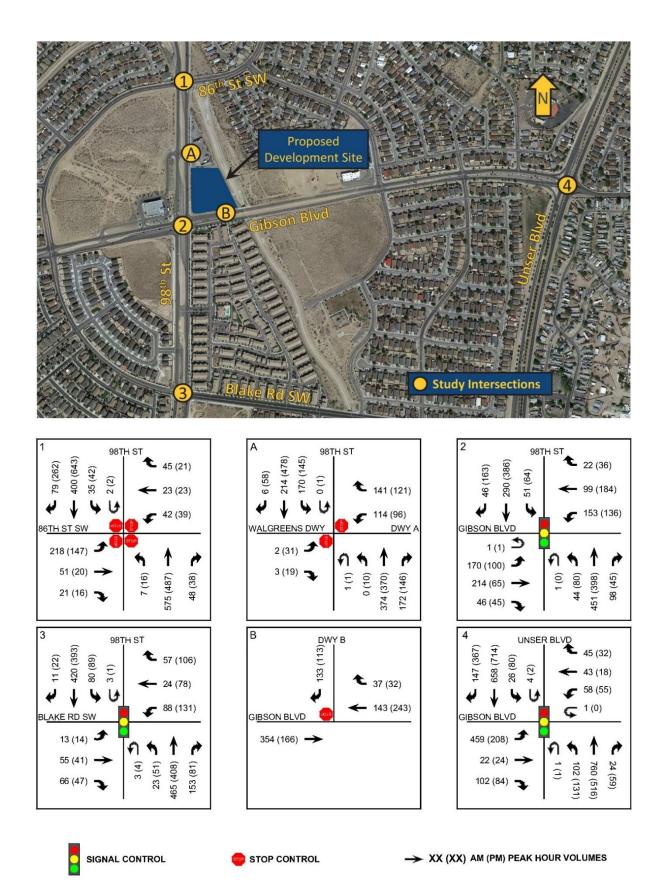


Figure 12: Horizon Year (2033) Total Traffic Volumes



Table 12: HCS Result Summary for Horizon Year (2033) Total Conditions

			Hori	zon Y	ear ·	- Tot	al (2033)						
			Queue								lest		I O	
				AM				PM			Int	ersect	tion LO	5
Study		Auxiliary	95th				95th				AN	/	PI	М
Intersection	Movement	Lane	Percentile	Delay	v/c	LOS	Percentile	Delay	v/c	LOS				
		Length	Queue	(sec)	.,.		Queue	(sec)	', -		Delay	LOS	Delay	LOS
		(ft)	(ft) ²				(ft)				(sec)		(sec)	
	EBT/L/R		5119.7	8461.8		F	2588.1	3065.4	_	F				
	WBL	235	30.5	32.8	0.45	С	24.1	27.7	0.38	С	-			
98th Street &	WBT/R NBL	200	51.2 6.4	16.6 27.4	0.08	B C	27.1 12.4	14.7 24.9	0.05	B C	-			
86th Street	NBT	200	295.5	33.8	0.46	С	219.3	29.2	0.41	С	1615.3	F	345.3	F
/ De Anza Dr	NBR	110	47.5	28.4	0.09	C	31.8	25.2	0.07	C	1015.5	•	343.3	·
/ De Aliza Di	SBL	120	33.4	27.0	0.13	С	32.7	22.6	0.13	С				
	SBT		204.4	29.9	0.31	С	276.4	29.1	0.50	С				
	SBR	110	78.4	27.8	0.14	С	238.7	29.8	0.46	С				
	EBT/L		0.0	18.8	0.01	С	15.0	25.2	0.16	D				
98th Street &	EBR		0.0	9.0	0.00	Α	2.5	10.2	0.03	В				
	WBT/L		52.5	25.9	0.42	D	45.0	26.4	0.38	D				
Site Driveway A	WBR	450	20.0	11.6	0.22	В	17.5	11.1	0.18	В	18.0	С	19.5	С
/ Walgreens'	NBL NBT/D	150	0.0	8.6	0.00	Α	0.0	8.8	0.01	A	-			
Driveway	NBT/R SBL	150	17.5	9.5	0.19	A	12.5	9.1	0.15	A	1			
	SBT/R													
	EBL	400	144.7	21.3	0.26	С	128.2	54.6	0.79	D				
	EBT		93.0	23.6	0.14	С	18.4	13.9	0.04	В				
	EBR	170	40.0	22.9	0.07	С	26.5	14.2	0.06	В	1			
	WBL	305	114.0	18.7	0.25	В	169.3	52.9	0.82	D				
	WBT		41.5	21.2	0.07	С	51.4	13.3	0.10	В				
98th Street &	WBR	160	17.7	20.9	0.03	С	19.6	12.9	0.04	В	27.2	С	40.2	D
Gibson Blvd	NBL	270	40.1	26.9	0.11	С	113.4	64.2	0.78	E				
	NBT NBR	170	238.3 102.4	33.0	0.37	C	220.0 47.0	43.2 38.6	0.62	D D	-			
	SBL	360	49.4	27.1	0.16	С	85.5	54.3	0.68	D	1			
	SBT		151.0	30.5	0.23	С	214.5	43.1	0.61	D				
	SBR	170	46.2	28.7	0.08	С	190.9	44.2	0.58	D				
	EBL	220	10.1	19.8	0.02	В	9.6	19.3	0.03	В				
	EBT/R		105.1	22.3	0.16	С	67.7	21.2	0.13	С				
	WBL	180	62.9	17.6	0.14	В	82.0	16.4	0.20	В				
98th Street &	WBT/R		67.0	19.4	0.11	В	137.9	19.5	0.24	В				
55555	NBL	90	21.7	28.8	0.07	С	39.5	24.1	0.14	С	29.8	С	25.2	С
Blake Rd	NBT NBR	120	250.2 126.0	34.7 32.5	0.40	C	189.4 71.4	29.2 27.1	0.35	C	-			
	SBL	400	76.7	26.6	0.24	С	70.7	22.8	0.24	С	1			
	SBT		224.7	31.4	0.32	С	191.4	28.0	0.32	С				
	SBT/R		223.6	31.4	0.32	С	189.3	28.0	0.33	С				
	EBT													
Gibson Blvd &	WBT										9.5	Α	9.8	Α
Site Driveway B	WBR										9.5	A	9.0	^
	SBR		12.5	9.5	0.15	Α	12.5	9.8	0.14	Α				
	EBL	320	292.8	58.5	0.87	Е	165.0	67.0	0.80	Е				
	EBT		23.2	37.4	0.05	D	30.9	49.4	0.09	D				
	EBR	70	70.1	0.0	0.21	A D	72.2	0.0	0.21	A D	-			
	WBL WBT	70	70.1 54.7	45.7 49.5	0.21	D	72.3 25.5	50.5 53.7	0.21	D	-			
Gibson Blvd &	WBR			0.0		A		0.0		A				_
Unser Blvd	NBL	450	54.5	12.4	0.22	В	57.5	8.6	0.25	A	23.3	С	15.0	В
	NBT		250.1	15.6	0.39	В	140.2	10.2	0.23	В]			
	NBR			0.0		Α		0.0		Α				
	SBL	300	15.4	13.5	0.07	В	35.4	8.4	0.13	Α				
	SBT		229.8	16.9	0.35	В	210.7	11.8	0.32	В	-			
	SBR			0.0		Α		0.0		Α				

 $^{{}^*} Intersection\ LOS\ and\ delay\ for\ stop-controlled\ intersection,\ results\ are\ reported\ as\ the\ worst\ case\ movement$

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Gibson 98th Gas Station

^{*}Double auxiliary lanes of the listed length

 $^{^{2}}$ For Stop Controlled intersections, 95% Queue Lengths have been converted from units of vehicles to units of feet using 25ft/Veh

From the above table, the following conclusions are made for the Horizon Year Total conditions analysis:

- For the intersection of 98th St and 86th St / De Anza
 - Capacity Analysis
 - Overall, the intersection operates at LOS F during the AM and PM peak hours.
 - During the AM and PM peak hours, the eastbound combined right/left/through movement operates at LOS F.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths except in the following cases:
 - Southbound right-turn lane during the PM peak hour
- For the intersection of 98th St and Walgreens' Driveway / Site Driveway A
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak.
 Individual approach movements LOS ranges from A to D.
 - Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of 98th St and Gibson Blvd
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during the AM peak hour and a LOS D during the PM peak hour. Individual approach movements LOS ranges from B to E.
 - From the Build-Out Year to the Horizon Year Total scenarios, the northbound left movement changed from LOS D to E
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths in all cases except:
 - The PM peak hour southbound right-turn movement's 95th percentile queue exceeds the available auxiliary lane length.
- For the intersection of 98th St and Blake Rd
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of C during both the AM and PM peak.
 Individual approach movements LOS ranges from B to C.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths in all cases except:
 - The AM peak hour northbound right-turn movement's 95th percentile queue exceeds the available auxiliary lane length.
- For the intersection of Gibson Blvd and Site Driveway B
 - Capacity Analysis
 - Overall, the intersection operates at a LOS of A during both the AM and PM peak for the single movement which experiences delay based on HCM methodology.
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths in all cases.

For the intersection of Gibson Blvd and Unser Blvd



- Capacity Analysis
 - Overall, the intersection operates at LOS C during the AM peak hour and at LOS B during the PM peak hour.
 - During the AM and PM peak hours, the eastbound left-turn movement operates at LOS E.
- Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths in all cases except:
 - The AM and PM peak hours the westbound left-turn movement's 95th percentile queue exceeds the available auxiliary lane length.

BUILD-OUT YEAR (2023) MITIGATED/OPTIMIZED CONDITIONS

Under Existing and Build-Out Background conditions the intersections of 98th St and 86th St / De Anza and Gibson Blvd and Unser Blvd display movements with an unacceptable LOS. To mitigate the poor LOS and excessive 95th percentile queues the following mitigation measures were implemented within the HCS analysis.

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- At the intersection of 98th St and 86th St / De Anza Rd
 - A 200-foot dedicated left-turn auxiliary lane was added to eastbound De Anza Rd. The remaining (existing) lane was treated as a shared through/right lane.
 - o The southbound right-turn movement was overlapped with the eastbound left-turn movement.
- At the intersection of Gibson Blvd and Unser Blvd
 - Existing signal timings as provided by the City of Albuquerque were adjusted to provide additional split time for the eastbound left-turn movement.
 - The additional split time for the eastbound left-turn was successful at mitigating the LOS E to D for the AM peak hour. However, due to total cycle length associated wait times rather than control delay issues there was no additional split time capable of mitigating the PM LOS for this movement.

The HCS results of this Optimized Build-Out scenario are presented in Table 13.



Table 13: HCS Result Summary for Build-Out Year (2023) Optimized Conditions

	Build-Out Year - Optimized (2023)													
			Queue		, V/	C, and	LOS				Int	ersec	tion LO	os
Study	AM					PM								
•		Auxiliary Lane	95th Percentile	Delay			95th Percentile	Delav			Al	M	PI	M
Intersection	Movement	Length (ft)	Queue (ft) ²	(sec)	V/C	LOS	Queue (ft)	(sec)	V/C	LOS	Delay (sec)	LOS	Delay (sec)	LOS
	EBT/R		158.5	19.1	0.29	В	88.1	17.1	0.20	В				
	EBL	200	52.1	19.9	0.08	В	22.6	17.7	0.04	В				
	WBL	235	31.5	21.7	0.06	С	23.3	17.8	0.05	В				
98th Street &	WBT/R		58.1	24.0	0.09	С	29.1	19.2	0.06	В				
86th Street	NBL	200	6.4	27.2	0.02	С	11.6	24.6	0.06	С	28.2	C	25.9	С
/ De Anza Dr	NBT		272.5	32.9	0.42	С	203.1	28.6	0.37	С		•		-
/ De Aliza Di	NBR	110	43.3	28.1	0.08	С	29.2	25.0	0.07	С				
	SBL	120	30.5	26.8	0.11	С	29.6	22.5	0.11	С				
	SBT		190.1	29.5	0.28	С	255.1	28.3	0.46	С				
	SBR	110	72.2	27.7	0.13	С	94.8	22.1	0.19	С				
	EBL	320	257.9	51.8	0.85	D	142.0	60.9	0.76	Е				
	EBT		21.2	37.9	0.05	D	28.4	49.3	0.09	D				
	EBR			0.0		Α		0.0		Α				
	WBL	70	65.3	45.8	0.20	D	67.1	50.7	0.20	D				
Gibson Blvd &	WBT		49.5	49.4	0.20	D	22.7	53.6	0.09	D				
	WBR	450	40.4	0.0		A		0.0		Α	21.4	С	12.7	В
Unser Blvd	NBL	450	49.1 224.6	11.7	0.19	B B	51.8 125.1	8.2 9.8	0.22	A				
	NBT		224.6	0.0	0.35	A	125.1	0.0	0.21	A				
	NBR SBL	300	13.8	12.8	0.06	B	32.1	8.2	0.12	A				
	SBT		206.8	15.8	0.32	В	191.0	11.2	0.12	 B				
	SBR		200.6	0.0		A	131.0	0.0	0.25	A				

^{*}Intersection LOS and delay for stop-controlled intersection, results are reported as the worst case movement

From the above table, the following conclusions are made for the Optimized/Mitigated conditions analysis:

- For the intersection of 98th St and 86th St / De Anza
 - Capacity Analysis
 - Overall, the intersection operates at LOS C during the AM and PM peak hours.
 - The implementation of the mitigation measures improved all failing movements to within acceptable limits
 - Queueing Analysis
 - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths except in all cases
- For the intersection of Gibson Blvd and Unser Blvd
 - Capacity Analysis
 - Overall, the intersection operates at LOS C during the AM peak hour and at LOS B during the PM peak hour. These LOS results are unchanged from the Build-Out Year Total scenario.
 - During the AM peak hour, the eastbound left-turn movement operates at LOS D an improvement from the LOS E displayed under the Build-Out Year Total scenario.
 - o The PM LOS remained E due to cycle length wait time.



¹Double auxiliary lanes of the listed length

For Stop Controlled intersections, 95% Queue Lengths have been converted from units of vehicles to units of feet using 25ft/Veh

- Queueing Analysis
 - Where HCS results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.

DEVELOPMENT SITE-SPECIFIC OBSERVATIONS AND RECOMMENDATIONS SITE ACCESS SIGHT DISTANCE

The following presents recommended intersection sight distance requirements for the access driveways serving the Development. Intersection sight distance requirements were calculated based on the City of Albuquerque's Development Process Manual (CABQ DPM Section 7-4(I)(5)) and the 2018 AASHTO "Green Book" chapter 9.5. Passenger cars were used as the design vehicle.

- Turning Left 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 turning left was selected from Table 7.4.65 from the CABQ DPM based on the speed limit of 35 MPH. The CABQ DPM states that if a roadway is divided with a median width of 20 feet or more for passenger vehicle crossings, required sight distance may be based on a two-stop crossing and consideration given to the width of each one-way section at a time. In this case, the two selections were based on a two-lane undivided roadway traveling from the access point to the median and the median to the other lane.
- Required intersection sight distance for Case B2 was calculated based on the design vehicle crossing into the first lane of the roadway.

Values shown below in Table 14 were rounded up to the nearest 5-foot increment.

Case	Roadway	Speed	Minimum Sight Distance	Approximate Available Sight Distance
Turning Left to Median	Site Driveway A	35 MPH	390 FT	600 FT
Turning Left from Median	Site Driveway A	35 MPH	390 FT	600 FT
Case B2 - Turning Right	Site Driveway A	35 MPH	335 FT	530 FT
Case B2 - Turning Right	Site Driveway B	40 MPH	385 FT	700 FT

Table 14: Site Distance Requirements

It is recommended that all development driveways adhere to the sight distance provisions detailed in the CABQ DPM and the AASHTO "Green Book". An area bounded by the above sight distances with the decision point placed 14.5 feet back from the edge of the shoulder midway between the outbound driving lane should be maintained clear of any obstructions.

TURN LANE WARRANT ANALYSIS

The following presents a review of CABQ turn lane warrant criteria performed for the proposed Site Access Driveways A and B. Table 15 below shows the guidelines in the CABQ DMP from Table 7.4.67 to Table 7.4.70 criteria that were used to determine the need for turn lanes. The results of this analysis are shown in the



Table 16 below. Build-Out turning movement and adjacent lane volumes for the PM peak hour were used in the analysis.

Table 15: CABQ DPM Table 7.4.67 – Turn Lane Warrants

TABLE 7.4.67 Turn Lane Warrants								
Left Turn		Right Turn						
Design Speed (MPH)	Turning Volume per Hour	Design Speed (MPH)	Turning Volume per Hour					
25	50	25	60					
30-40	40	30-40	50					
45	30	45	45					

Table 16: Right Turn Lane Warrant

Location	Posted Speed Limit	Turning Volume (vph)	Turning Volume Threshold (vph)	Right Turn Warrant Result
Site Driveway A	35 MPH	172	50	Required
Site Driveway B	40 MPH	38	50	Not Required

Table 17: Left Turn Lane Warrant

Location	Posted Speed Limit	Turning Volume (vph)	Turning Volume Threshold (vph)	Left Turn Warrant Result
Site Driveway A	35 MPH	170	40	Required (Existing)

Based on the above criteria, a right turn and left turn deceleration lane is warranted for Site Driveway A. Presently a left-turn auxiliary lane exists. The warranted right-turn auxiliary would need to be constructed as one does not currently exist. A right turn lane is not warranted for Site Driveway B.

DECELERATION LANE LENGTHS

Guidelines in the CABQ DPM Table 7.4.68 and Table 7.4.70 can be found below.



Table 18: CABQ DMP Table 7.4.68 – Right-Turn Lane Design Criteria

TABLE 7.4.68 Right-turn Lane Design Criteria									
Design Speed of Roadway (MPH)	Minimum Storage Length (ft.)	Lane Transition Length (ft.)							
<35	240	150-150 Reverse Curve							
35 - 40	240 - 350	300-150 Reverse Curve							
45 - 50	350 - 405	600-300 Reverse Curve							

Table 19: CABQ DPM Table 7.4.70 - Minimum Left-Turn Lane Transition Length

TABLE 7.4.70 Minimum Left-turn Lane Transition Length							
Design Speed of Roadway (MPH) Lane Transition (ft.)							
<35	150 - 150 Reverse Curve						
35 - 40	300 - 150 Reverse Curve						
45 - 50	600 - 300 Reverse Curve						

Using the information in Table 18 and Table 19, the following is assessed:

Table 20: Deceleration Lengths

Location	Lane Type	Posted Speed Limit	Existing Deceleration Lane Length	CABQ DPM Recommended Deceleration Length
Site Driveway A	Right Turn	35 MPH	0 FT	(240 - 350) FT Storage + (300 - 150 RC) FT Transition
Site Driveway A	Left Turn	35 MPH	150 FT	(300 - 150 RC) FT Transition

The construction of a turn lane, which meets CABQ DPM recommendations in the absence of constraints with strict adherence to the CABQ DPM and no limiting physical or legal constraints present, would require the right turn lane to provide a minimum storage length of 240 feet plus 150 to 300 Feet transition taper.

Currently, the existing shared access easement roadway extending south from Driveway A is positioned against a PNM-owned power facility on the east side of the roadway. As moving the access roadway closer



to the PNM facility would not be feasible, the construction of a northbound right turn auxiliary lane at this driveway would require a reduction in paved width or a reduction in setback from 98th St. Additionally, any modifications would likely result in a decrease of curb radii placing turn paths of entering vehicles into the exiting lane. Therefore, if a northbound right turn deceleration lane is desired for vehicles entering the site from 98th St, it is recommended that a northbound entrance-only driveway be constructed at the north boundary of the site (south of the full access Driveway A) with a deceleration lane.

The deceleration should be constructed to meet CABQ DPM requirements or as close as possible to those requirements. Given the physical constraints present it does not appear to be possible to meet the DPM minimum storage length. Per discussions with the city of Albuquerque a reduced length turn lane may be acceptable. The proposed right turn lane would contain 150 feet of queue storage length with a 47.5-footlong taper. The worst-case Horizon Year (2033) Total HCS analysis did not forecast a queue as the movement would not be stop controlled. Given this slow to 15 mph rather than stop condition present for the movement a 150-foot axillary lane will likely be sufficient to accommodate the deceleration needs of projected site traffic.

Non development related turning lane recommendations include the following.

- 98th St and Gibson Blvd: lengthen the southbound right turn lane to 240 feet plus 150 to 300 Feet transition taper at to meet the guidelines provided by the DPM.
- 98th St and De Anza Dr/86th St: lengthen the northbound right turn lane to 240 feet plus 150 to 300 Feet transition taper at to meet the guidelines provided by the DPM.
- 98th St and De Anza Dr/86th St: lengthening the southbound right turn lane as much as possible recognizing the constraint imposed by the Amole Arroyo and Trail. Lengthening should attempt to be as close to 240 feet plus 150 to 300 Feet transition taper as possible.

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SPECIFIC SITE ACCESS ANALYSIS

SITE ACCESS ANALYSIS

ACCESS SPACING

Required minimum distances between commercial site access and intersections were analyzed using criteria defined in the CABQ DPM. Criteria was applied to the proposed Site Access Driveway (A). Arrival and departure distances are used to analyze spacing requirements. Access spacing standards from the CABQ DPM Table 7.4.45 are found in Table 21 and Table 22.

Table 21: Table 7.4.45 – Minimum Distance Between Commercial Site Access and Intersection

TABLE 7.4.45 Minimum Distance Between Commercial Site Access and Intersection									
	Cross S	Street Cl	asses						
Type of Street	Arteria	ıl	Collect	or	Local				
	Α	D	Α	D	Α	D			
Principal Arterial	300 ft.	200 ft.	200 ft.	150 ft.	150 ft.	100 ft.			
Minor Arterial	200 ft.	150 ft.	150 ft.	100 ft.	100 ft.	100 ft.			
Major Collector	150 ft.	150 ft.	100 ft.	100 ft.	75 ft.	75 ft.			
Minor Collector	150 ft.	150 ft.	100 ft.	100 ft.	75 ft.	75 ft.			
Local (additional distance may be required for queuing)	75 ft.	75 ft.	50 ft.	50 ft.	25 ft.	25 ft.			

Table 22: Table 7.4.46 - Maximum Number of Commercial Site Access Points per Site

TABLE 7.4.46 Maxi Access Points pe	mum Number of Commercial Site r Site
Type of Street	
Principal Arterials	1-2 access points per 300 ft. frontage
Minor Arterials	1-2 access points per 200 ft. frontage
Collectors	1 access point per 100 ft. frontage

The proposed Site Access Driveway (A) would be located on 98th St, approximately 590 feet north the intersection of Gibson Blvd and 98th St. Currently, no other driveways are located on northbound 98th St near the development site. For this driveway, arrival distance from the intersection is used as reference. The CABQ DPM required minimum arrival distance from the intersection of Gibson Blvd and 98th St is 150 feet.



The proposed Site Access Driveway (B) would be located on Gibson Blvd, approximately 230 feet east of the intersection of Gibson Blvd and 98th St. Currently, no other driveways are located on westbound Gibson Blvd near the development site. For this driveway, departure distance from the intersection is used as reference. The CABQ DPM required minimum departure distance to the intersection of Gibson Blvd and 98th St is 75 feet.

Based on Table 21 above, the proposed site access driveways meet the CABQ DPM minimum arrival and departure distance requirements for access spacing. Table 23 below summarizes the site access requirements.

Table 23: Site Access Requirements

Site Access	Major Street	Cross Street	Design Speed	Between C		Maximum Number of Commercial Site Access Points per	Site Access	Between Point and ection	Number of DPM Recommended Site
				Approach Distance	Departure Distance	Site	Approach Distance	Departure Distance	Access Points
Site Driveway A	Principal Arterial	Local	35 MPH	150 FT	100 FT	1-2 access points per 200 ft. frontage	590 FT	612 FT	1.2
Site Driveway B	Major Collector	Local	40 MPH	75 FT	75 FT	1 access points per 100 ft. frontage	1400 FT	230 FT	1-2

As shown, the proposed site plan and access driveways meet CABQ DPM requirements for spacing.

CRASH DATA SUMMARY

At the request of the NMDOT, a crash summary for the intersections within the study area has been completed. The purpose of this analysis is to highlight trends and observations from summarized crash data. Crash data was provided by NMDOT for the years 2015 to 2019 in aggregate form and is summarized in the table below.



Table 24: Crash Summary

	Crash Summary	98th St & 86th St	Gibson Blvd & 98th St	98th St & Blake Rd	Gibson Blvd & Unser Blvd
	Total Crashes	39	49	69	38
	2015	4	6	3	5
ear	2016	8	9	24	9
Ву Үеаг	2017	7	16	18	6
	2018	10	7	12	10
	2019 Fixed Object	10 2	11 4	12 1	8
	Unknown	0	1	0	1
	Unknown/Non-Collision	0	0	0	1
	Other Vehicle - All Others/Entering At Angle	0	3	1	0
	Other Vehicle - Both Going Straight/Entering At Angle	3	12	14	3
	Other Vehicle - Both Turn Right/Entering At Angle	0	0	1	0
	Other Vehicle - From Opposite Direction	4	5	6	4
	Other Vehicle - From Opposite Direction/All Others	1	0	2	0
	Other Vehicle - From Opposite Direction/Both Going	4	3	8	0
	Other Vehicle - From Opposite Direction/Head-On	0	1	0	0
	Other Vehicle - From Opposite Direction/One Left Turn	1	1	1	1
	Other Vehicle - From Opposite Direction/One Right Turn	0	0	1	0
	Other Vehicle - From Opposite Direction/Sideswipe	0	1	0	1
/pe	Other Vehicle - From Same Direction/Both Going Straight	2	1	4	6
Ву Туре	Other Vehicle - From Same Direction/Both Turn Right	0	0	1	0
<u> </u>	Other Vehicle - From Same Direction/One Left Turn	0	1	0	0
	Other Vehicle - From Same Direction/One Stopped	0	0	2	1
	Other Vehicle - From Same Direction/Rear End Collision	3	2	5	4
	Other Vehicle - From Same Direction/Sideswipe Collision	6	0 1	10	3
	Other Vehicle - One Left Turn/Entering At Angle Other Vehicle - One Right Turn/Entering At Angle	0	1	10	1
	Invalid Code	1	1	3	0
	Overturn/Rollover	1	0	0	2
	Parked Vehicle	0	0	0	1
	Pedestrian	0	1	0	0
	Left Blank	10	9	6	4
	% Other Vehicle - Both Going Straight/Entering At Angle	8%	24%	20%	8%
	% Other Vehicle - One Left Turn/Entering At Angle	15%	2%	14%	8%
	% Other Vehicle - From Opposite Direction	10%	10%	9%	11%
b0 (0	Daylight	19	22	28	23
iting ions	Dawn/Dusk	0	0	3	0
By Lighting Conditions	Dark	11	19	29	9
à Ö	Left Blank	9	8	9	6
	% Day	49%	45%	41%	61%
>	Property Damage Only	31	29	42	22
By Severity	Injury	8	20	27	16
Se	Fatality 0/ Power to Power Oak	0	0	0	0
B	% Property Damage Only % Injury	79% 21%	59% 41%	61% 39%	58% 42%
	Alcohol/Drug Involved	1	0	2	42%
	Avoid No Contact - Other	0	0	3	0
	Avoid No Contact - Other Avoid No Contact - Vehicle	0	0	1	0
	Disregarded Traffic Signal	5	4	11	2
	Driver Inattention	8	7	9	5
	Drove Left Of Center	0	1	0	0
	Excessive Speed	0	3	2	3
	Failed to Yield Right of Way	3	11	10	5
	Following Too Closely	1	1	0	4
use	Improper Overtaking	0	0	1	1
By Cause	Inadequate Brakes	0	2	0	0
B	Made Improper Turn	0	1	1	0
	Missing Data	11	8	10	7
	None	4	1	3	1
	Other - No Driver Error	0	0	0	3
	Other Improper Driving	0	1	2	2
	Passed Stop Sign	6	9	13	0
	Speed Too Fast for Conditions	0	0	1	1
	% Driver Inattention	21%	14%	13%	13%
	% Failed to Yield Right of Way	8%	22%	14%	13%
	% Passed Stop Sign	15%	18%	19%	0%



From the above table, the following observations are made:

- For the intersection of 98th St and 86th St:
 - Within the years 2015 to 2019, 39 crashes were reported.
 - The most common classification of crash was Other Vehicle One Left Turn/Entering at Angle.
 - The majority of crashes where lighting conditions were reported occurred during daylight hours.
 - o No fatal crashes were reported from 2015 to 2019. Injuries were reported in 21% of crashes.
 - o The most common classification of crash was Driver Inattention.
- For the intersection of Gibson Blvd and 98th St:
 - Within the years of 2015 to 2019, 49 crashes were reported.
 - The most common classification of crash was Other Vehicle Both Going Straight/Entering at Angle.
 - The majority of crashes where lighting conditions were reported occurred during daylight hours.
 - No fatal crashes were reported from 2015 to 2019. Injuries were reported in 41% of crashes.
 - o The most common classification of crash was Failed to Yield Right of Way.
- For the intersection of 98th St and Blake Rd:
 - O Within the years of 2015 to 2019, 69 crashes were reported.
 - The most common classification of crash was Other Vehicle Both Going Straight/Entering at Angle.
 - The majority of crashes where lighting conditions were reported occurred under dark lighting conditions.
 - No fatal crashes were reported from 2015 to 2019. Injuries were reported in 39% of crashes.
 - o The most common classification of crash was Passed Stop Sign.
- For the intersection of Gibson Blvd and Unser Blvd
 - Within the years of 2015 to 2019, 38 crashes were reported.
 - The two most common classifications of crash were Fixed Object and Other Vehicle From Same Direction/Both Going Straight.
 - The majority of crashes where lighting conditions were reported occurred during daylight hours.
 - No fatal crashes were reported from 2015 to 2019. Injuries were reported in 42% of crashes.

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 The two most common classifications of crash were Driver Inattention and Failed to Yield Right of Way.



SUMMARY OF RECOMMENDATIONS

The following presents a summary of recommendations included in this report.

DEVELOPMENT SPECIFIC RECOMMENDATIONS

- Entering traffic volumes warrant a northbound right turn deceleration lane on 98th St.
 - Due to existing physical constraints (see auxiliary lane section for details), if a deceleration lane is desired for entering vehicles, it is recommended that a northbound Right-in-only driveway be constructed at the north boundary of the site (south of the full access Driveway A) with a deceleration lane. The deceleration should be constructed to meet CABQ DPM requirements or as close as possible to those requirements within the existing roadway geometry and available space.
- It is recommended that all development driveways adhere to the sight distance provisions detailed in the COA DPM or the AASHTO "Green Book" as applicable and outlined in this report.

ANCILLARY RECOMMENDATIONS

- At 98th St and Gibson Blvd, the southbound right turn lane does not meet the recommended storage length provided by the DPM and should be lengthened to 240 feet plus 150 to 300 Feet transition taper
- The conversion of the intersection of 98th St and 86th St / De Anza Rd from a stop-controlled into a signalized intersection should be considered based on the results of the Signal Warrant Analysis having been satisfied for warrants 1, 2, and 8.
 - As part of the signalization the addition of an eastbound auxiliary left-turn lane is recommended at the intersection of 98th St and 86th St / De Anza Rd.
 - Prior to signalization, the lengthening of the north and southbound right turn lanes to match as closely as possible the storage lengths presented by the DPM Table 7.4.68.
- HCS results suggest the need for future evaluation of capacity and queuing mitigation measures or street improvements unrelated to the proposed development at the intersection of Gibson Blvd and Unser Blvd.

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Agenda for Gibson 98th Gas Station Scoping Meeting January 27, 2022

-Meeting Notes in Red-

Attendees:

Matt Grush - City of Albuquerque

Jeanne Wolfenbarger - City of Albuquerque

Jonathon Kruse – Lee Engineering Richard Sims – Sims Architects

- 1. Introductions
- 2. Review of Site Plan
 - a. Site Plan & land Uses
- 3. Discussion of Scope for TIS
 - a. Study Intersections
 - i. Site Driveways
 - ii. Gibson Blvd & 98th St
 - iii. 98th St & 86th St
 - iv. 98th & Blake Rd
 - v. Gibson Blvd & Unser Blvd
 - b. Data Collection
 - i. Gibson Blvd & 98th St
 - ii. 98th St & 86th St (12-Hour for Signal Warrant)
 - iii. 98th & Blake Rd
 - iv. Gibson Blvd & Unser Blvd
 - c. Trip Generation, Pass By, & Internal Capture
 - i. Trip Generation Manual (10th Edition) Land Use See attached spreadsheet
 - ii. Pass-by trips Yes
 - iii. No Internal Capture
 - iv. Trips distributed based on existing traffic patterns
 - d. Known Developments or Pending Improvements in Area:
 - e. Solari Charter School
 - f. Sage Plaza (Devargas & Sage)
 - g. Signal at Gibson & 98th
 - h. Build-out Year and Growth Rate
 - i. Build-Out Year (2023)
 - 1. Will look at MRCOG Model Projections and calculate growth rate (if any), otherwise will assume 1% growth per year.
 - i. Analysis scenarios
 - i. Existing Conditions
 - ii. Opening Year Background (No Build)
 - iii. Opening Year Buildout (Full Build)
 - iv. Opening Year Buildout Optimized (if required)



- 1. All scenarios with existing signal timings except opening year buildout optimized.
- 2. Horizon year +10 years
- j. Required Analysis & Methodology
 - i. LOS Capacity analysis based on HCM 6th Edition (HCS)
 - 1. Will use balanced volumes on Carlisle Blvd
 - ii. 95th Percentile Queue demands (HCS)
 - 1. Capacity & Queueing for network peak rather than individual intersection peaks
 - iii. Auxiliary Lane Analysis
 - iv. Sight Distance Analysis at Proposed Driveways
 - v. No Safety (Crash) Summary
 - 1. 5 Years Summary
 - 2. % per million per intersection
- 4. Agency Input (Comments & Issues)
- 5. Meeting Notes (distributed by Lee Engineering)



Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 1

Turning Movement Data

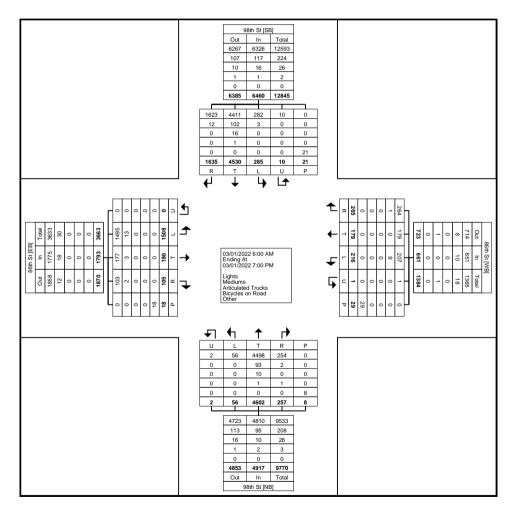
			861	h St			86th St					98th St						[98t	h St				
			West	bound					Easth	oound					South	bound			1		North	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	1	0	5	0	6	0	29	1	2	0	32	0	0	33	4	0	37	0	0	51	1	0	52	127
6:15 AM	0	1	1	7	0	9	0	30	2	1	0	33	0	2	40	9	0	51	0	1	74	0	0	75	168
6:30 AM	0	3	2	9	0	14	0	56	1	3	0	60	0	4	66	5	0	75	0	1	102	1	0	104	253
6:45 AM	0	1	4	3	0	8	0	41	6	5	0	52	0	5	83	13	0	101	0	1	109	5	0	115	276
Hourly Total	0	6	7	24	0	37	0	156	10	11	0	177	0	11	222	31	0	264	0	3	336	7	0	346	824
7:00 AM	0	14	5	9	1	28	0	55	11	3	0	69	1	7	106	11	0	125	0	0	117	4	0	121	343
7:15 AM	0	3	3	10	0	16	0	71	16	8	0	95	1	7	83	13	0	104	0	1	148	14	0	163	378
7:30 AM	0	6	6	16	0	28	0	42	8	2	0	52	0	15	72	19	0	106	0	1	122	11	0	134	320
7:45 AM	0	7	7	6	0	20	0	30	11	2	0	43	0	3	78	29	0	110	0	1	110	6	0	117	290
Hourly Total	0	30	21	41	. 1	92	0	198	46	15	0	259	2	32	339	72	0	445	0	3	497	35	0	535	1331
8:00 AM	0	12	4	2	0	18	0	43	3	3	0	49	0	5	80	34	0	119	0	1	109	6	0	116	302
8:15 AM	0	8	3	3	0	14	0	28	7	2	0	37	0	2	82	23	0	107	0	1	101	4	0	106	264
8:30 AM	0	5	0	4	0	9	0	28	4	1	0	33	0	3	59	13	0	75	0	0	105	3	0	108	225
8:45 AM	0	0	0	4	0	4	0	26	4	0	0	30	1	1	59	23	0	84	0	1	94	6	0	101	219
Hourly Total	0	25	7	13	0	45	0	125	18	6	0	149	1	11	280	93	0	385	0	3	409	19	0	431	1010
9:00 AM	0	1	1	3	0	5	0	25	0	0	0	25	0	2	55	9	0	66	0	2	69	1	1	72	168
9:15 AM	0	1	5	5	0	11	0	10	3	0	1	13	0	4	55	17	6	76	0	1	63	3	0	67	167
9:30 AM	0	1	2	6	2	9	0	23	3	0	0	26	0	1	41	14	0	56	0	0	68	1	0	69	160
9:45 AM	0	3	2	. 5	0	10	0	24	0	1	. 0	25	0	1	56	14	2	71	0	0	58	1	0	59	165
Hourly Total	0	6	10	19	2	35	0	82	6	1	. 1	89	0	8	207	54	8	269	0	3	258	6	1	267	660
10:00 AM	0	1	0	2	0	3	0	23	2	1	0	26	0	0	59	20	0	79	0	0	55	3	0	58	166
10:15 AM	0	2	0	3	0	. 5	0	17	0	3	0	20	0	4	58	23	0	85	0	0	72	1	0	73	183
10:30 AM	0	2	2	5	1	9	0	26	0	2	0	28	0	2	48	15	1	65	0	2	65	1	0	68	170
10:45 AM	0	1	1	0	0	2	0	23	1	2	1	26	0	1	51	12	0	64	0	0	49	2	1	51	143
Hourly Total	0	6	3	10	. 1	19	0	89	3	8	1	100	0	7	216	70	1	293	0	2	241	. 7	1	250	662
11:00 AM	0	1	1	6	. 0	. 8	0	13	0	0	0	13	0	4	52	19	0	75	0	0	59	2	2	61	157
11:15 AM	0	2	0	1	2	3	0	20	1	2	0	23	0	5	47	21	0	73	0	1	57	2	1	60	159
11:30 AM	0	2	2	2	. 0	6	0	22	4	4	. 0	30	0	3	67	12	2	82	0	1	71	3	0	75	193
11:45 AM	0	3	4	6	. 0	13	0	25	0	1	1	26	0	3	56	22	1	81	0	1	66	4	0	71	191
Hourly Total	0	8	7	15	2	30	0	80	5	7	1	92	0	15	222	74	3	311	0	3	253	11	3	267	700
12:00 PM	0	2	3	6	0	11	0	17	3	0	1	20	0	7	70	19	0	96	0	1	75	3	0	79	206
12:15 PM	0	1	. 2	3	. 0	6	0	23	4	0	0	27	0	1	71	29	0	101	0	1	86	. 4	0	91	225
12:30 PM	0	1	4	5	0	10	0	32	1	3	0	36	0	4	88	27	0	119	0	0	67	1	0	68	233
12:45 PM	0	2	1	4	0	7	0	26	0	2	0	28	0	3	65	24	0	92	0	0	65	5	0	70	197
Hourly Total	0	6	10	18	. 0	34	0	98	8	5	. 1	111	0	15	294	99	0	408	0	2	293	13	0	308	861

1:00 PM	0	4	3	7	0	14	0	28	0	0	0	28	1	2	78	25	0	106	0	1	75	3	0	79	227
1:15 PM	0	4	1	8	0	13	0	19	5	1	0	25	0	2	70	29	1	101	0	0	80	2	0	82	221
1:30 PM	0	4	2	5	0	11	0	24	1	2	0	27	0	3	80	31	0	114	0	1	72	4	0	77	229
1:45 PM	1	3	1	1	2	6	0	19	8	3	0	30	0	6	85	34	0	125	0	0	79	6	0	85	246
Hourly Total	1	15	7	21	2	44	0	90	14	6	0	110	1	13	313	119	1	446	0	2	306	15	0	323	923
2:00 PM	0	5	3	4	1	12	0	24	3	1	0	28	0	6	94	34	0	134	1	0	75	9	0	85	259
2:15 PM	0	8	0	3	4	11	0	29	1	0	0	30	0	7	107	45	0	159	0	1	92	4	0	97	297
2:30 PM	0	2	3	4	4	9	0	37	3	3	0	43	0	3	111	36	0	150	0	1	124	11	0	136	338
2:45 PM	0	5	7	7	2	19	0	37	3	0	0	40	0	1	98	37	0	136	0	0	140	18	1	158	353
Hourly Total	0	20	13	18	11	51	0	127	10	4	0	141	0	17	410	152	0	579	1	2	431	42	1	476	1247
3:00 PM	0	4	8	1	1	13	0	35	2	4	0	41	0	1	88	40	0	129	0	1	90	7	0	98	281
3:15 PM	0	4	0	4	0	8	0	27	1	2	3	30	1	5	122	45	6	173	0	0	82	1	1	83	294
3:30 PM	0	7	4	4	0	15	0	30	5	5	6	40	0	17	109	26	0	152	0	2	87	4	1	93	300
3:45 PM	0	13	16	20	1	49	0	28	4	2	4	34	0	13	134	57	1	204	0	1	104	8	0	113	400
Hourly Total	0	28	28	29	2	85	0	120	12	13	13	145	1	36	453	168	7	658	0	4	363	20	2	387	1275
4:00 PM	0	5	3	9	3	17	0	16	2	3	0	21	0	11	128	54	1	193	0	1	103	4	0	108	339
4:15 PM	0	8	2	3	0	13	0	21	3	2	0	26	0	11	123	60	0	194	0	2	115	5	0	122	355
4:30 PM	0	7	7	5	1	19	0	28	5	3	0	36	1	12	152	60	0	225	0	3	101	11	0	115	395
4:45 PM	0	3	7	2	4	12	0	28	8	3	0	39	0	4	118	57	0	179	1	2	97	7	0	107	337
Hourly Total	0	23	19	19	8	61	0	93	18	11	0	122	1	38	521	231	1	791	1	8	416	27	0	452	1426
5:00 PM	0	10	4	6	0	20	0	30	4	1	0	35	0	6	130	 57	0	193	0	3	110	7	0	120	368
5:15 PM	0	2	4	4	0	10	0	34	3	1	0	38	1	12	163	58	0	234	0	4	95	7	0	106	388
5:30 PM	0	8	3	5	0	16	0	33	1	4	0	38	1	8	142	59	0	210	0	2	99	9	0	110	374
5:45 PM	0	8	10	4	0	22	0	37	10	5	0	52	0	12	128	64	0	204	0	2	117	4	0	123	401
Hourly Total	0	28	21	19	0	68	0	134	18	11	0	163	2	38	563	238	0	841	0	11	421	27	0	459	1531
6:00 PM	0	2	9	6	0	17	0	32	5	2	0	39	1	9	136	58	0	204	0	2	101	6	0	109	369
6:15 PM	0	2	7	4	0	13	0	31	0	1	1	32	0	12	126	61	0	199	0	1	104	9	0	114	358
6:30 PM	0	4	7	3	0	14	0	34	3	3	0	40	0	12	134	76	0	222	0	4	87	5	0	96	372
6:45 PM	0	7	3	6	0	16	0	19	4	1	0	24	1	11	94	39	0	145	0	3	86	8	0	97	282
Hourly Total	0	15	26	19	0	60	0	116	12	7	1	135	2	44	490	234	0	770	0	10	378	28	0	416	1381
Grand Total	1	216	179	265	29	661	0	1508	180	105	18	1793	10	285	4530	1635	21	6460	2	56	4602	257	8	4917	13831
Approach %	0.2	32.7	27.1	40.1	-	-	0.0	84.1	10.0	5.9	-	-	0.2	4.4	70.1	25.3	-	-	0.0	1.1	93.6	5.2	-	-	-
Total %	0.0	1.6	1.3	1.9	-	4.8	0.0	10.9	1.3	0.8	-	13.0	0.1	2.1	32.8	11.8	-	46.7	0.0	0.4	33.3	1.9	-	35.6	-
Lights	1	207	179	264	-	651	0	1495	177	103	-	1775	10	282	4411	1623	-	6326	2	56	4498	254	-	4810	13562
% Lights	100.0	95.8	100.0	99.6	_	98.5	-	99.1	98.3	98.1	-	99.0	100.0	98.9	97.4	99.3	-	97.9	100.0	100.0	97.7	98.8	-	97.8	98.1
Mediums	0	9	0	1	-	10	0	13	3	2	-	18	0	3	102	12	-	117	0	0	93	2	-	95	240
% Mediums	0.0	4.2	0.0	0.4	-	1.5	-	0.9	1.7	1.9	-	1.0	0.0	1.1	2.3	0.7	-	1.8	0.0	0.0	2.0	0.8	-	1.9	1.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	16	0	-	16	0	0	10	0	-	10	26
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.4	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	1	-	2	3
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.4	-	0.0	0.0
		_	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
Bicycles on Crosswalk																									
	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	4.8	-	-	-	-	-	12.5	-	-
Crosswalk % Bicycles on	-	-	-	-	0.0	-	-	-	-	<u>-</u>	0.0	-	-	-	<u>-</u> 	<u>-</u>	4.8	-	-	-	-	-	12.5 7	<u>-</u> 	-



Count Name: NM303.03 98th St and Gibson

Gas Station Site Code: Start Date: 03/01/2022 Page No: 3



Turning Movement Data Plot



Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 4

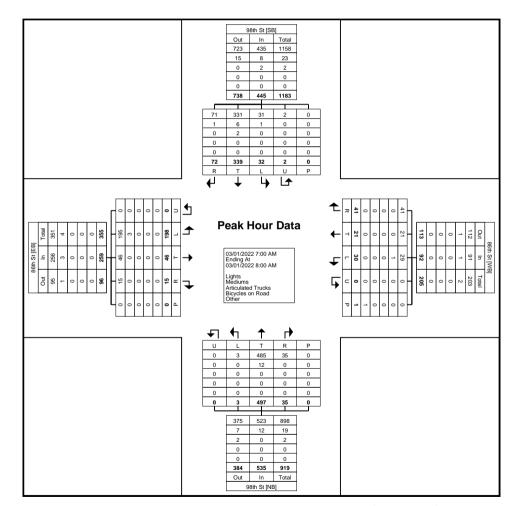
Turning Movement Peak Hour Data (7:00 AM)

	and a second sec														1										
			86t	h St					86t	h St					98t	h St					98t	h St			
			West	bound					Easth	ound					South	bound					North	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	14	5	9	1	28	0	55	11	3	0	69	1	7	106	11	0	125	0	0	117	4	0	121	343
7:15 AM	0	3	3	10	0	16	0	71	16	8	0	95	1	7	83	13	0	104	0	1	148	14	0	163	378
7:30 AM	0	6	6	16	0	28	0	42	8	2	0	52	0	15	72	19	0	106	0	1	122	11	0	134	320
7:45 AM	0	7	7	6	0	20	0	30	11	2	0	43	0	3	78	29	0	110	0	1	110	6	0	117	290
Total	0	30	21	41	1	92	0	198	46	15	0	259	2	32	339	72	0	445	0	3	497	35	0	535	1331
Approach %	0.0	32.6	22.8	44.6	-	-	0.0	76.4	17.8	5.8	-	-	0.4	7.2	76.2	16.2	-	-	0.0	0.6	92.9	6.5	-	-	-
Total %	0.0	2.3	1.6	3.1	-	6.9	0.0	14.9	3.5	1.1	-	19.5	0.2	2.4	25.5	5.4	-	33.4	0.0	0.2	37.3	2.6	-	40.2	-
PHF	0.000	0.536	0.750	0.641	-	0.821	0.000	0.697	0.719	0.469	-	0.682	0.500	0.533	0.800	0.621	-	0.890	0.000	0.750	0.840	0.625	-	0.821	0.880
Lights	0	29	21	41	-	91	0	195	46	15	-	256	2	31	331	71	-	435	0	3	485	35	-	523	1305
% Lights	-	96.7	100.0	100.0	-	98.9	-	98.5	100.0	100.0	-	98.8	100.0	96.9	97.6	98.6	-	97.8	-	100.0	97.6	100.0	-	97.8	98.0
Mediums	0	1	0	0	-	1	0	3	0	0	-	3	0	1	6	1	-	8	0	0	12	0	-	12	24
% Mediums	-	3.3	0.0	0.0	-	1.1	-	1.5	0.0	0.0	-	1.2	0.0	3.1	1.8	1.4	-	1.8	-	0.0	2.4	0.0	-	2.2	1.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	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	0.0	0.6	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.2
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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	_	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	_	-
% Pedestrians	-	-			100.0	-	-	-	-	-	-		-	-	-		-		-	-			-		-



Count Name: NM303.03 98th St and Gibson

Gas Station Site Code: Start Date: 03/01/2022 Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)



Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 6

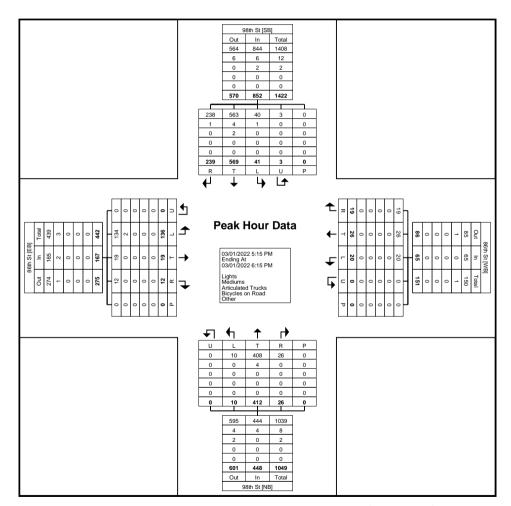
Turning Movement Peak Hour Data (5:15 PM)

	86th St 86th St 98th St 98th St																								
			86t	h St					86t	h St					98t	h St					98t	h St			
			West	bound					Easth	oound					South	bound					North	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:15 PM	0	2	4	4	0	10	0	34	3	1	0	38	1	12	163	58	0	234	0	4	95	7	0	106	388
5:30 PM	0	8	3	5	0	16	0	33	1	4	0	38	1	8	142	59	0	210	0	2	99	9	0	110	374
5:45 PM	0	8	10	4	0	22	0	37	10	5	0	52	0	12	128	64	0	204	0	2	117	4	0	123	401
6:00 PM	0	2	9	6	0	17	0	32	5	2	0	39	1	9	136	58	0	204	0	2	101	6	0	109	369
Total	0	20	26	19	0	65	0	136	19	12	0	167	3	41	569	239	0	852	0	10	412	26	0	448	1532
Approach %	0.0	30.8	40.0	29.2	-	-	0.0	81.4	11.4	7.2	-	-	0.4	4.8	66.8	28.1	-	-	0.0	2.2	92.0	5.8	-	-	-
Total %	0.0	1.3	1.7	1.2	-	4.2	0.0	8.9	1.2	0.8	-	10.9	0.2	2.7	37.1	15.6	-	55.6	0.0	0.7	26.9	1.7	-	29.2	-
PHF	0.000	0.625	0.650	0.792	-	0.739	0.000	0.919	0.475	0.600	-	0.803	0.750	0.854	0.873	0.934	-	0.910	0.000	0.625	0.880	0.722	-	0.911	0.955
Lights	0	20	26	19	-	65	0	134	19	12	-	165	3	40	563	238	-	844	0	10	408	26	-	444	1518
% Lights	-	100.0	100.0	100.0	-	100.0	-	98.5	100.0	100.0	-	98.8	100.0	97.6	98.9	99.6	-	99.1	-	100.0	99.0	100.0	-	99.1	99.1
Mediums	0	0	0	0	-	0	0	2	0	0	-	2	0	1	4	1	-	6	0	0	4	0	-	4	12
% Mediums	-	0.0	0.0	0.0	-	0.0	-	1.5	0.0	0.0	-	1.2	0.0	2.4	0.7	0.4	-	0.7	-	0.0	1.0	0.0	-	0.9	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	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	0.0	0.4	0.0	-	0.2	-	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
% 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	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Count Name: NM303.03 98th St and Gibson

Gas Station Site Code: Start Date: 03/01/2022 Page No: 7



Turning Movement Peak Hour Data Plot (5:15 PM)



Count Name: NM303.03 98th St and Gibson Walgreens Site Code: Start Date: 03/17/2022 Page No: 1

Turning Movement Data

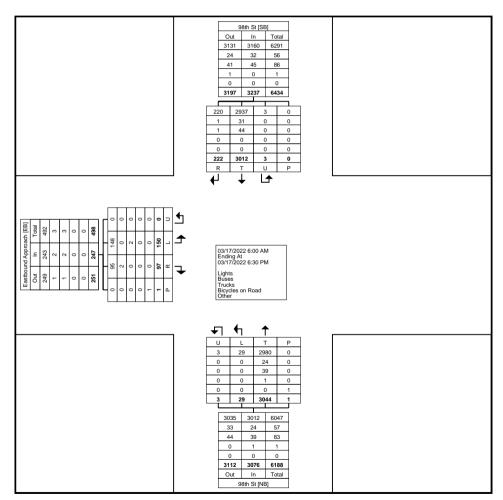
							9	• • • • • • • •									
		Е	astbound Approa	ach				98th St					98th St				
Ctart Time			Eastbound					Southbound					Northbound			1	
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total	
6:00 AM	0	0	0	0	0	0	30	1	. 0	31	0	0	53	0	53	84	
6:15 AM	0	0	0	0	0	0	49	0	0	49	0	0	67	0	67	116	
6:30 AM	0	0	0	0	0	0	61	1	0	62	0	0	100	0	100	162	
6:45 AM	0	4	2	0	6	0	79	2	0	81	0	0	102	0	102	189	
Hourly Total	0	4	2	0	6	0	219	4	0	223	0	0	322	0	322	551	
7:00 AM	0	0	0	0	0	0	89	0	0	89	1	0	106	0	107	196	
7:15 AM	0	0	. 1	. 0	1	0	84	0	0	84	0	0	120	. 0	120	205	
7:30 AM	0	1	0	0	1	0	68	. 1	0	69	0	0	127	0	127	197	
7:45 AM	0	1	2	0	3	0	72	4	0	76	0	0	79	0	79	158	
Hourly Total	0	2	3	0	5	0	313	5	0	318	1	0	432	0	433	756	
8:00 AM	0	2	0	0	2	0	58	5	0	63	0	0	86	0	86	151	
8:15 AM	0	0	3	0	3	0	53	1	0	54	0	0	73	0	73	130	
8:30 AM	0	3	3	0	6	0	49	4	0	53	0	2	85	0	87	146	
8:45 AM	0	2	3	0	5	0	47	4	0	51	0	0	62	0	62	118	
Hourly Total	0	7	9	0	16	0	207	14	0	221	0	2	306	0	308	545	
*** BREAK ***	-	-	-	-		-		_	-	-		-		-	-	-	
11:00 AM	0	4	3	. 1	7	0	61	2	0	63	0	0	56	0	56	126	
11:15 AM	0	1	1	0	2	1	52	2	0	55	0	2	51	0	53	110	
11:30 AM	0	3	2	0	5	1	42	5	0	48	0	1	63	0	64	117	
11:45 AM	0	5	2	0	7	0	52	4	0	56	0	1	64	0	65	128	
Hourly Total	0	13	8	1	21	2	207	13	0	222	0	4	234	0	238	481	
12:00 PM	0	6	0	0	6	0	72	5	0	77	0	0	55	0	55	138	
12:15 PM	0	3	1	0	4	0	77	4	0	81	0	0	90	0	90	175	
12:30 PM	0	6	1	0	7	0	67	7	0	74	0	0	62	0	62	143	
12:45 PM	0	7	3	0	10	0	68	7	0	75	0	3	74	0	77	162	
Hourly Total	0	22	5	0	27	0	284	23	0	307	0	3	281	0	284	618	
1:00 PM	0	6	7	0	13	0	62	11	0	73	1	0	86	0	87	173	
1:15 PM	0	6	4	0	10	0	60	6	0	66	0	1	60	0	61	137	
1:30 PM	0	3	4	0	7	0	70	7	0	77	0	0	62	0	62	146	
1:45 PM	0	4	3	0	7	0	72	4	0	76	0	0	65	0	65	148	
Hourly Total	0	19	18	0	37	0	264	28	0	292	1	1	273	0	275	604	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:30 PM	0	4	3	0	7	0	106	8	0	114	0	0	106	0	106	227	
3:45 PM	0	4	3	0	7	0	126	8	0	134	0	1	103	0	104	245	
Hourly Total	0	8	6	0	14	0	232	16	0	248	0	1	209	0	210	472	
4:00 PM	0	5	2	0	. 7	0	122	12	. 0	134	0	1	96	0	97	238	

Г																
4:15 PM	0	6	3	0	9	0	117	10	0	127	0	3	93	0	96	232
4:30 PM	0	10	9	0	19	0	129	10	0	139	0	2	104	0	106	264
4:45 PM	0	8	4	0	12	0	134	12	0	146	0	0	103	0	103	261
Hourly Total	0	29	18	0	47	0	502	44	0	546	0	6	396	0	402	995
5:00 PM	0	9	2	0	11	1	118	18	0	137	1	4	92	1	97	245
5:15 PM	0	11	8	0	19	0	152	13	0	165	0	2	95	0	97	281
5:30 PM	0	5	4	0	9	0	134	9	0	143	0	2	122	0	124	276
5:45 PM	0	3	3	0	6	0	130	13	0	143	0	1	105	0	106	255
Hourly Total	0	28	17	0	45	1	534	53	0	588	1	9	414	1	424	1057
6:00 PM	0	6	7	0	13	0	112	10	0	122	0	3	101	0	104	239
6:15 PM	0	12	4	0	16	0	138	12	0	150	0	0	76	0	76	242
Grand Total	0	150	97	1	247	3	3012	222	0	3237	3	29	3044	1	3076	6560
Approach %	0.0	60.7	39.3	-	-	0.1	93.0	6.9	-	-	0.1	0.9	99.0	-	-	-
Total %	0.0	2.3	1.5	-	3.8	0.0	45.9	3.4	-	49.3	0.0	0.4	46.4	-	46.9	-
Lights	0	148	95	-	243	3	2937	220	-	3160	3	29	2980	-	3012	6415
% Lights	-	98.7	97.9	-	98.4	100.0	97.5	99.1	-	97.6	100.0	100.0	97.9	-	97.9	97.8
Buses	0	0	2	-	2	0	31	1	-	32	0	0	24	-	24	58
% Buses	-	0.0	2.1	-	0.8	0.0	1.0	0.5	-	1.0	0.0	0.0	0.8	-	0.8	0.9
Trucks	0	2	0	-	2	0	44	1	-	45	0	0	39	-	39	86
% Trucks	-	1.3	0.0	-	0.8	0.0	1.5	0.5	-	1.4	0.0	0.0	1.3	-	1.3	1.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	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
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Count Name: NM303.03 98th St and Gibson

Walgreens Site Code: Start Date: 03/17/2022 Page No: 3



Turning Movement Data Plot



Count Name: NM303.03 98th St and Gibson Walgreens Site Code: Start Date: 03/17/2022 Page No: 4

Turning Movement Peak Hour Data (6:45 AM)

	i				runni	a moven	HO AIVI)						1			
		Ea	astbound Approa	ich				98th St					98th St			1
0			Eastbound					Southbound					Northbound			1
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
6:45 AM	0	4	2	0	6	0	79	2	0	81	0	0	102	0	102	189
7:00 AM	0	0	0	0	0	0	89	0	0	89	1	0	106	0	107	196
7:15 AM	0	0	1	0	1	0	84	0	0	84	0	0	120	0	120	205
7:30 AM	0	1	0	0	1	0	68	1	0	69	0	0	127	0	127	197
Total	0	5	3	0	8	0	320	3	0	323	1	0	455	0	456	787
Approach %	0.0	62.5	37.5	-	-	0.0	99.1	0.9	-	-	0.2	0.0	99.8	-	-	-
Total %	0.0	0.6	0.4	-	1.0	0.0	40.7	0.4	-	41.0	0.1	0.0	57.8	-	57.9	-
PHF	0.000	0.313	0.375	-	0.333	0.000	0.899	0.375	-	0.907	0.250	0.000	0.896	-	0.898	0.960
Lights	0	5	2	-	7	0	305	3	-	308	1	0	441	-	442	757
% Lights	-	100.0	66.7	-	87.5	-	95.3	100.0	-	95.4	100.0	-	96.9	-	96.9	96.2
Buses	0	0	1	-	1	0	10	0	-	10	0	0	7	-	7	18
% Buses	-	0.0	33.3	-	12.5	-	3.1	0.0	-	3.1	0.0	-	1.5	-	1.5	2.3
Trucks	0	0	0	-	0	0	5	0	-	5	0	0	6	-	6	11
% Trucks	-	0.0	0.0	-	0.0	-	1.6	0.0	-	1.5	0.0	-	1.3	-	1.3	1.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.2	-	0.2	0.1
Bicycles on Crosswalk	-	_		0	-	-			0	-	-	-		0		-
% Bicycles on Crosswalk	-	-		-	-	-			-	-	-	-		-		-
Pedestrians	-	-		0	_	-			0	-	-	-	_	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	•	-	_	-	-	-



Count Name: NM303.03 98th St and Gibson Walgreens Site Code: Start Date: 03/17/2022 Page No: 5

	98th St [SB] Out In Total 446 308 754 7 10 17 6 5 11 1 0 1 0 0 0 460 323 783 3 305 0 0 0 10 0 0 0 5 0 0 0 0 0 0 0 0 0 0
Eastbound Approach [EB] Out In Total 0 1 7 10 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 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 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peak Hour Data 03/17/2022 6:45 AM Ending At AI 03/17/2022 7:45 AM Lights Buses Trucks Bicycles on Road Other
	U L T P 1 0 441 0 0 0 7 0 0 0 6 0 0 0 1 0 0 0 0 1 0 0 0 455 0 1 0 455 0 308 442 750 11 7 18 5 6 11 0 1 1 1 0 0 0 0 324 456 780 Out In Total 98th St [NB]

Turning Movement Peak Hour Data Plot (6:45 AM)



Count Name: NM303.03 98th St and Gibson Walgreens Site Code: Start Date: 03/17/2022 Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

					running	INIOVEIII	eni rea	K HOUL L	Jala (TI	.UU AIVI)						
		Ea	astbound Approa	ach				98th St					98th St			
Otant Time			Eastbound					Southbound					Northbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
11:00 AM	0	4	3	1	7	0	61	2	0	63	0	0	56	0	56	126
11:15 AM	0	1	1	0	2	1	52	2	0	55	0	2	51	0	53	110
11:30 AM	0	3	2	0	5	1	42	5	0	48	0	1	63	0	64	117
11:45 AM	0	5	2	0	7	0	52	4	0	56	0	1	64	0	65	128
Total	0	13	8	1	21	2	207	13	0	222	0	4	234	0	238	481
Approach %	0.0	61.9	38.1	-	-	0.9	93.2	5.9	-	-	0.0	1.7	98.3	-	-	-
Total %	0.0	2.7	1.7	-	4.4	0.4	43.0	2.7	-	46.2	0.0	0.8	48.6	-	49.5	-
PHF	0.000	0.650	0.667	-	0.750	0.500	0.848	0.650	-	0.881	0.000	0.500	0.914	-	0.915	0.939
Lights	0	13	8	-	21	2	203	12	-	217	0	4	230	-	234	472
% Lights	-	100.0	100.0	-	100.0	100.0	98.1	92.3	-	97.7	-	100.0	98.3	-	98.3	98.1
Buses	0	0	0	-	0	0	2	0	-	2	0	0	2	-	2	4
% Buses	-	0.0	0.0	-	0.0	0.0	1.0	0.0	-	0.9	-	0.0	0.9	-	0.8	0.8
Trucks	0	0	0	-	0	0	2	1	-	3	0	0	2	-	2	5
% Trucks	-	0.0	0.0	-	0.0	0.0	1.0	7.7	-	1.4	-	0.0	0.9	-	0.8	1.0
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	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



Count Name: NM303.03 98th St and Gibson Walgreens Site Code: Start Date: 03/17/2022 Page No: 7

	98th St [SB] Out In Total 245 217 462 2 2 4 2 3 5 0 0 0 0 0 0 0 0 0 0 249 222 471 12 203 2 0 0 2 0 0 1 2 0 0 0 0 0 0 0 0 0 0 0 1 2 0 R T U P
Eastbound Approach [EB] Out in Total 16 21 37 0 0 0 0 17 21 38 17 21 38 0 0 0 0 0 0 0 0 1 0 0	Peak Hour Data 03/17/2022 11:00 AM Ending At 03/17/2022 12:00 PM Lights Busses Floress Floress Bloycles on Road Other
	U L T P 0 4 230 0 0 0 2 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0

Turning Movement Peak Hour Data Plot (11:00 AM)



Count Name: NM303.03 98th St and Gibson Walgreens Site Code: Start Date: 03/17/2022 Page No: 8

Turning Movement Peak Hour Data (12:15 PM)

					i unining	INIONCIL	icht i ca	K I IOUI L	Jala (12	1 J 1 1V1 <i>)</i>						
		Ea	astbound Approa	ich				98th St					98th St			1
Start Time			Eastbound					Southbound					Northbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
12:15 PM	0	3	1	0	4	0	77	4	0	81	0	0	90	0	90	175
12:30 PM	0	6	1	0	7	0	67	7	0	74	0	0	62	0	62	143
12:45 PM	0	7	3	0	10	0	68	7	0	75	0	3	74	0	77	162
1:00 PM	0	6	7	0	13	0	62	11	0	73	1	0	86	0	87	173
Total	0	22	12	0	34	0	274	29	0	303	1	3	312	0	316	653
Approach %	0.0	64.7	35.3	-	-	0.0	90.4	9.6	-	-	0.3	0.9	98.7	-	-	-
Total %	0.0	3.4	1.8	-	5.2	0.0	42.0	4.4	-	46.4	0.2	0.5	47.8	-	48.4	-
PHF	0.000	0.786	0.429	-	0.654	0.000	0.890	0.659	-	0.935	0.250	0.250	0.867	-	0.878	0.933
Lights	0	22	12	-	34	0	263	29	-	292	1	3	306	-	310	636
% Lights	-	100.0	100.0	-	100.0	-	96.0	100.0	-	96.4	100.0	100.0	98.1	-	98.1	97.4
Buses	0	0	0	-	0	0	2	0	-	2	0	0	3	-	3	5
% Buses	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.7	0.0	0.0	1.0	-	0.9	0.8
Trucks	0	0	0	-	0	0	9	0	-	9	0	0	3	-	3	12
% Trucks	-	0.0	0.0	-	0.0	-	3.3	0.0	-	3.0	0.0	0.0	1.0	-	0.9	1.8
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	_	_	_	_	-	-	-	-	_	-	-	-	_	_	-	_



Count Name: NM303.03 98th St and Gibson Walgreens Site Code: Start Date: 03/17/2022 Page No: 9

	98th St [SB] Out In Total 328 292 620 3 2 5 3 9 12 0 0 0 0 0 0 0 0 0 334 303 637
Essibound Approach (EB) Out in Total 22 34 66 0 0 0 0 0 0 0 0 22 34 66 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 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 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 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 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 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peak Hour Data 03/17/2022 12:15 PM Ending AI 03/17/2022 1:15 PM Lights Buses Trucks Bicycles on Road Other
	U L T P 1 3 306 0 0 0 3 0 0 0 0 3 0 0 0 0 0 0 0 0 0 0 1 3 312 0 276 310 586 2 3 5 9 3 12 0

Turning Movement Peak Hour Data Plot (12:15 PM)



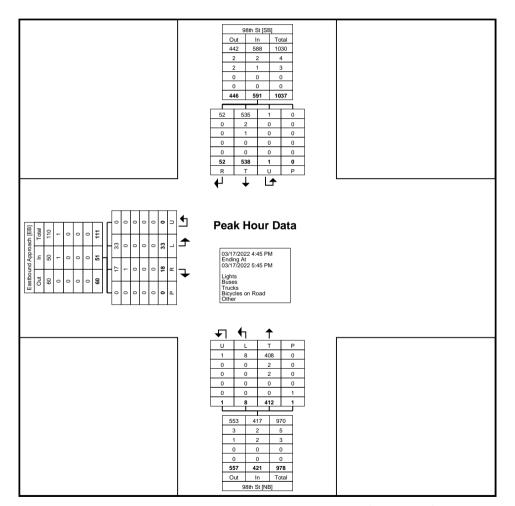
Count Name: NM303.03 98th St and Gibson Walgreens Site Code: Start Date: 03/17/2022 Page No: 10

Turning Movement Peak Hour Data (4:45 PM)

					runni	y ivioveii	ICHT I C	ak i loui i	Jaia (4.	. 4 3 i ivi <i>j</i>						
		Ea	astbound Approa	ich				98th St					98th St			
Otant Time			Eastbound					Southbound					Northbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:45 PM	0	8	4	0	12	0	134	12	0	146	0	0	103	0	103	261
5:00 PM	0	9	2	0	11	1	118	18	0	137	1	4	92	1	97	245
5:15 PM	0	11	8	0	19	0	152	13	0	165	0	2	95	0	97	281
5:30 PM	0	5	4	0	9	0	134	9	0	143	0	2	122	0	124	276
Total	0	33	18	0	51	1	538	52	0	591	1	8	412	1	421	1063
Approach %	0.0	64.7	35.3	-	-	0.2	91.0	8.8	-	-	0.2	1.9	97.9	-	-	-
Total %	0.0	3.1	1.7	-	4.8	0.1	50.6	4.9	-	55.6	0.1	0.8	38.8	-	39.6	-
PHF	0.000	0.750	0.563	-	0.671	0.250	0.885	0.722	-	0.895	0.250	0.500	0.844	-	0.849	0.946
Lights	0	33	17	-	50	1	535	52	-	588	1	8	408	-	417	1055
% Lights	-	100.0	94.4	-	98.0	100.0	99.4	100.0	-	99.5	100.0	100.0	99.0	-	99.0	99.2
Buses	0	0	1	-	1	0	2	0	-	2	0	0	2	-	2	5
% Buses	-	0.0	5.6	-	2.0	0.0	0.4	0.0	-	0.3	0.0	0.0	0.5	-	0.5	0.5
Trucks	0	0	0	_	0	0	1	0	-	. 1	0	0	2	-	2	3
% Trucks	-	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.5	-	0.5	0.3
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	0.0
Bicycles on Crosswalk	-	-	<u>-</u>	0	-	-	-	-	0	-	-	-	_	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	_	0	-	-	-	<u>-</u>	0	-	-	-	_	1	-	-
% Pedestrians	-	-	_	-	-	-	-	-	-	-	-	-	_	100.0	-	-



Count Name: NM303.03 98th St and Gibson Walgreens Site Code: Start Date: 03/17/2022 Page No: 11



Turning Movement Peak Hour Data Plot (4:45 PM)



Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 1

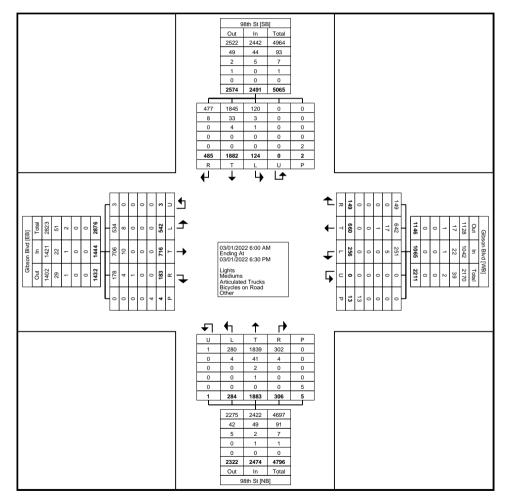
Turning Movement Data

			Gibso	n Blvd					Gibso	n Blvd	_				98tl	h St			1		98t	h St			
			West	bound					East	oound					South	bound			[North	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	0	3	2	0	5	0	16	15	6	0	37	0	0	28	2	0	30	0	0	34	7	0	41	113
6:15 AM	0	4	11	2	0	17	0	21	31	4	0	56	0	3	35	6	0	44	0	3	53	11	0	67	184
6:30 AM	0	4	14	3	0	21	0	42	26	7	0	75	0	4	49	5	0	58	0	3	57	16	0	76	230
6:45 AM	0	8	18	5	0	31	0	23	52	12	0	87	0	4	66	8	0	78	0	10	81	12	0	103	299
Hourly Total	0	16	46	12	0	74	0	102	124	29	0	255	0	11	178	21	0	210	0	16	225	46	0	287	826
7:00 AM	0	16	14	4	0	34	0	35	46	13	0	94	0	1	106	19	0	126	0	7	77	12	0	96	350
7:15 AM	0	13	23	. 1	. 0	37	0	40	62	6	. 0	108	0	5	84	5	0	94	0	17	114	25	0	156	395
7:30 AM	0	18	24	10	0	52	1	20	71	13	0	105	0	3	67	7	0	77	1	4	101	32	0	138	372
7:45 AM	0	6	21	5	0	32	0	25	42	10	0	77	0	3	56	11	0	70	0	12	88	20	0	120	299
Hourly Total	0	53	82	20	. 0	155	1	120	221	42	. 0	384	0	12	313	42	0	367	1	40	380	89	0	510	1416
8:00 AM	0	12	16	12	0	40	1	18	35	4	0	58	0	3	73	17	0	93	0	4	83	12	0	99	290
8:15 AM	0	6	11	2	0	19	0	27	32	6	0	65	0	3	75	9	0	87	0	7	78	9	1	94	265
8:30 AM	0	11	13	1	0	25	0	21	41	6	. 0	68	0	5	56	11	0	72	0	4	73	12	0	89	254
8:45 AM	0	7	9	1	0	17	0	18	17	4	0	39	0	4	44	5	0	53	0	1	88	6	0	95	204
Hourly Total	0	36	49	16	0	101	1	84	125	20	0	230	0	15	248	42	0	305	0	16	322	39	1	377	1013
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
3:30 PM	0	8	33	3	0	44	0	20	34	5	0	59	0	4	80	32	1	116	0	13	67	16	0	96	315
3:45 PM	0	27	45	14	0	86	0	22	22	9	0	53	0	5	106	34	0	145	0	12	75	13	0	100	384
Hourly Total	0	35	78	17	. 0	130	0	42	56	14	. 0	112	0	9	186	66	1	261	0	25	142	29	0	196	699
4:00 PM	0	10	45	8	5	63	0	17	20	4	0	41	0	5	85	27	0	117	0	15	70	13	0	98	319
4:15 PM	0	10	45	11	0	66	0	24	16	3	1	43	0	9	84	27	11	120	0	23	87	10	0	120	349
4:30 PM	0	7	36	10	2	53	0	27	16	0	0	43	0	12	108	31	0	151	0	12	. 84	10	2	106	353
4:45 PM	0	14	38	8	6	60	0	28	24	12	3	64	0	8	104	24	0	136	0	24	65	5	2	94	354
Hourly Total	0	41	164	37	13	242	0	96	76	19	4	191	0	34	381	109	11	524	0	74	306	38	4	418	1375
5:00 PM	0	7	39	13	. 0	59	0	13	26	10	. 0	49	0	5	85	32	0	122	0	19	86	9	0	114	344
5:15 PM	0	13	49	5	. 0	67	1	14	21	10	. 0	46	0	4	117	39	0	160	0	20	75	. 7	. 0	102	375
5:30 PM	0	16	42	9	0	67	0	21	18	16	0	55	0	13	104	36	0	153	0	19	72	14	0	105	380
5:45 PM	0	14	30	6	. 0	50	0	14	16	5	. 0	35	0	7	86	41	0	134	0	15	102	11	0	128	347
Hourly Total	0	50	160	33	. 0	243	1	62	81	41	0	185	0	29	392	148	0	569	0	73	335	41	. 0	449	1446
6:00 PM	0	15	38	8	0	61	0	18	19	6	0	43	0	6	89	38	0	133	0	15	96	12	0	123	360
6:15 PM	0	10	43	6	. 0	59	0	18	14	12	0	44	0	8	95	19	0	122	0	25	77	12	0	114	339
Grand Total	0	256	660	149	13	1065	3	542	716	183	4	1444	0	124	1882	485	2	2491	1	284	1883	306	5	2474	7474
Approach %	0.0	24.0	62.0	14.0			0.2	37.5	49.6	12.7	-	-	0.0	5.0	75.6	19.5	-		0.0	11.5	76.1	12.4	-		-
Total %	0.0	3.4	8.8	2.0	-	14.2	0.0	7.3	9.6	2.4	-	19.3	0.0	1.7	25.2	6.5	-	33.3	0.0	3.8	25.2	4.1	-	33.1	-
Lights	0	251	642	149		1042	3	534	706	178		1421	0	120	1845	477	-	2442	1	280	1839	302	-	2422	7327

		_																							
% Lights	-	98.0	97.3	100.0	-	97.8	100.0	98.5	98.6	97.3	-	98.4	-	96.8	98.0	98.4	-	98.0	100.0	98.6	97.7	98.7	-	97.9	98.0
Mediums	0	5	17	0	-	22	0	8	10	4	-	22	0	3	33	8	-	44	0	4	41	4	-	49	137
% Mediums	-	2.0	2.6	0.0	-	2.1	0.0	1.5	1.4	2.2	-	1.5	-	2.4	1.8	1.6	-	1.8	0.0	1.4	2.2	1.3	-	2.0	1.8
Articulated Trucks	0	0	1	0	-	1	0	0	0	1	-	1	0	1	4	0	-	5	0	0	2	0	-	2	9
% Articulated Trucks	-	0.0	0.2	0.0	-	0.1	0.0	0.0	0.0	0.5	-	0.1	-	0.8	0.2	0.0	-	0.2	0.0	0.0	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	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	0.1	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	•	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	13	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Count Name: NM303.03 98th St and Gibson



Turning Movement Data Plot



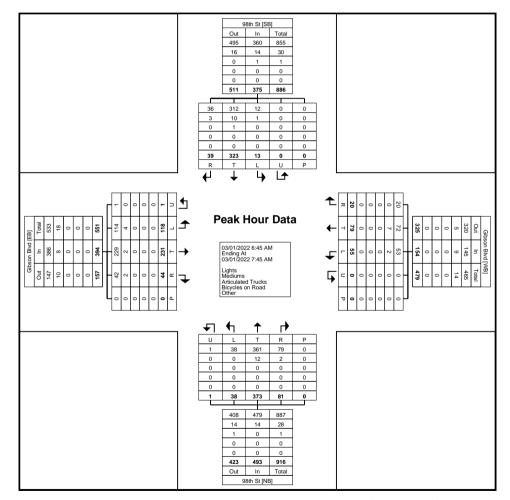
Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 4

Turning Movement Peak Hour Data (6:45 AM)

	İ	Gibson Blvd Gibson Blvd													`	,			İ			_			1
			Gibso	n Blvd					Gibso	n Blvd					98t	h St					98t	h St			
			West	bound					Easth	oound					South	bound					North	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
6:45 AM	0	8	18	5	0	31	0	23	52	12	0	87	0	4	66	8	0	78	0	10	81	12	0	103	299
7:00 AM	0	16	14	4	0	34	0	35	46	13	0	94	0	1	106	19	0	126	0	7	77	12	0	96	350
7:15 AM	0	13	23	1	0	37	0	40	62	6	0	108	0	5	84	5	0	94	0	17	114	25	0	156	395
7:30 AM	0	18	24	10	0	52	1	20	71	13	0	105	0	3	67	7	0	77	1	4	101	32	0	138	372
Total	0	55	79	20	0	154	1	118	231	44	0	394	0	13	323	39	0	375	1	38	373	81	0	493	1416
Approach %	0.0	35.7	51.3	13.0	-	-	0.3	29.9	58.6	11.2	-	-	0.0	3.5	86.1	10.4	-	-	0.2	7.7	75.7	16.4	-	-	-
Total %	0.0	3.9	5.6	1.4	-	10.9	0.1	8.3	16.3	3.1	-	27.8	0.0	0.9	22.8	2.8	-	26.5	0.1	2.7	26.3	5.7	-	34.8	-
PHF	0.000	0.764	0.823	0.500	-	0.740	0.250	0.738	0.813	0.846	-	0.912	0.000	0.650	0.762	0.513	-	0.744	0.250	0.559	0.818	0.633	-	0.790	0.896
Lights	0	53	72	20	-	145	1	114	229	42	-	386	0	12	312	36	-	360	1	38	361	79	-	479	1370
% Lights	-	96.4	91.1	100.0	-	94.2	100.0	96.6	99.1	95.5	-	98.0	-	92.3	96.6	92.3	-	96.0	100.0	100.0	96.8	97.5	-	97.2	96.8
Mediums	0	2	7	0	-	9	0	4	2	2	-	8	0	1	10	3	-	14	0	0	12	2	-	14	45
% Mediums	-	3.6	8.9	0.0	-	5.8	0.0	3.4	0.9	4.5	-	2.0	-	7.7	3.1	7.7	-	3.7	0.0	0.0	3.2	2.5	-	2.8	3.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	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
% 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	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	_	0	-	-	-	_	-	0	-	-	-	_	-	0	_	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Count Name: NM303.03 98th St and Gibson



Turning Movement Peak Hour Data Plot (6:45 AM)



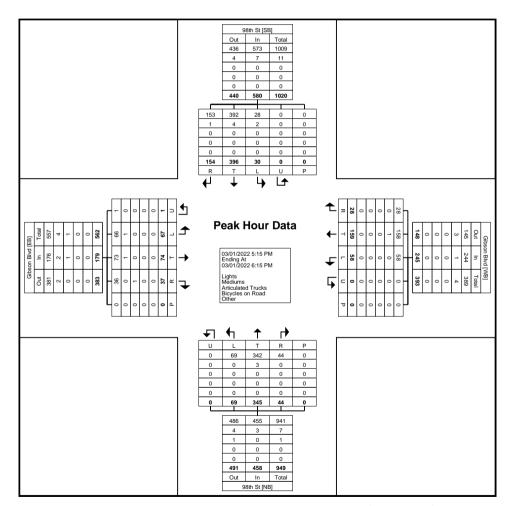
Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 6

Turning Movement Peak Hour Data (5:15 PM)

	Gibson Blvd Gibson Blvd													`	,			1			_			1
		Gibso	n Blvd					Gibso	n Blvd					98t	h St					98t	n St			
		West	bound					Eastl	oound					South	bound					North	bound			
U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
0	13	49	5	0	67	1	14	21	10	0	46	0	4	117	39	0	160	0	20	75	7	0	102	375
0	16	42	9	0	67	0	21	18	16	0	55	0	13	104	36	0	153	0	19	72	14	0	105	380
0	14	30	6	0	50	0	14	16	5	0	35	0	7	86	41	0	134	0	15	102	11	0	128	347
0	15	38	8	0	61	0	18	19	6	0	43	0	6	89	38	0	133	0	15	96	12	0	123	360
0	58	159	28	0	245	1	67	74	37	0	179	0	30	396	154	0	580	0	69	345	44	0	458	1462
0.0	23.7	64.9	11.4	-	-	0.6	37.4	41.3	20.7	-	-	0.0	5.2	68.3	26.6	-	-	0.0	15.1	75.3	9.6	-	-	-
0.0	4.0	10.9	1.9	-	16.8	0.1	4.6	5.1	2.5	-	12.2	0.0	2.1	27.1	10.5	-	39.7	0.0	4.7	23.6	3.0	-	31.3	-
0.000	0.906	0.811	0.778	-	0.914	0.250	0.798	0.881	0.578	-	0.814	0.000	0.577	0.846	0.939	-	0.906	0.000	0.863	0.846	0.786	-	0.895	0.962
0	58	158	28	-	244	1	66	73	36	-	176	0	28	392	153	-	573	0	69	342	44	-	455	1448
-	100.0	99.4	100.0	-	99.6	100.0	98.5	98.6	97.3	-	98.3	-	93.3	99.0	99.4	-	98.8	-	100.0	99.1	100.0	-	99.3	99.0
0	0	1	0	-	1	0	1	1	0	-	2	0	2	4	1	-	7	0	0	3	0	-	3	13
-	0.0	0.6	0.0	-	0.4	0.0	1.5	1.4	0.0	-	1.1	-	6.7	1.0	0.6	-	1.2	-	0.0	0.9	0.0	-	0.7	0.9
0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	2.7	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	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	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	-	-	-	-	-	0	-	-	-	-	-	0	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	_	0	_	-	-	-	_	0	-	-	-	_	-	0	-	-	-	_	-	0	-	-
	_	-	-	_	-	_	-	_	_	-	-	-	_	-	_	-	-	-	-	_	-	-	-	_
	0 0 0 0 0 0.0 0.00 0 0 0 0 0 0 0	0 13 0 16 0 14 0 15 0 58 0.0 23.7 0.0 4.0 0.000 0.906 0 58 - 100.0 0 0 - 0.0 0 0 - 0.0 0 0 - 0.0	West U-Turn Left Thru 0 13 49 0 16 42 0 14 30 0 15 38 0 58 159 0.0 23.7 64.9 0.0 4.0 10.9 0.000 0.906 0.811 0 58 158 - 100.0 99.4 0 0 1 - 0.0 0.6 0 0 0 - 0.0 0.0 0 0 0 - 0.0 0.0	0 13 49 5 0 16 42 9 0 14 30 6 0 15 38 8 0 58 159 28 0.0 23.7 64.9 11.4 0.0 4.0 10.9 1.9 0.000 0.906 0.811 0.778 0 58 158 28 - 100.0 99.4 100.0 0 0 1 0 - 0.0 0.6 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 0.0 - 0.0 0.0 0.0 - 0.0 </td <td>Westbound U-Turn Left Thru Right Peds 0 13 49 5 0 0 16 42 9 0 0 14 30 6 0 0 15 38 8 0 0 58 159 28 0 0.0 23.7 64.9 11.4 - 0.00 4.0 10.9 1.9 - 0.000 0.906 0.811 0.778 - 0 58 158 28 - - 100.0 99.4 100.0 - 0 0 1 0 - - 0.0 0.6 0.0 - - 0.0 0.6 0.0 - - 0.0 0.0 0.0 - - 0.0 0.0 0.0 - - 0.0</td> <td>Westbound U-Turn Left Thru Right Peds App. Total 0 13 49 5 0 67 0 16 42 9 0 67 0 14 30 6 0 50 0 15 38 8 0 61 0 58 159 28 0 245 0.0 23.7 64.9 11.4 - - 0.0 4.0 10.9 1.9 - 16.8 0.000 0.906 0.811 0.778 - 0.914 0 58 158 28 - 244 - 100.0 99.4 100.0 - 99.6 0 0 1 0 - 1 - 0.0 0.6 0.0 - 0.4 0 0 0 0 - 0.0 <</td> <td>Westbound U-Turn Left Thru Right Peds App. Total Total U-Turn 0 13 49 5 0 67 1 0 16 42 9 0 67 0 0 14 30 6 0 50 0 0 15 38 8 0 61 0 0 58 159 28 0 245 1 0.0 23.7 64.9 11.4 - - 0.6 0.0 4.0 10.9 1.9 - 16.8 0.1 0.00 4.0 10.9 1.9 - 16.8 0.1 0.000 0.966 0.811 0.778 - 0.914 0.250 0 58 158 28 - 244 1 - 100.0 99.4 100.0 - 99.6 100.0</td> <td>Westbound U-Turn Left Thru Right Peds App. Total Total U-Turn Left 0 13 49 5 0 67 1 14 0 16 42 9 0 67 0 21 0 14 30 6 0 50 0 14 0 15 38 8 0 61 0 18 0 58 159 28 0 245 1 67 0.0 23.7 64.9 11.4 - - 0.6 37.4 0.0 4.0 10.9 1.9 - 16.8 0.1 4.6 0.000 0.906 0.811 0.778 - 0.914 0.250 0.798 0 58 158 28 - 244 1 66 - 100.0 99.4 100.0 - 99.6</td> <td>Gibson Blvd Westbound U-Turn Left Thru Right Peds App. Total U-Turn 0 13 49 5 0 67 1 14 21 0 16 42 9 0 67 0 11 14 21 0 14 30 6 0 50 0 14 16 0 15 38 8 0 61 0 18 19 0 58 159 28 0 245 1 67 74 0.0 23.7 64.9 11.4 - - 0.6 37.4 41.3 0.0 4.0 10.9 1.9 - 16.8 0.1 4.6 5.1 0.000 0.906 0.811 0.778 - 100.0 99.4 100.0 - 100.0 99.4 100.0 - 0 0 0 0 0 0 0 0 0 0 0 0</td> <td> Company</td> <td>Gibson Blvd Westbound Gibson Blvd Eastbound U-Turn Left Thru Right Peds App. Total Total U-Turn Left Thru Right Peds 0 13 49 5 0 67 1 14 21 10 0 0 16 42 9 0 67 0 21 18 16 0 0 14 30 6 0 50 0 14 16 5 0 0 15 38 8 0 61 0 18 19 6 0 0 58 159 28 0 245 1 67 74 37 0 0.0 23.7 64.9 11.4 - - 0.6 37.4 41.3 20.7 - 0.00 4.0 10.9 1.9 - 16.8 0.1 4.6 5.1 2.5</td> <td> U-Turn</td> <td>U-Turn</td> <td>U-Turn</td> <td> South Westbound Gibson Blvd Eastbound Eastbound Eastbound Eastbound Eastbound Eastbound Eastbound U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Right</td> <td> U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. U-Turn Left Thru Right /td> <td>U-Turn</td> <td>U-Turn</td> <td>U-Turn</td> <td>U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds App. Total U-Turn U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn U-Turn Left Thru Right Peds App. Total U-Turn</td> <td>Here the control of</td> <td>U-Turn</td> <td>U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds Thru Right Peds Thru Right Thru Thru Right Thru Right</td> <td> Control Cont</td>	Westbound U-Turn Left Thru Right Peds 0 13 49 5 0 0 16 42 9 0 0 14 30 6 0 0 15 38 8 0 0 58 159 28 0 0.0 23.7 64.9 11.4 - 0.00 4.0 10.9 1.9 - 0.000 0.906 0.811 0.778 - 0 58 158 28 - - 100.0 99.4 100.0 - 0 0 1 0 - - 0.0 0.6 0.0 - - 0.0 0.6 0.0 - - 0.0 0.0 0.0 - - 0.0 0.0 0.0 - - 0.0	Westbound U-Turn Left Thru Right Peds App. Total 0 13 49 5 0 67 0 16 42 9 0 67 0 14 30 6 0 50 0 15 38 8 0 61 0 58 159 28 0 245 0.0 23.7 64.9 11.4 - - 0.0 4.0 10.9 1.9 - 16.8 0.000 0.906 0.811 0.778 - 0.914 0 58 158 28 - 244 - 100.0 99.4 100.0 - 99.6 0 0 1 0 - 1 - 0.0 0.6 0.0 - 0.4 0 0 0 0 - 0.0 <	Westbound U-Turn Left Thru Right Peds App. Total Total U-Turn 0 13 49 5 0 67 1 0 16 42 9 0 67 0 0 14 30 6 0 50 0 0 15 38 8 0 61 0 0 58 159 28 0 245 1 0.0 23.7 64.9 11.4 - - 0.6 0.0 4.0 10.9 1.9 - 16.8 0.1 0.00 4.0 10.9 1.9 - 16.8 0.1 0.000 0.966 0.811 0.778 - 0.914 0.250 0 58 158 28 - 244 1 - 100.0 99.4 100.0 - 99.6 100.0	Westbound U-Turn Left Thru Right Peds App. Total Total U-Turn Left 0 13 49 5 0 67 1 14 0 16 42 9 0 67 0 21 0 14 30 6 0 50 0 14 0 15 38 8 0 61 0 18 0 58 159 28 0 245 1 67 0.0 23.7 64.9 11.4 - - 0.6 37.4 0.0 4.0 10.9 1.9 - 16.8 0.1 4.6 0.000 0.906 0.811 0.778 - 0.914 0.250 0.798 0 58 158 28 - 244 1 66 - 100.0 99.4 100.0 - 99.6	Gibson Blvd Westbound U-Turn Left Thru Right Peds App. Total U-Turn 0 13 49 5 0 67 1 14 21 0 16 42 9 0 67 0 11 14 21 0 14 30 6 0 50 0 14 16 0 15 38 8 0 61 0 18 19 0 58 159 28 0 245 1 67 74 0.0 23.7 64.9 11.4 - - 0.6 37.4 41.3 0.0 4.0 10.9 1.9 - 16.8 0.1 4.6 5.1 0.000 0.906 0.811 0.778 - 100.0 99.4 100.0 - 100.0 99.4 100.0 - 0 0 0 0 0 0 0 0 0 0 0 0	Company	Gibson Blvd Westbound Gibson Blvd Eastbound U-Turn Left Thru Right Peds App. Total Total U-Turn Left Thru Right Peds 0 13 49 5 0 67 1 14 21 10 0 0 16 42 9 0 67 0 21 18 16 0 0 14 30 6 0 50 0 14 16 5 0 0 15 38 8 0 61 0 18 19 6 0 0 58 159 28 0 245 1 67 74 37 0 0.0 23.7 64.9 11.4 - - 0.6 37.4 41.3 20.7 - 0.00 4.0 10.9 1.9 - 16.8 0.1 4.6 5.1 2.5	U-Turn	U-Turn	U-Turn	South Westbound Gibson Blvd Eastbound Eastbound Eastbound Eastbound Eastbound Eastbound Eastbound U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. U-Turn Left Thru Right U-Turn	U-Turn	U-Turn	U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds App. Total U-Turn U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn U-Turn Left Thru Right Peds App. Total U-Turn	Here the control of	U-Turn	U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds Thru Right Peds Thru Right Thru Thru Right Control Cont			



Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 7



Turning Movement Peak Hour Data Plot (5:15 PM)



Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 1

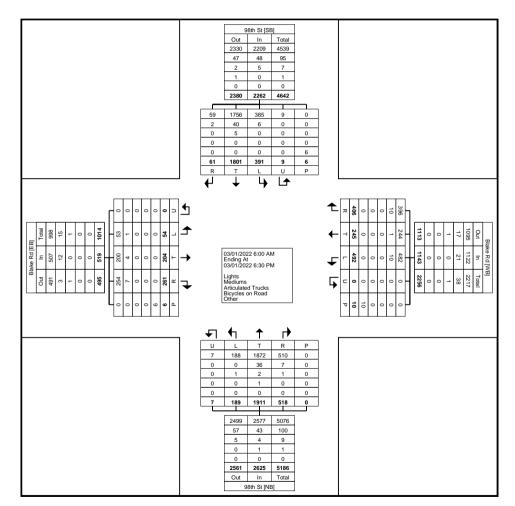
Turning Movement Data

			Blak	e Rd					Blak	e Rd					98t	h St					98t	h St			
			West	bound					Easth	oound					South	bound					North	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	8	0	3	0	11	0	3	2	4	0	9	0	9	28	0	0	37	0	2	34	7	0	43	100
6:15 AM	0	5	0	8	0	13	0	1	5	14	0	20	0	6	34	1	0	41	0	3	47	20	0	70	144
6:30 AM	0	11	5	9	0	25	0	3	4	15	0	22	0	11	56	4	0	71	0	2	55	22	0	79	197
6:45 AM	0	17	3	12	0	32	0	4	16	9	1	29	0	20	71	1	0	92	0	6	73	23	0	102	255
Hourly Total	0	41	8	32	0	81	0	11	27	42	1	80	0	46	189	6	0	241	0	13	209	72	0	294	696
7:00 AM	0	27	4	10	0	41	0	1	8	12	0	21	1	21	122	2	0	146	0	4	75	37	0	116	324
7:15 AM	0	26	3	11	0	40	0	4	8	15	2	27	1	11	95	0	0	107	0	5	120	36	0	161	335
7:30 AM	0	13	5	11	0	29	0	1	19	18	0	38	0	20	83	1	1	104	0	1	120	34	0	155	326
7:45 AM	0	14	10	15	0	39	0	1	15	15	0	31	1	16	61	2	0	80	3	11	87	32	0	133	283
Hourly Total	0	80	22	47	0	149	0	7	50	60	_ 2	117	3	68	361	5	1	437	3	21	402	139	0	565	1268
8:00 AM	0	9	7	12	2	28	0	6	5	5	0	16	0	15	73	2	0	90	0	2	80	29	0	111	245
8:15 AM	0	10	3	21	0	34	0	3	11	15	0	29	1	16	68	0	0	85	0	3	68	23	0	94	242
8:30 AM	0	14	10	9	. 1	33	0	1	6	9	0	16	0	16	51	3	0	70	0	6	78	18	0	102	221
8:45 AM	0	8	7	11	1	26	0	2	10	9	0	21	1	13	37	1	1	52	0	6	78	16	0	100	199
Hourly Total	0	41	27	53	4	121	0	12	32	38	0	82	2	60	229	6	1	297	0	17	304	86	0	407	907
*** BREAK ***	-	-		_	_		-	-		-	-		-	-			-	-	-	-	_	_	-	_	-
3:30 PM	0	25	17	14	0	56	0	2	5	12	0	19	1	15	69	1	0	86	0	8	75	20	0	103	264
3:45 PM	0	17	9	20	1	46	0	1	13	7	1	21	0	18	102	4	0	124	0	9	83	20	0	112	303
Hourly Total	0	42	26	34	. 1	102	0	3	18	19	1	40	1	33	171	5	0	210	0	17	158	40	0	215	567
4:00 PM	0	36	17	18	0	71	0	2	9	13	0	24	0	25	71	5	0	101	0	11	92	23	0	126	322
4:15 PM	0	32	15	25	0	72	0	1	5	5	2	11	0	11	78	2	1	91	0	18	87	15	0	120	294
4:30 PM	0	22	9	17	0	48	0	1	4	10	0	15	0	10	103	3	0	116	0	11	76	19	0	106	285
4:45 PM	0	27	16	26	0	69	0	0	9	9	0	18	1	20	104	2	1	127	0	12	70	14	0	96	310
Hourly Total	0	117	57	86	0	260	0	4	27	37	2	68	1	66	356	12	2	435	0	52	325	71	0	448	1211
5:00 PM	0	29	22	29	0	80	0	2	14	18	0	34	0	14	77	3	1	94	1	12	88	20	0	121	329
5:15 PM	0	29	21	24	3	74	0	3	9	8	0	20	0	20	108	6	0	134	0	16	74	22	0	112	340
5:30 PM	0	30	11	15	2	56	0	1	8	10	0	19	0	21	89	1	0	111	2	11	89	15	0	117	303
5:45 PM	0	31	17	25	0	73	0	3	6	7	0	16	1	22	64	6	1	93	1	7	101	17	0	126	308
Hourly Total	0	119	71	93	5	283	0	9	37	43	0	89	1	77	338	16	2	432	4	46	352	74	0	476	1280
6:00 PM	0	23	18	31	0	72	0	5	6	12	0	23	0	17	72	6	0	95	0	13	78	15	0	106	296
6:15 PM	0	29	16	30	0	75	0	3	7	10	0	20	1	24	85	5	0	115	0	10	83	21	0	114	324
Grand Total	0	492	245	406	10	1143	0	54	204	261	6	519	9	391	1801	61	6	2262	7	189	1911	518	0	2625	6549
Approach %	0.0	43.0	21.4	35.5	-	_	0.0	10.4	39.3	50.3	-	-	0.4	17.3	79.6	2.7	-	-	0.3	7.2	72.8	19.7	-		-
Total %	0.0	7.5	3.7	6.2	-	17.5	0.0	0.8	3.1	4.0	-	7.9	0.1	6.0	27.5	0.9	-	34.5	0.1	2.9	29.2	7.9	-	40.1	-
Lights	0	482	244	396	-	1122	0	53	200	254	-	507	9	385	1756	59	-	2209	7	188	1872	510	-	2577	6415

% Lights	-	98.0	99.6	97.5	-	98.2	-	98.1	98.0	97.3	-	97.7	100.0	98.5	97.5	96.7	-	97.7	100.0	99.5	98.0	98.5	-	98.2	98.0
Mediums	0	10	1	10	-	21	0	1	4	7	-	12	0	6	40	2	-	48	0	0	36	7	-	43	124
% Mediums	-	2.0	0.4	2.5	-	1.8	-	1.9	2.0	2.7	-	2.3	0.0	1.5	2.2	3.3	-	2.1	0.0	0.0	1.9	1.4	-	1.6	1.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	1	2	1	-	4	9
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.2	0.0	0.5	0.1	0.2	-	0.2	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	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	0.1	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	10	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Count Name: NM303.03 98th St and Gibson



Turning Movement Data Plot



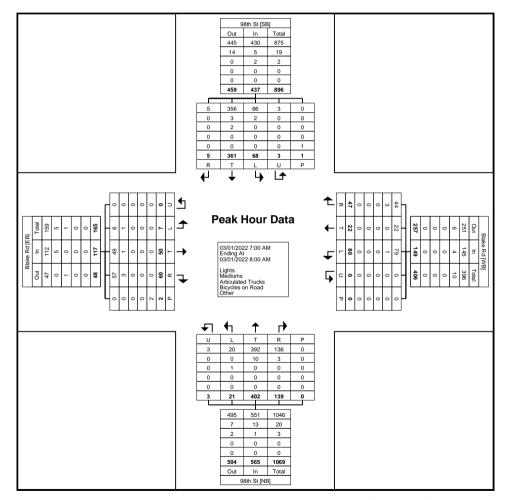
Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

	1		5	Б.			I	. •	_				1		(I		004	0.			I
				e Rd						e Rd						h St			-		98tl				
			West	bound					Easth	ound					South	bound					North	oound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	27	4	10	0	41	0	1	8	12	0	21	1	21	122	2	0	146	0	4	75	37	0	116	324
7:15 AM	0	26	3	11	0	40	0	4	8	15	2	27	1	11	95	0	0	107	0	5	120	36	0	161	335
7:30 AM	0	13	5	11	0	29	0	1	19	18	0	38	0	20	83	1	1	104	0	1	120	34	0	155	326
7:45 AM	0	14	10	15	0	39	0	1	15	15	0	31	1	16	61	2	0	80	3	11	87	32	0	133	283
Total	0	80	22	47	0	149	0	7	50	60	2	117	3	68	361	5	1	437	3	21	402	139	0	565	1268
Approach %	0.0	53.7	14.8	31.5	-	-	0.0	6.0	42.7	51.3	-	-	0.7	15.6	82.6	1.1	-	-	0.5	3.7	71.2	24.6	-	-	-
Total %	0.0	6.3	1.7	3.7	-	11.8	0.0	0.6	3.9	4.7	-	9.2	0.2	5.4	28.5	0.4	-	34.5	0.2	1.7	31.7	11.0	-	44.6	-
PHF	0.000	0.741	0.550	0.783	-	0.909	0.000	0.438	0.658	0.833	-	0.770	0.750	0.810	0.740	0.625	-	0.748	0.250	0.477	0.838	0.939	-	0.877	0.946
Lights	0	79	22	44	-	145	0	6	49	57	-	112	3	66	356	5	-	430	3	20	392	136	-	551	1238
% Lights	-	98.8	100.0	93.6	-	97.3	-	85.7	98.0	95.0	-	95.7	100.0	97.1	98.6	100.0	-	98.4	100.0	95.2	97.5	97.8	-	97.5	97.6
Mediums	0	1	0	3	-	4	0	1	1	3	-	5	0	2	3	0	-	5	0	0	10	3	-	13	27
% Mediums	-	1.3	0.0	6.4	-	2.7	-	14.3	2.0	5.0	-	4.3	0.0	2.9	0.8	0.0	-	1.1	0.0	0.0	2.5	2.2	-	2.3	2.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	1	0	0	-	1	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.6	0.0	-	0.5	0.0	4.8	0.0	0.0	-	0.2	0.2
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	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Count Name: NM303.03 98th St and Gibson



Turning Movement Peak Hour Data Plot (7:00 AM)



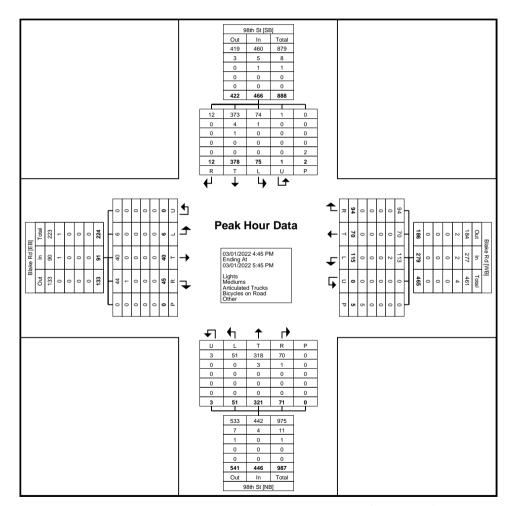
Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

	1		DI-I-	- D.1			I	. •	0	- D-I			l -		`				I		001	- 01			1
			Blak							e Rd						h St					98tl				1
			Westl	oound					Easth	ound					South	bound					North	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	27	16	26	0	69	0	0	9	9	0	18	1	20	104	2	1	127	0	12	70	14	0	96	310
5:00 PM	0	29	22	29	0	80	0	2	14	18	0	34	0	14	77	3	1	94	1	12	88	20	0	121	329
5:15 PM	0	29	21	24	3	74	0	3	9	8	0	20	0	20	108	6	0	134	0	16	74	22	0	112	340
5:30 PM	0	30	11	15	2	56	0	1	8	10	0	19	0	21	89	1	0	111	2	11	89	15	0	117	303
Total	0	115	70	94	5	279	0	6	40	45	0	91	1	75	378	12	2	466	3	51	321	71	0	446	1282
Approach %	0.0	41.2	25.1	33.7	-	-	0.0	6.6	44.0	49.5	-	-	0.2	16.1	81.1	2.6	-	-	0.7	11.4	72.0	15.9	-	-	-
Total %	0.0	9.0	5.5	7.3	-	21.8	0.0	0.5	3.1	3.5	-	7.1	0.1	5.9	29.5	0.9	-	36.3	0.2	4.0	25.0	5.5	-	34.8	-
PHF	0.000	0.958	0.795	0.810	-	0.872	0.000	0.500	0.714	0.625	-	0.669	0.250	0.893	0.875	0.500	-	0.869	0.375	0.797	0.902	0.807	-	0.921	0.943
Lights	0	113	70	94	-	277	0	6	40	44	-	90	1	74	373	12	-	460	3	51	318	70	-	442	1269
% Lights	-	98.3	100.0	100.0	-	99.3	-	100.0	100.0	97.8	-	98.9	100.0	98.7	98.7	100.0	-	98.7	100.0	100.0	99.1	98.6	-	99.1	99.0
Mediums	0	2	0	0	-	2	0	0	0	1	-	1	0	1	4	0	-	5	0	0	3	1	-	4	12
% Mediums	-	1.7	0.0	0.0	-	0.7	-	0.0	0.0	2.2	-	1.1	0.0	1.3	1.1	0.0	-	1.1	0.0	0.0	0.9	1.4	-	0.9	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.2	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
% 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	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 7



Turning Movement Peak Hour Data Plot (4:45 PM)



Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 1

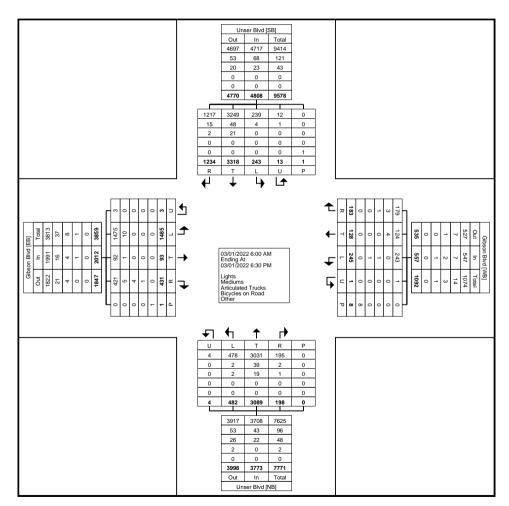
Turning Movement Data

				n Blvd bound						n Blvd oound						r Blvd bound						r Blvd bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	3	0	4	0	7	0	42	1	9	0	52	0	0	48	5	0	53	1	2	60	2	0	65	177
6:15 AM	0	8	1	12	1	21	0	66	1	14	0	81	0	1	56	14	0	71	0	4	116	3	0	123	296
6:30 AM	0	4	8	11	0	23	0	76	0	20	0	96	0	2	68	16	0	86	0	4	148	1	0	153	358
6:45 AM	0	13	1	11	0	25	0	83	2	16	0	101	0	5	100	24	0	129	0	8	132	2	0	142	397
Hourly Total	0	28	10	38	1	76	0	267	4	59	0	330	0	8	272	59	0	339	1	18	456	8	0	483	1228
7:00 AM	0	19	4	13	0	36	0	97	1	13	0	111	0	1	140	32	0	173	0	14	179	3	0	196	516
7:15 AM	0	9	9	9	0	27	0	111	4	16	0	131	0	5	133	32	0	170	0	23	197	3	0	223	551
7:30 AM	0	12	21	11	0	44	0	131	10	37	0	178	3	6	170	40	0	219	0	26	151	7	0	184	625
7:45 AM	1	13	5	8	1	27	0	75	5	22	0	102	1	12	155	26	0	194	1	25	164	9	0	199	522
Hourly Total	1	53	39	41	1	134	0	414	20	88	0	522	4	24	598	130	0	756	1	88	691	22	0	802	2214
8:00 AM	0	14	12	5	0	31	1	74	4	25	0	104	0	9	138	33	0	180	0	15	132	8	0	155	470
8:15 AM	0	8	0	7	0	15	0	56	4	9	0	69	0	2	96	28	0	126	0	10	115	2	0	127	337
8:30 AM	0	5	0	10	0	15	0	74	1	15	1	90	0	1	122	26	0	149	0	8	107	6	0	121	375
8:45 AM	0	4	1	1	0	6	0	28	1	13	0	42	0	3	80	28	0	111	0	16	100	1	0	117	276
Hourly Total	0	31	13	23	0	67	1	232	10	62	1	305	0	15	436	115	0	566	0	49	454	17	0	520	1458
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	0	10	6	8	0	24	0	58	2	11	0	71	0	12	184	58	0	254	0	13	128	11	0	152	501
3:45 PM	0	13	7	4	0	24	1	52	10	30	0	93	1	21	149	69	0	240	0	33	130	13	0	176	533
Hourly Total	0	23	13	12	0	48	1	110	12	41	0	164	1	33	333	127	0	494	0	46	258	24	0	328	1034
4:00 PM	0	7	2	10	0	19	1	59	5	18	0	83	1	8	188	76	1	273	0	19	147	11	0	177	552
4:15 PM	0	14	7	2	0	23	0	36	3	12	0	51	2	15	169	78	0	264	0	34	141	10	0	185	523
4:30 PM	0	8	5	9	2	22	0	37	7	16	0	60	2	11	172	86	0	271	0	26	126	14	0	166	519
4:45 PM	0	8	10	3	0	21	0	37	2	15	0	54	0	13	190	80	0	283	0	18	138	11	0	167	525
Hourly Total	0	37	24	24	2	85	1	169	17	61	0	248	5	47	719	320	1	1091	0	97	552	46	0	695	2119
5:00 PM	0	14	4	6	1	24	0	51	8	32	0	91	2	21	166	84	0	273	1	34	118	10	0	163	551
5:15 PM	0	13	5	10	0	28	0	39	6	14	0	59	0	15	138	88	0	241	0	24	113	15	0	152	480
5:30 PM	0	10	4	8	1	22	0	46	4	10	0	60	0	17	184	69	0	270	0	25	115	18	0	158	510
5:45 PM	0	13	3	5	2	21	0	49	4	17	0	70	0	20	161	89	0	270	0	32	123	11	0	166	527
Hourly Total	0	50	16	29	4	95	0	185	22	73	0	280	2	73	649	330	0	1054	1	115	469	54	0	639	2068
6:00 PM	0	6	12	11	0	29	0	60	2	25	0	87	0	29	150	70	0	249	1	37	112	18	0	168	533
6:15 PM	0	17	1	5	0	23	0	48	6	22	0	76	1	14	161	83	0	259	0	32	97	9	0	138	496
Grand Total	1	245	128	183	8	557	3	1485	93	431	1	2012	13	243	3318	1234	1	4808	4	482	3089	198	0	3773	11150
Approach %	0.2	44.0	23.0	32.9	-	-	0.1	73.8	4.6	21.4	-	-	0.3	5.1	69.0	25.7	-	-	0.1	12.8	81.9	5.2	-	-	-
Total %	0.0	2.2	1.1	1.6	-	5.0	0.0	13.3	0.8	3.9	-	18.0	0.1	2.2	29.8	11.1	-	43.1	0.0	4.3	27.7	1.8	-	33.8	-
Lights	1	243	124	179	-	547	3	1475	92	421	-	1991	12	239	3249	1217	-	4717	4	478	3031	195	-	3708	10963

% Lights	100.0	99.2	96.9	97.8	-	98.2	100.0	99.3	98.9	97.7	-	99.0	92.3	98.4	97.9	98.6	-	98.1	100.0	99.2	98.1	98.5	-	98.3	98.3
Mediums	0	0	4	3	-	7	0	10	1	5	-	16	1	4	48	15	-	68	0	2	39	2	-	43	134
% Mediums	0.0	0.0	3.1	1.6	-	1.3	0.0	0.7	1.1	1.2	-	0.8	7.7	1.6	1.4	1.2	-	1.4	0.0	0.4	1.3	1.0	-	1.1	1.2
Articulated Trucks	0	1	0	1	-	2	0	0	0	4	-	4	0	0	21	2	-	23	0	2	19	1	-	22	51
% Articulated Trucks	0.0	0.4	0.0	0.5	-	0.4	0.0	0.0	0.0	0.9	-	0.2	0.0	0.0	0.6	0.2	-	0.5	0.0	0.4	0.6	0.5	-	0.6	0.5
Bicycles on Road	0	1	0	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.4	0.0	0.0	-	0.2	0.0	0.0	0.0	0.2	-	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	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	37.5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	62.5	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Count Name: NM303.03 98th St and Gibson



Turning Movement Data Plot



Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

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 | | Easth | oound | | | | | South | bound | | |
 | | North | oound | |
 | |
| U-Turn | Left | Thru | Right | Peds | App.
Total

 | U-Turn

 | Left | Thru | Right | Peds | App.
Total | U-Turn | Left | Thru | Right | Peds | App.
Total | U-Turn
 | Left | Thru | Right | Peds | App.
Total
 | Int. Total |
| 0 | 19 | 4 | 13 | 0 | 36

 | 0

 | 97 | 1 | 13 | 0 | 111 | 0 | 1 | 140 | 32 | 0 | 173 | 0
 | 14 | 179 | 3 | 0 | 196
 | 516 |
| 0 | 9 | 9 | 9 | 0 | 27

 | 0

 | 111 | 4 | 16 | 0 | 131 | 0 | 5 | 133 | 32 | 0 | 170 | 0
 | 23 | 197 | 3 | 0 | 223
 | 551 |
| 0 | 12 | 21 | 11 | 0 | 44

 | 0

 | 131 | 10 | 37 | 0 | 178 | 3 | 6 | 170 | 40 | 0 | 219 | 0
 | 26 | 151 | 7 | 0 | 184
 | 625 |
| 1 | 13 | 5 | 8 | 1 | 27

 | 0

 | 75 | 5 | 22 | 0 | 102 | 1 | 12 | 155 | 26 | 0 | 194 | 1
 | 25 | 164 | 9 | 0 | 199
 | 522 |
| 1 | 53 | 39 | 41 | 1 | 134

 | 0

 | 414 | 20 | 88 | 0 | 522 | 4 | 24 | 598 | 130 | 0 | 756 | 1
 | 88 | 691 | 22 | 0 | 802
 | 2214 |
| 0.7 | 39.6 | 29.1 | 30.6 | - | -

 | 0.0

 | 79.3 | 3.8 | 16.9 | - | - | 0.5 | 3.2 | 79.1 | 17.2 | - | - | 0.1
 | 11.0 | 86.2 | 2.7 | - | -
 | - |
| 0.0 | 2.4 | 1.8 | 1.9 | - | 6.1

 | 0.0

 | 18.7 | 0.9 | 4.0 | - | 23.6 | 0.2 | 1.1 | 27.0 | 5.9 | - | 34.1 | 0.0
 | 4.0 | 31.2 | 1.0 | - | 36.2
 | - |
| 0.250 | 0.697 | 0.464 | 0.788 | - | 0.761

 | 0.000

 | 0.790 | 0.500 | 0.595 | - | 0.733 | 0.333 | 0.500 | 0.879 | 0.813 | - | 0.863 | 0.250
 | 0.846 | 0.877 | 0.611 | - | 0.899
 | 0.886 |
| 1 | 51 | 38 | 40 | - | 130

 | 0

 | 412 | 20 | 84 | - | 516 | 4 | 22 | 580 | 123 | - | 729 | 1
 | 86 | 671 | 21 | - | 779
 | 2154 |
| 100.0 | 96.2 | 97.4 | 97.6 | - | 97.0

 | -

 | 99.5 | 100.0 | 95.5 | - | 98.9 | 100.0 | 91.7 | 97.0 | 94.6 | - | 96.4 | 100.0
 | 97.7 | 97.1 | 95.5 | - | 97.1
 | 97.3 |
| 0 | 0 | 1 | 1 | - | 2

 | 0

 | 2 | 0 | 2 | - | 4 | 0 | 2 | 13 | 5 | - | 20 | 0
 | 0 | 13 | 1 | - | 14
 | 40 |
| 0.0 | 0.0 | 2.6 | 2.4 | - | 1.5

 | -

 | 0.5 | 0.0 | 2.3 | - | 0.8 | 0.0 | 8.3 | 2.2 | 3.8 | - | 2.6 | 0.0
 | 0.0 | 1.9 | 4.5 | - | 1.7
 | 1.8 |
| 0 | 1 | 0 | 0 | - | 1

 | 0

 | 0 | 0 | 1 | - | 1 | 0 | 0 | 5 | 2 | - | 7 | 0
 | 2 | 7 | 0 | - | 9
 | 18 |
| 0.0 | 1.9 | 0.0 | 0.0 | - | 0.7

 | -

 | 0.0 | 0.0 | 1.1 | - | 0.2 | 0.0 | 0.0 | 0.8 | 1.5 | - | 0.9 | 0.0
 | 2.3 | 1.0 | 0.0 | - | 1.1
 | 0.8 |
| 0 | 1 | 0 | 0 | - | 1

 | 0

 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0
 | 0 | 0 | 0 | - | 0
 | 2 |
| 0.0 | 1.9 | 0.0 | 0.0 | - | 0.7

 | -

 | 0.0 | 0.0 | 1.1 | - | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0
 | 0.0 | 0.0 | 0.0 | - | 0.0
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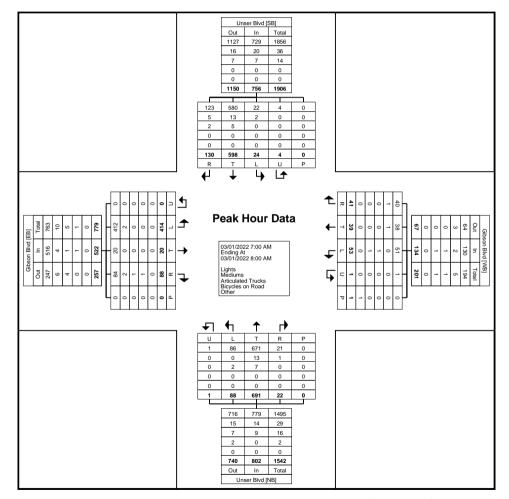
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6.1 0.250 0.697 0.464 0.788 - 0.761 1 51 38 40 - 130 100.0 96.2 97.4 97.6 - 97.0 0 0 1 1 - 2 0.0 1.9 0.0 0.0 - 1.5 0 1 0 0 - 0.7 <tr< td=""><td>Westbound U-Turn Left Thru Right Peds App. Total Total U-Turn 0 19 4 13 0 36 0 0 9 9 9 0 27 0 0 12 21 11 0 44 0 1 13 5 8 1 27 0 1 53 39 41 1 134 0 0.7 39.6 29.1 30.6 - - 0.0 0.0 2.4 1.8 1.9 - 6.1 0.0 0.250 0.697 0.464 0.788 - 0.761 0.000 1 51 38 40 - 130 0 100.0 96.2 97.4 97.6 - 97.0 - 0 0 1 1 - 2 0 0.0</td><td>Gibson Blvd Westbound U-Turn Left Thru Right Peds App. Total Total U-Turn Left 0 19 4 13 0 36 0 97 0 9 9 9 0 27 0 111 0 12 21 11 0 44 0 131 1 13 5 8 1 27 0 75 1 53 39 41 1 134 0 414 0.7 39.6 29.1 30.6 - - 0.0 79.3 0.0 2.4 1.8 1.9 - 6.1 0.0 18.7 0.250 0.697 0.464 0.788 - 0.761 0.000 0.790 1 51 38 40 - 130 0 412 100.0 96.2 97.4 97.6 - 97.0</td><td>Gibson Blvd Westbound U-Turn Left Thru Right Peds App. Total U-Turn Left Thru 0 19 4 13 0 36 0 97 1 0 9 9 9 9 0 27 0 111 4 0 12 21 11 0 44 0 131 10 1 13 5 8 1 27 0 75 5 1 53 39 41 1 134 0 414 20 0.7 39.6 29.1 30.6 0.0 79.3 3.8 0.0 2.4 1.8 1.9 - 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1 0 0 0 0 0 0 1 0 0 0 - 1 0 0 0 0 0 1 0 0 0 - 1 0 0 0 0 0 1 0 0 0 - 1 0 0 0 0 0 1 0 0 0 - 0.7 - 0.0 0.0 0 1 0 0 0 - 1 0 0 0 0 0 0 1 0 0 0 - 0.7 - 0.0 0.0 0 1 0 0 0 - 0.7 - 0.0 0.0 0 1 0 0 0 - 0.7 - 0.0 0.0 0 1 0 0 0 - 0.7 - 0.0 0.0 | U-Turn | U-Turn | U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total Thru U-Turn | U-Turn | U-Turn | U-Turn | U-Turn | U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds Thru U-Turn Left Thru Right Peds Thru U-Turn U- | U-Turn Left Thru Right Peds Peds Peds Total U-Turn Left Thru Right Peds Peds Total U-Turn Left Thru Right Peds Peds Peds Peds Peds Peds Total U-Turn Left Thru Right Peds U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds Th | U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. U-Turn Left Thru Rig | U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds App. Total U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds App. U-Turn Left Thru Right Peds App. U-Turn Right Peds App. U-Turn Right Peds App. U-Turn Right Peds App. U-Turn Right Peds App. U-Turn Right Peds App. U-Turn Right Peds App. U-Turn Right Peds App. U-Turn Right Peds App. U-Turn Right Peds App. U-Turn Right Peds App. U-Turn Right Right Peds App. U-Turn Right Peds App. U-Turn Right Right Peds App. U-Turn Right Right Peds App. U-Turn Right | U-Turn Left Thru Right Righ | U-Turn Left Thru Right Pack Thru Thru Right Thru Thru Right Thru Thru Right Thru Thru Right Thru Thru Thru Right Thru Thru Right Thru


Count Name: NM303.03 98th St and Gibson



Turning Movement Peak Hour Data Plot (7:00 AM)



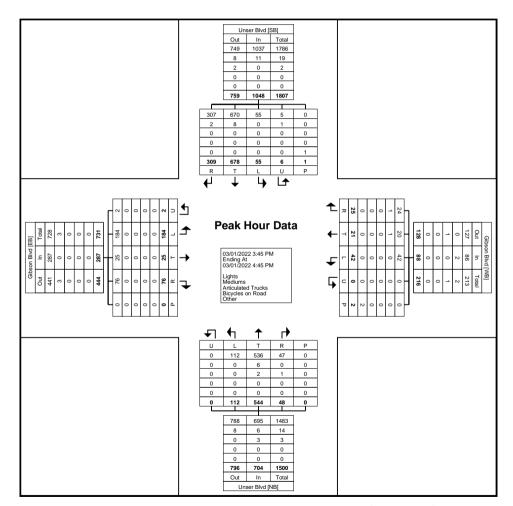
Count Name: NM303.03 98th St and Gibson Gas Station Site Code: Start Date: 03/01/2022 Page No: 6

Turning Movement Peak Hour Data (3:45 PM)

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			Gibso	n Blvd					Gibso	n Blvd					Unse	r Blvd					Unse				
			West	bound					Easth	oound					South	bound					North	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:45 PM	0	13	7	4	0	24	1	52	10	30	0	93	1	21	149	69	0	240	0	33	130	13	0	176	533
4:00 PM	0	7	2	10	0	19	1	59	5	18	0	83	1	8	188	76	1	273	0	19	147	11	0	177	552
4:15 PM	0	14	7	2	0	23	0	36	3	12	0	51	2	15	169	78	0	264	0	34	141	10	0	185	523
4:30 PM	0	8	5	9	2	22	0	37	7	16	0	60	2	11	172	86	0	271	0	26	126	14	0	166	519
Total	0	42	21	25	2	88	2	184	25	76	0	287	6	55	678	309	1	1048	0	112	544	48	0	704	2127
Approach %	0.0	47.7	23.9	28.4	-	-	0.7	64.1	8.7	26.5	-	-	0.6	5.2	64.7	29.5	-	-	0.0	15.9	77.3	6.8	-	-	-
Total %	0.0	2.0	1.0	1.2	-	4.1	0.1	8.7	1.2	3.6	-	13.5	0.3	2.6	31.9	14.5	-	49.3	0.0	5.3	25.6	2.3	-	33.1	-
PHF	0.000	0.750	0.750	0.625	-	0.917	0.500	0.780	0.625	0.633	-	0.772	0.750	0.655	0.902	0.898	-	0.960	0.000	0.824	0.925	0.857	-	0.951	0.963
Lights	0	42	20	24	-	86	2	184	25	76	-	287	5	55	670	307	-	1037	0	112	536	47	-	695	2105
% Lights	-	100.0	95.2	96.0	-	97.7	100.0	100.0	100.0	100.0	-	100.0	83.3	100.0	98.8	99.4	-	99.0	-	100.0	98.5	97.9	-	98.7	99.0
Mediums	0	0	1	1	-	2	0	0	0	0	-	0	1	0	8	2	-	11	0	0	6	0	-	6	19
% Mediums	-	0.0	4.8	4.0	-	2.3	0.0	0.0	0.0	0.0	-	0.0	16.7	0.0	1.2	0.6	-	1.0	-	0.0	1.1	0.0	-	0.9	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	1	-	3	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.4	2.1	-	0.4	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
% 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	0.0
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-		-	-	0.0	-		-	-		-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Count Name: NM303.03 98th St and Gibson



Turning Movement Peak Hour Data Plot (3:45 PM)

Trip Generation Tables

Developer: ATWELL, LLC

Traffic Engineer: Lee Engineering

	P	PEAK H	OUR TRII	PS
Site Trips Generation for Entire Development	AM F	Peak	PM	Peak
Site Trips deficiation for Entire Development	In	Out	In	Out
	379	380	323	323

											Pl	EAK HO	OUR TRI	PS
ITE Land Use	Uı	nits	W	eekday	А	M Peal	(P	M Pea	k	AM F	eak	PM	Peak
			Rate	Trips	Rate	Enter	Exit	Rate	Enter	Exit	In	Out	In	Out
ITE 945 - Gas Station /	24	Fueling	345.75	8298	31.60	50%	50%	26.90	50%	50%	379	380	323	323
Convenience Store		Positions	0 .5.70	0200										

Average Dage By Tring	AM Peak	PM Peak
Average Pass-By Trips	76%	75%

Notes:

- Gas Station / Convenience Store (ITE 945) GFA 5.5-10k
Daily Rate: Weekday
Average Rate: 345.75
AM Peak: Peak Hour of Adjacent Street Traffic, One Hour Between 7 AM and 9 AM
Average Rate: 31.6
PM Peak: Peak Hour of Adjacent Street Traffic, One Hour Between 3 PM and 6 PM
Average Rate: 26.9

Convenience Store/Gas Station - GFA (5.5-10k)

(945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1
Avg. Num. of Vehicle Fueling Positions: 12

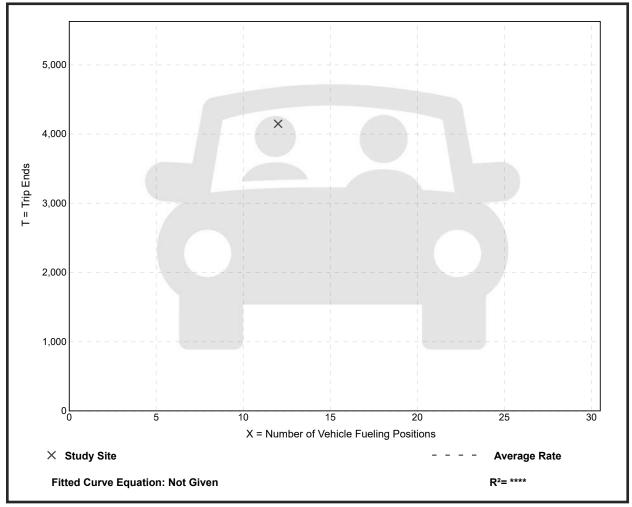
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
345.75	345.75 - 345.75	*

Data Plot and Equation

Caution - Small Sample Size



Trip Gen Manual, 11th Edition

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1 of 1 10/20/2022, 5:06 PM

Convenience Store/Gas Station - GFA (5.5-10k)

(945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

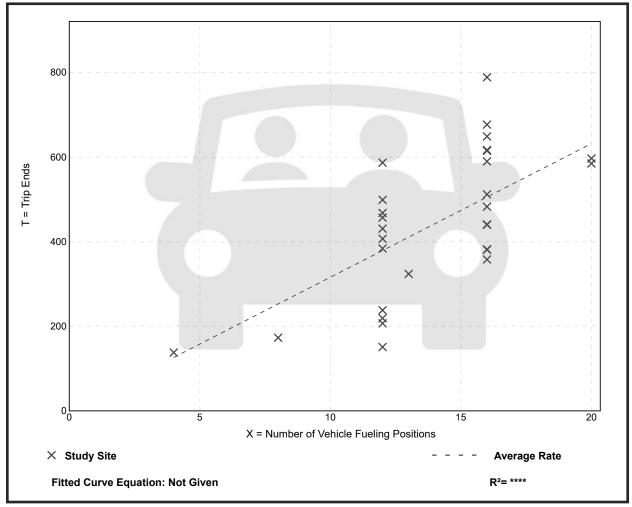
Number of Studies: 29 Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
31.60	12.58 - 49.31	9.10

Data Plot and Equation



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1 of 1 10/7/2022, 10:46 AM

Convenience Store/Gas Station - GFA (5.5-10k)

(945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

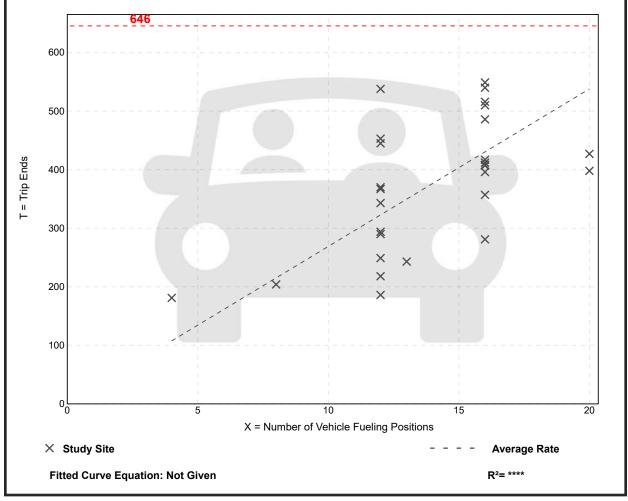
Number of Studies: 29 Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
26.90	15.50 - 45.25	6.87

Data Plot and Equation



Trip Gen Manual, 11th Edition

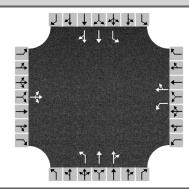
• Institute of Transportation Engineers

1 of 1 10/7/2022, 3:29 PM

Vehicle Pass-By Rates by Land Use Source: ITE Trip Generation Manual, 11th Edition Land Use Code Land Use Convenience Store/Gas Station Setting General Urban/Suburban Time Period Weekday AM Peak Period # Data Sites 16 Sites with between 2 and 8 VFP 28 Sites with between 9 and 20 VFP Average Pass-By Rate 60% for Sites with between 2 and 8 VFP 76% for Sites with between 9 and 20 VFP Pass-By Characteristics for Individual Sites Non-Pass-By Trips Adj Street Peak Survey Pass-By GFA (000) VFP State or Province Year # Interviews Trip (%) Primary (%) Diverted (%) Total (%) Hour Volume Source Maryland 2.1 Maryland 2.1 Maryland 2.2 Maryland 2.2 < 8 Indiana 2.2 Maryland 2.3 Maryland 2.3 < 8 Kentucky 2.3 Maryland < 8 2.4 Kentucky 2.6 < 8 Kentucky 2.8 < 8 Kentucky < 8 Indiana 3.6 < 8 Kentucky 3.7 < 8 Kentucky 4.694 Maryland 4.694 Maryland 4.694 Maryland 4.848 Virginia 5.06 Pennsylvania 5.242 Virginia 5.242 Virginia _ _ 5.488 Delaware 5.5 Pennsylvania 4.2 < 8 Kentucky 4.694 Maryland 4.694 Delaware 4.694 Delaware 4.694 Delaware 4.694 **New Jersey** _ _ 4.694 Delaware 4.848 Virginia 4.848 Virginia 4.848 Virginia 4.848 Virginia 4.993 Pennsylvania 5.094 New Jersey 5.5 Pennsylvania 5.543 Pennsylvania 5.565 Pennsylvania _ _ 5.565 Pennsylvania 5.565 New Jersey 5.565 **New Jersey** 5.565 **New Jersey**

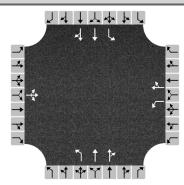
		So		e Pass-By Ra Trip Generation						
Land Use Code					94					
Land Use						ore/Gas Station				
Setting						n/Suburban				
Time Period					/eekday PM	Peak Period				
# Data Sites		12 Sites with bety	ween 2 an	d 8 VFP			28 Sites with b			
Average Pass-By Rate	,	56% for Sites with b	etween 2				'5% for Sites wit	h between 9	and 20 VFP	
				Pass-By C	haracteristic	s for Individual	Sites			
			_	1		T				
			Survey		Pass-By		n-Pass-By Trips		Adj Street Peak	
GFA (000)	VFP	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	_	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	_	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	_	78	_	_	22	3549	30
4.694	12	Maryland	2000	_	67	_	_	33	2272	30
4.694	12	Maryland	2000	_	66	_	_	34	3514	30
4.848	12	Virginia	2000	_	71	_	_	29	2350	30
5.06	12	Pennsylvania	2000	_	91	_	_	9	4181	30
5.242	12	Virginia	2000	_	70	_	_	30	2445	30
5.242	12	Virginia	2000	_	56	_	_	44	950	30
5.488	12	Delaware	2000	_	73	_	_	27		30
5.5	12	Pennsylvania	2000	_	84	_	_	16	4025	30
4.694	16	Maryland	2000	_	89	_	_	11	2755	30
4.694	16	Delaware	2000	_	73	_	_	27	1858	30
4.694	16	Delaware	2000	_	59	_	_	41	1344	30
4.694	16	Delaware	2000	_	72	_	_	28	3434	30
4.694	16	New Jersey	2000	_	81	_		19	1734	30
4.694	20	Delaware	2000	_	76	_		24	1616	30
4.848	16	Virginia	2000	_	67	_	_	33	2.954	30
4.848	16	Virginia	2000	_	78	_		22	3086	30
4.848	16	Virginia	2000	_	83	_		17	4143	30
4.848	16	Virginia	2000	_	73	_		27	2534	30
4.993	16	Pennsylvania	2000	_	72	_	_	28	2917	30
5.094	16	New Jersey	2000		86	_		14	1730	30
5.5	16	Pennsylvania	2000	_	90	_		10	2616	30
5.543	16	Pennsylvania	2000	_	87	_		13	2363	30
5.565	16	Pennsylvania	2000	_	81	_		19	2770	30
5.565	16	Pennsylvania	2000	_	76	_	_	24	3362	30
5.565	16	New Jersey	2000	_	61	_	_	39	1713	30
5.565	16	New Jersey	2000	_	86	_	_	14	1721	30
5.565	16	New Jersey	2000		81			19	2227	30

	HCS7 All-Way Sto	p Control Report	
General Information		Site Information	
Analyst	MP	Intersection	98th and 86th
Agency/Co.	Lee Engineering	Jurisdiction	Albuquerque
Date Performed	3/31/2022	East/West Street	86th St / De Anza
Analysis Year	2022	North/South Street	98th St
Analysis Time Period (hrs)	1.00	Peak Hour Factor	0.88
Time Analyzed	7:00-8:00 AM		
Project Description	Existing AM		



Vehicle Volume and Adjust	ments											
Approach		Eastbound	l		Westbound	ł	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R
Volume	198	46	15	30	21	41	3	497	35	32	339	72
% Thrus in Shared Lane									50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		L	Т	TR	L	Т	TR
Flow Rate, v (veh/h)	294			34	70		3	282	322	36	193	274
Percent Heavy Vehicles	2			3	0		0	2	2	3	2	2
Departure Headway and Se	rvice Ti	me										
Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.262			0.030	0.063		0.003	0.251	0.286	0.032	0.171	0.244
Final Departure Headway, hd (s)	9.07			10.36	9.31		8.72	8.23	8.14	9.00	8.47	8.25
Final Degree of Utilization, x	0.742			0.098	0.182		0.008	0.646	0.729	0.091	0.453	0.629
Move-Up Time, m (s)	2.3			2.3	2.3		2.3	2.3	2.3	2.3	2.3	2.3
Service Time, ts (s)	6.77			8.06	7.01		6.42	5.93	5.84	6.70	6.17	5.95
Capacity, Delay and Level o	f Servic	е										
Flow Rate, v (veh/h)	294			34	70		3	282	322	36	193	274
Capacity	397			348	387		413	437	442	400	425	436
95% Queue Length, Q ₉₅ (veh)	7.5			0.3	0.7		0.0	5.1	7.2	0.3	2.4	4.8
Control Delay (s/veh)	36.5			14.2	14.1		11.5	25.6	31.8	12.6	18.1	24.7
Level of Service, LOS			В	В		В	D	D	В	С	С	
Approach Delay (s/veh)		36.5			14.1			28.8			21.3	
Approach LOS		E			В			D			С	
Intersection Delay, s/veh LOS			26	5.8					[)		

	HCS7 All-Way Sto	op Control Report	
General Information		Site Information	
Analyst	Micahel Policastro	Intersection	98th and 86th
Agency/Co.	Lee Engineering	Jurisdiction	Albuquerque
Date Performed	3/31/2022	East/West Street	86th St
Analysis Year	2022	North/South Street	98th St
Analysis Time Period (hrs)	1.00	Peak Hour Factor	0.95
Time Analyzed	5:00-6:00 PM		
Project Description	Existing PM		



Vehicle Volume and Adjus	tments											
Approach		Eastbound	l		Westbound	t	1	Northboun	d	9	Southboun	d
Movement	L	Т	R	L	Т	R	L	T	R	L	Т	R
Volume	134	18	11	28	21	19	11	421	27	38	563	238
% Thrus in Shared Lane									50			50
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		L	T	TR	L	T	TR
Flow Rate, v (veh/h)	172			29	42		12	222	250	40	296	547
Percent Heavy Vehicles	1			0	0		0	1	2	0	1	2
Departure Headway and S	ervice Ti	me										
Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20	3.20	3.20	3.20	3.20	3.20
Initial Degree of Utilization, x	0.153			0.026	0.037		0.010	0.197	0.222	0.036	0.263	0.486
Final Departure Headway, hd (s)	9.00			9.67	8.84		8.25	7.76	7.70	7.68	7.19	6.88
Final Degree of Utilization, x	0.429			0.079	0.103		0.027	0.478	0.535	0.085	0.592	1.045
Move-Up Time, m (s)	2.3			2.3	2.3		2.3	2.3	2.3	2.3	2.3	2.3
Service Time, ts (s)	6.70			7.37	6.54		5.95	5.46	5.40	5.38	4.89	4.58
Capacity, Delay and Level	of Servic	e										
Flow Rate, v (veh/h)	172			29	42		12	222	250	40	296	547
Capacity	400			372	407		436	464	467	469	501	523
95% Queue Length, Q ₉₅ (veh)	2.2			0.3	0.3		0.1	2.7	3.3	0.3	4.2	35.1
Control Delay (s/veh)	18.4			13.2	12.6		11.2	17.5	19.2	11.1	20.2	170.9
Level of Service, LOS	С			В	В		В	С	С	В	С	F
Approach Delay (s/veh)		18.4			12.8			18.2			113.1	
Approach LOS		С			В			С			F	
Intersection Delay, s/veh LOS			70	0.0						F		

		HCS	7 Sig	nalize	d Int	ersec	tion F	Resul	ts Sur	nmar	у				
General Inform	ation								Intersec	tion Inf	ormatic	.	1 3	11.1.5 (988
	iation	Loo Engineering LI						-			1.000			ĮĮĮĮ	
Agency		Lee Engineering, LI MP		A ls	ia Dat	- O-t 1	2 2022		Duration		Other				A.
Analyst				_		e Oct 1		_	Area Typ PHF	е				"Ĭ,	→
Jurisdiction		CABQ		Time F		1 Hou	ır			Danial	1.00	20	100 m		<u>~</u>
Urban Street		98th		Analys					Analysis		1> 7:0		_#		
Intersection		98th & 86th		File Na	ame	03 98	th & 86t	h Build	I-Out Ba	ckgroun	d AM.xı	JS	- 1	ጎተተሰ	
Project Descrip	tion	Build-Out Backgrou	ind AM I	² eak										Silve His His also els	F 35
Demand Inform					EB			WE			NB			SB	
Approach Move				L	T	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	eh/h			200	46	15	30	21	41	3	502	35	32	342	73
Signal Informa	tion						-	h							
Cycle, s	130.0	Reference Phase	2		1 3	Ħ	7		2 E42	' .		_	д		KÎZ
Offset, s	0	Reference Point	End		`				67			1	2	3	4
Uncoordinated	No			Green		60.4	0.3	2.1	46.6		_	_	<u> </u>	_	\mathbf{L}
		Simult. Gap E/W	On	Yellow	-	4.0	3.0	0.0	4.0	0.0		<u> </u>	Y	``_\'	Ф
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	2.0	0.5	0.0	1.5	0.0		5	6	7	8
Timer Results				EBI	_	EBT	WB	L	WBT	NBI	L	NBT	SBI	L	SBT
Assigned Phase	Э			5		2	1		6	7		4	3		8
Case Number				0.0		14.0	1.1		4.0	1.1		3.0	1.1		3.0
Phase Duration	, s			0.0		66.4	5.6		72.0	3.8		52.1	5.9		54.2
Change Period,	(Y+R	ε), s		3.5		6.0	3.5		6.0	3.5		6.0	3.5		6.0
Max Allow Head		·		0.0	\neg	0.0	3.1		0.0	2.6		5.1	2.6		5.1
	ueue Clearance Time (g s), s						3.1			2.1		15.9	3.6		10.7
	reen Extension Time(g e), s					0.0	0.0		0.0	0.0		6.8	0.0		7.0
	, ,						0.66	3		0.10		1.00	0.69		1.00
	hase Call Probability ax Out Probability						0.00)		0.00)	0.03	0.00)	0.01
Movement Gro	un Ras	ulte			EB			WB			NB			SB	
Approach Move		Juito		L	T	R		Т	R	L	T	R		T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F) veh/h			261	12	30	62	10	3	502	35	32	342	73
		ow Rate (s), veh/h/l	n		18		1810	1618		1810	1766	1598	1697	1781	1585
Queue Service		· , , ,	11		3.0		1.1	2.6		0.1	13.9	1.9	1.6	8.7	3.9
Cycle Queue C		· /·			60.4		1.1	2.6		0.1	13.9	1.9	1.6	8.7	3.9
Green Ratio (g		c mic (g c), 3			0.46		0.50	0.51		0.36	0.35	0.35	0.38	0.37	0.37
Capacity (c), v	· ·				57		84	821		364	1252	566	298	1320	588
Volume-to-Capa		tio (X)			4.555		0.357	0.075		0.008	0.401	0.062	0.107	0.259	0.124
		In (95 th percentile))		4429.	_	21.7	46.5		2.7	259.2	34.3	30.4	173.8	71.8
Back of Queue	(Q), ve	eh/ln (95 th percenti	le)		6 175.8		0.9	1.8		0.1	10.1	1.4	1.1	6.8	2.8
Queue Storage	Ratio (RQ) (95 th percent	tile)		0.00		0.09	0.00		0.01	0.00	0.31	0.25	0.00	0.65
		, ,			56.3		31.8	16.4		27.2	31.6	27.7	26.5	28.5	27.0
	Uniform Delay (d 1), s/veh Incremental Delay (d 2), s/veh						1.0	0.2		0.0	1.0	0.2	0.1	0.5	0.4
Initial Queue De	nitial Queue Delay (d 3), s/veh						0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
	Control Delay (d), s/veh						32.7	16.6		27.2	32.6	27.9	26.5	29.0	27.4
Level of Service	Level of Service (LOS)						С	В		С	С	С	С	С	С
Approach Delay	Approach Delay, s/veh / LOS					F	21.8	3	С	32.2	2	С	28.5	5	С
Intersection Del				128	39.0						F				
	M. King d. I. Boy. Ko														
	Multimodal Results							WB	_		NB			SB	
Pedestrian LOS				2.43		В	2.42	_	В	1.93	-	В	1.70		В
Bicycle LOS Sc	ore / LC)5		0.92	<u>′</u>	Α	0.64	1	Α	0.93	3	Α	0.86	o	Α

		HCS	7 Sig	nalize	d Int	ersec	tion F	Resul	lts Sur	nmar	у				
General Inform	ation								Intersec	tion Inf	ormatic	<u></u>		14 2 4 4	188
	iation	Lee Engineering, LI							Duration.		1.000			ŢŢŢŢ	
Agency		MP		Analye	sia Dat	e Oct 1	2 2022	_			Other				in the second
Analyst Jurisdiction		CABQ		Time F		1 Hou		_	Area Typ PHF	e	1.00			wĬ.	·
							II .	_		Dariad		7.00			~ ~ *
Urban Street		98th		Analys			41- 0 004		Analysis		1> 17				
Intersection	L:	98th & 86th	l DN4 l	File Na	ame	04 98	tn & 86t	n Bullo	d-Out Bad	ckgroun	a PIVI.XI	us	- 4	111	MIKO
Project Descrip	tion	Build-Out Backgrou	IND PIM	Peak									100	SIS-BRIDS AIR EIR	8 88
Demand Inform					EB			WE	3		NB			SB	V.
Approach Move	ment			L	T	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	eh/h			135	18	11	28	21	19	11	425	27	38	569	240
Signal Informa	tion						-	h]][
Cycle, s	110.0	Reference Phase	2		1 8	7	_ 2	1 2Ψ3	2 542	_			Z		N
Offset, s	0	Reference Point	End				1		57			1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green		48.8	0.9	2.7	37.4		_	_	A		\mathbf{L}
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	0.5	4.0	3.0 0.5	0.0		0.0				, ,	stx °
Force Mode	rixed	Simult. Gap N/S	On	Red	10.5	2.0	10.5	0.0	1.5	10.0		5	6	1	8
Timer Results				EBI	- T	EBT	WB	L	WBT	NBI		NBT	SBI	L	SBT
Assigned Phase	Э			5		2	1		6	7		4	3		8
Case Number				0.0		14.0	1.1		4.0	1.1		3.0	1.1		3.0
Phase Duration	, s			0.0		54.8	5.2		60.0	4.4		42.9	7.1		45.6
Change Period,	(Y+R	c), s		3.5		6.0	3.5		6.0	3.5		6.0	3.5		6.0
Max Allow Head		·		0.0	\neg	0.0	3.1		0.0	2.6		5.1	2.6	\neg	5.1
	ueue Clearance Time (g $_{\rm s}$), ${\rm s}$						2.9			2.4		11.8	3.6		15.3
	reen Extension Time (g e), s					0.0	0.0		0.0	0.0		9.0	0.0	\neg	8.9
	reen Extension Time (g_e), s hase Call Probability						0.57	7		0.29		1.00	1.00		1.00
	hase Call Probability lax Out Probability						0.06	3		0.00)	0.16	0.00)	0.17
Movement Gro	un Ras	ulte			EB			WB			NB			SB	
Approach Move		uito		L	T	R		T	R	L	T	R		T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F		\ veh/h		3	164	12	28	40	10	11	425	27	38	569	240
		ow Rate (s), veh/h/l	n		20		1810	1709		1810	1795	1610	1711	1795	1598
Queue Service			11		3.0	+	0.9	1.3		0.4	9.8	1.2	1.6	13.3	12.4
Cycle Queue C		,			48.8		0.9	1.3		0.4	9.8	1.2	1.6	13.3	12.4
Green Ratio (g		c fillic (gr), s			0.44	+	0.48	0.49		0.4	0.34	0.34	0.38	0.36	0.36
Capacity (c), v					69	+	94	839		269	1205	541	348	1293	576
Volume-to-Capa		tio (X)			2.391	+	0.298	0.048		0.041	0.353	0.050	0.109	0.440	0.417
		In (95 th percentile)			2195.	_	17.2	24.6		8.5	193.4	22.4	29.4	244.1	218.2
Back of Queue	(Q), ve	eh/ln (95 th percenti	le)		3 86.4		0.7	1.0		0.3	7.7	0.9	1.1	9.7	8.7
Queue Storage	Ratio (RQ) (95 th percent	tile)		0.00		0.07	0.00		0.04	0.00	0.20	0.25	0.00	1.98
Uniform Delay (48.8		27.0	14.6		24.6	27.5	24.7	22.3	26.7	26.5
	Incremental Delay (<i>d</i> ₂), s/veh						0.7	0.1		0.0	0.8	0.2	0.1	1.1	2.2
Initial Queue De	Initial Queue Delay (d ₃), s/veh						0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (Control Delay (d), s/veh						27.6	14.7		24.6	28.3	24.9	22.3	27.8	28.7
Level of Service	(LOS)				1 F		С	В		С	С	С	С	С	С
	Approach Delay, s/veh / LOS					F	20.0)	С	28.0		С	27.8	3	С
Intersection Del				30	0.7						F				
	Multimodal Results				<u>EB</u>			WB			NB		, =	SB	
	edestrian LOS Score / LOS					В	2.42	-	В	1.92	-	В	1.70		В
Bicycle LOS Sc	ore / LC)5		0.76	0	Α	0.60)	Α	0.87		Α	1.19	9	Α

Signal Information Cycle, s 130.0 Reference Phase 2 Offset, s 0 Reference Point End Uncoordinated No Simult Gap EW On Red 0.5 2.0 1.8 46.6 0.0 Force Mode Fixed Simult Gap EW On Red 0.5 2.0 1.0 1.5 1.0 Timer Results EBL EBL EBL WBL WBT NBL NBT SBL SBT Assigned Phase 5 2 1 6 7 4 3 8 Case Number 0.0 14.0 1.1 4.0 1.1 3.0 1.1 3.0 Phase Duration, s 0.0 6.5 6.0 3.5 6.0 3.5 6.0 3.5 6.0 3.5 6.0 3.5 6.0 3.5 6.0 3.5 6.0 3.5 6.0 3.5 6.0 3.5 6.0			HCS	7 Sig	nalize	ed Int	ersec	tion F	Resul	lts Sur	nmar	у				
Agency	General Inform	nation								Intersec	tion Inf	ormatic	nn .		11 2 3 11	3
Analysis MP		ilation	Lee Engineering 11	C					_						1111	
Urban Street 98th Analysis Year 2023 Analysis Period 1 > 7.00					Analys	sis Date	Oct 1	2 2022								7
Urban Street					-		_							2002	w}t	-
Intersection									_		Period		20			
Project Description Build-Out Total AM Peak Demand Information EB					-			th & 96t								
Demand Information				Dook	I lie iv	anic	03 90	11 & OOL	II Dulic	1-Out 10t	ai Aivi.Ai	us		- 4		2162
Approach Movement	Project Descrip	otion	Bullu-Out Total Alvi	reak										100	chousant lots of sho	12 29 %
Demand (v), veh/h	Demand Inform	mation				EB			WE	3		NB			SB	
Demand (v), veh/h	Approach Move	ement			L	Т	R		Т	R	L	Т	□ R		Т	R
Signal Information					200	46		39	21	_	7	529	44	32	369	73
Cycle, s 130.0 Reference Phase 2 Offset, s 0 Reference Point Red Uncoordinated No Simult. Gap EW On Fixed Simult. Gap EW On Fixed Simult. Gap EW On Fixed Simult. Gap N/S On Red 63.99 0.7 1.8 46.8 0.0 0.0 4.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	,,,															
Offset, s 0 Reference Point Uncoordinated No Simult. Gap E/W On Force Mode Fixed Simult. Gap E/W On Force Mode Fixed Simult. Gap R/S On Force Mode Fixed Simult. Gap R/S On Force Mode Fixed Simult. Gap R/S On Red 0.5 2.0 0.5 0.0 1.5 0.0 1.5 0.0 1.5 0.0 1.5 0.0 1.5 0.0 1.5 0.0 1.5 0.0 1.5 0.0 1.5 0.0 1.5 0.0 1.5 0.0 1.6 7 4 3 8 8 8 0.0 1.4 1.1 4.0 1.1 3.0 1	Signal Informa	ation				5										
Uncoordinated No Simult, Gap E/W On Vellow 3.0 4.0 3.0 0.0 4.0 0.0 0.0 4.0 0.0 0.0 4.0 0.0 0.0 4.0 0.0 0.0 4.0 0.0	Cycle, s	130.0	Reference Phase	2		2			B	E (5)	N2	×		$\Leftrightarrow \bot$	>	Ψ
Discordinated No Simult Gap EW On Fellow 3.0 4.0 3.0 0.0 4.0 0.0	Offset, s	0	Reference Point	End	Green	2.6	50.0	0.7	1 2	16.6			1	2	3	1 4
Fixed Simult, Gap N/S On Red 0.5 2.0 0.5 0.0 1.5 0.0	Uncoordinated	No	Simult. Gap E/W	On									>	\rightarrow	~	▲ │
Assigned Phase	Force Mode	Fixed	Simult. Gap N/S	On	1	-							5	6	7	8
Assigned Phase																
Case Number 0.0 14.0 1.1 4.0 1.1 3.0 1.1 3.0 Phase Duration, s 0.0 65.9 6.1 72.0 4.2 52.1 5.9 53.8 Change Period, (Y+R ∘), s 3.5 6.0 3.1 4.0 0.0 0.0 0.0 0.0	Timer Results				EBI		EBT	WB	L L	WBT	NB	L	NBT	SBI	-	SBT
Phase Duration, s 0.0 65.9 6.1 72.0 4.2 52.1 5.9 53.8 Change Period, (Y+Re), s 3.5 6.0 3.5 6.0 3.5 6.0 3.5 6.0 Max Allow Headway (MAH), s 0.0 0.0 3.1 0.0 2.6 5.1 2.6 5.1 Green Extension Time (ge), s 0.0 0.0 0.0 0.0 0.0 7.2 0.0 7.6 Phase Call Probability 0.76 0.02 1.00 0.69 1.00 Max Out Probability 0.00 0.01 0.01 0.04 0.00 0.02 Movement Group Results EB WB NB SB Approach Movement L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L	Assigned Phas	е			5		2	1		6	7		4	3		8
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Case Number				0.0		14.0	1.1		4.0	1.1		3.0	1.1		3.0
Max Allow Headway ($\it MAH$), s 0.0 0.0 3.1 0.0 2.6 5.1 2.6 5.1 Queue Clearance Time ($\it g.s.$), s 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.2 0.0 7.6 Phase Call Probability 0.00 0.076 0.22 1.00 0.69 1.00 Max Out Probability 0.00 0.00 0.01 0.04 0.00 0.02 Movement Group Results EB WB NB SB Approach Movement L T R L T R L T R Assigned Movement 5 2 12 1 6 16 7 4 14 3 8 18 Adjusted Flow Rate ($\it v$), veh/h 265 39 62 7 529 44 32 369 73 Adjusted Saturation Flow Rate ($\it s$), veh/h/ln 18 1810 1618 1810 1766 1598	Phase Duration	າ, ຮ			0.0		65.9	6.1		72.0	4.2		52.1	5.9		53.8
Queue Clearance Time (gs), s 3.4 2.3 16.8 3.6 11.5 Green Extension Time (ge), s 0.0 0.0 0.0 0.0 7.2 0.0 7.6 Phase Call Probability 0.76 0.22 1.00 0.69 1.00 Max Out Probability 0.00 0.01 0.04 0.00 0.02 Movement Group Results EB WB NB SB Approach Movement L T R <td>Change Period</td> <td>, (Y+R</td> <td>c), s</td> <td></td> <td>3.5</td> <td></td> <td>6.0</td> <td>3.5</td> <td></td> <td>6.0</td> <td>3.5</td> <td></td> <td>6.0</td> <td>3.5</td> <td></td> <td>6.0</td>	Change Period	, (Y+R	c), s		3.5		6.0	3.5		6.0	3.5		6.0	3.5		6.0
Queue Clearance Time (gs), s 3.4 2.3 16.8 3.6 11.5 Green Extension Time (ge), s 0.0 0.0 0.0 0.0 7.2 0.0 7.6 Phase Call Probability 0.76 0.22 1.00 0.69 1.00 Max Out Probability 0.00 0.01 0.04 0.00 0.02 Movement Group Results EB WB NB SB Approach Movement L T R <td>Max Allow Hea</td> <td>dway (Λ</td> <td><i>МАН</i>), s</td> <td></td> <td>0.0</td> <td></td> <td>0.0</td> <td>3.1</td> <td></td> <td>0.0</td> <td>2.6</td> <td></td> <td>5.1</td> <td>2.6</td> <td></td> <td>5.1</td>	Max Allow Hea	dway (Λ	<i>МАН</i>), s		0.0		0.0	3.1		0.0	2.6		5.1	2.6		5.1
Green Extension Time ($g \circ p$), s 0.0 0.0 0.0 0.0 0.0 7.2 0.0 7.6 Phase Call Probability 0.76 0.76 0.22 1.00 0.69 1.00 Max Out Probability 0.00 0.01 0.04 0.00 0.02 Movement Group Results EB WB NB SB Approach Movement L T R <td< td=""><td></td><td colspan="5">ueue Clearance Time (g $_{ extstyle s}$), $extstyle s$</td><td></td><td>3.4</td><td></td><td></td><td>2.3</td><td></td><td>16.8</td><td>3.6</td><td></td><td>11.5</td></td<>		ueue Clearance Time (g $_{ extstyle s}$), $ extstyle s$						3.4			2.3		16.8	3.6		11.5
Phase Call Probability 0.76 0.22 1.00 0.69 1.00 Max Out Probability 0.00 0.01 0.04 0.00 0.02 Movement Group Results EB WB NB SB Approach Movement L T R L T R L T R Assigned Movement 5 2 12 1 6 16 7 4 14 3 8 18 Adjusted Flow Rate (v), veh/h 265 39 62 7 529 44 32 369 73 Adjusted Saturation Flow Rate (s), veh/h/In 18 1810 1618 1810 1766 1598 1697 1781 158 Queue Service Time (g s), s 3.0 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0 Cycle Queue Clearance Time (g s), s 59.9 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0		reen Extension Time (g e), s					0.0	0.0		0.0	0.0	\neg	7.2	0.0		7.6
Max Out Probability EB WB NB SB Approach Movement L T R L T		, - ,						0.76	3							1.00
Approach Movement L T R		nase Call Probability							_							
Approach Movement L T R						"			"							
Assigned Movement 5 2 12 1 6 16 7 4 14 3 8 18 18 Adjusted Flow Rate (v), veh/h 265 39 62 7 529 44 32 369 73 Adjusted Saturation Flow Rate (s), veh/h/ln 18 1810 1618 1810 1766 1598 1697 1781 158 Queue Service Time (g s), s 3.0 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0 Cycle Queue Clearance Time (g c), s 59.9 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0 Green Ratio (g/C) 0.46 0.50 0.51 0.36 0.35 0.35 0.38 0.37 0.3 Capacity (c), veh/h 57 92 821 352 1251 566 287 1310 583 Volume-to-Capacity Ratio (X) 4.651 0.425 0.075 0.020 0.423 0.078 0.111 0.282 0.12 Back of Queue (Q), ft/ln (95 th percentile) 4512. 3 828.3 46.5 6.4 272.5 43.3 30.5 190.1 72.3 Back of Queue (Q), veh/ln (95 th percentile) 179.1 1.1 1.8 0.3 10.6 1.7 1.1 7.5 2.8 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.20 0.03 0.00 0.39 0.25 0.00 0.60 Uniform Delay (d 1), s/veh 6611.0 1.2 0.2 0.0 1.1 0.3 0.1 0.5 0.4 Initial Queue Delay (d 3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			sults						ır						r	
Adjusted Flow Rate (v), veh/h 265 39 62 7 529 44 32 369 73 Adjusted Saturation Flow Rate (s), veh/h/ln 18 1810 1618 1810 1766 1598 1697 1781 158 Queue Service Time (gs), s 3.0 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0 Cycle Queue Clearance Time (gs), s 59.9 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0 Green Ratio (g/C) 0.46 0.50 0.51 0.36 0.35 0.35 0.38 0.37 0.3 Capacity (c), veh/h 57 92 821 352 1251 566 287 1310 53 Volume-to-Capacity Ratio (X) 4.651 0.425 0.075 0.020 0.423 0.078 0.111 0.282 0.12 Back of Queue (Q), ft/ln (95 th percentile) 179.1 1.1 1.8 0.3 10.6 1.7 1.1					_		_	<u> </u>			_					
Adjusted Saturation Flow Rate (s), veh/h/ln 18 1810 1618 1810 1766 1598 1697 1781 158 Queue Service Time (gs), s 3.0 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0 Cycle Queue Clearance Time (gc), s 59.9 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0 Green Ratio (g/C) 0.46 0.50 0.51 0.36 0.35 0.35 0.38 0.37 0.3 Capacity (c), veh/h 57 92 821 352 1251 566 287 1310 583 Volume-to-Capacity Ratio (X) 4.651 0.425 0.075 0.020 0.423 0.078 0.111 0.282 0.12 Back of Queue (Q), ft/ln (95 th percentile) 4512. 28.3 46.5 6.4 272.5 43.3 30.5 190.1 72.3 Queue Storage Ratio (RQ) (95 th percentile) 179.1 1.1 1.8 0.3 10.6 1.7 1.1 7.5 2.8 Queue Storage Ratio (RQ) (95 th percentile)	_				5		12			16						
Queue Service Time (gs), s 3.0 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0 Cycle Queue Clearance Time (gc), s 59.9 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0 Green Ratio (g/C) 0.46 0.50 0.51 0.36 0.35 0.35 0.38 0.37 0.3 Capacity (c), veh/h 57 92 821 352 1251 566 287 1310 583 Volume-to-Capacity Ratio (X) 4.651 0.425 0.075 0.020 0.423 0.078 0.111 0.282 0.12 Back of Queue (Q), ft/In (95 th percentile) 4512 28.3 46.5 6.4 272.5 43.3 30.5 190.1 72.3 Back of Queue (Q), veh/In (95 th percentile) 179.1 1.1 1.8 0.3 10.6 1.7 1.1 7.5 2.8 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.20 0.03 0.00 0.39 0.25 0.00 0.6 Uniform Delay (d), s/veh 56.3<			·					_	_		_			32	369	73
Cycle Queue Clearance Time (g_c), s 59.9 1.4 2.6 0.3 14.8 2.4 1.6 9.5 4.0 Green Ratio (g/C) 0.46 0.50 0.51 0.36 0.35 0.35 0.38 0.37 0.3 Capacity (c), veh/h 57 92 821 352 1251 566 287 1310 583 Volume-to-Capacity Ratio (X) 4.651 0.425 0.075 0.020 0.423 0.078 0.111 0.282 0.12 Back of Queue (Q), ft/ln (95 th percentile) 4512. 28.3 46.5 6.4 272.5 43.3 30.5 190.1 72.3 Back of Queue (Q), veh/ln (95 th percentile) 179.1 1.1 1.8 0.3 10.6 1.7 1.1 7.5 2.8 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.20 0.03 0.00 0.39 0.25 0.00 0.6 Uniform Delay (d), s/veh 56.3 31.6 16.4 27.1 31.9 27.9 26.8 29.0 27.3 Initial Queue Delay (d), s/veh				n												1585
Green Ratio (g/C) 0.46 0.50 0.51 0.36 0.35 0.38 0.37 0.3 Capacity (c), veh/h 57 92 821 352 1251 566 287 1310 583 Volume-to-Capacity Ratio (X) 4.651 0.425 0.075 0.020 0.423 0.078 0.111 0.282 0.12 Back of Queue (Q), ft/ln (95 th percentile) 4512. 28.3 46.5 6.4 272.5 43.3 30.5 190.1 72.3 Back of Queue (Q), veh/ln (95 th percentile) 179.1 1.1 1.8 0.3 10.6 1.7 1.1 7.5 2.8 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.20 0.03 0.00 0.39 0.25 0.00 0.6 Uniform Delay (d 1), s/veh 56.3 31.6 16.4 27.1 31.9 27.9 26.8 29.0 27.3 Incremental Delay (d 2), s/veh 6611.0 1.2 0.2 0.0 1.1 0.3 0.1 0.5 0.4 Initial Queue Delay (d 3), s/veh 6667.			· /·					1.4		4	0.3	_	2.4	1.6	9.5	4.0
Capacity (c), veh/h 57 92 821 352 1251 566 287 1310 583 Volume-to-Capacity Ratio (X) 4.651 0.425 0.075 0.020 0.423 0.078 0.111 0.282 0.12 Back of Queue (Q), ft/ln (95 th percentile) 4512. 3 28.3 46.5 6.4 272.5 43.3 30.5 190.1 72.3 Back of Queue (Q), veh/ln (95 th percentile) 179.1 1.1 1.8 0.3 10.6 1.7 1.1 7.5 2.8 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.20 0.03 0.00 0.39 0.25 0.00 0.60 Uniform Delay (d 1), s/veh 56.3 31.6 16.4 27.1 31.9 27.9 26.8 29.0 27.3 Incremental Delay (d 2), s/veh 6611.0 1.2 0.2 0.0 1.1 0.3 0.1 0.5 0.4 Control Delay (d), s/veh 6667. 4 32.8 16.6 27.2 32.			e Time (<i>g ε</i>), s					-			0.3					4.0
Volume-to-Capacity Ratio (X) 4.651 0.425 0.075 0.020 0.423 0.078 0.111 0.282 0.12 Back of Queue (Q), ft/ln (95 th percentile) 4512. 3 28.3 46.5 6.4 272.5 43.3 30.5 190.1 72.3 Back of Queue (Q), veh/ln (95 th percentile) 179.1 1.1 1.8 0.3 10.6 1.7 1.1 7.5 2.8 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.20 0.03 0.00 0.39 0.25 0.00 0.6 Uniform Delay (d 1), s/veh 56.3 31.6 16.4 27.1 31.9 27.9 26.8 29.0 27.3 Incremental Delay (d 2), s/veh 6611.0 1.2 0.2 0.0 1.1 0.3 0.1 0.5 0.4 Initial Queue Delay (d 3), s/veh 6667. 32.8 16.6 27.2 32.9 28.1 26.8 29.5 27.3						0.46					_					0.37
Back of Queue (Q), ft/ln (95 th percentile) 4512. 3 28.3 46.5 6.4 272.5 43.3 30.5 190.1 72.3 Back of Queue (Q), veh/ln (95 th percentile) 179.1 1.1 1.8 0.3 10.6 1.7 1.1 7.5 2.8 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.20 0.00 0.30 0.00 0.39 0.25 0.00 0.6 Uniform Delay (d1), s/veh 56.3 31.6 16.4 27.1 31.9 27.9 26.8 29.0 27.3 Incremental Delay (d2), s/veh 6611.0 1.2 0.2 0.0 1.1 0.3 0.1 0.5 0.4 Initial Queue Delay (d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0																583
Back of Queue (Q), veh/ln (95 th percentile) 179.1 1.1 1.8 0.3 10.6 1.7 1.1 7.5 2.8 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.20 0.03 0.00 0.39 0.25 0.00 0.60 Uniform Delay (d1), s/veh 56.3 31.6 16.4 27.1 31.9 27.9 26.8 29.0 27.2 Incremental Delay (d2), s/veh 6611.0 1.2 0.2 0.0 1.1 0.3 0.1 0.5 0.4 Initial Queue Delay (d3), s/veh 0.0								_								0.125
Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.20 0.03 0.00 0.39 0.25 0.00 0.60 Uniform Delay (d 1), s/veh 56.3 31.6 16.4 27.1 31.9 27.9 26.8 29.0 27.1 Incremental Delay (d 2), s/veh 6611.0 1.2 0.2 0.0 1.1 0.3 0.1 0.5 0.4 Initial Queue Delay (d 3), s/veh 0.0<						3		28.3			6.4	272.5			190.1	72.2
Uniform Delay (d 1), s/veh 56.3 31.6 16.4 27.1 31.9 27.9 26.8 29.0 27.2 Incremental Delay (d 2), s/veh 6611.0 1.2 0.2 0.0 1.1 0.3 0.1 0.5 0.4 Initial Queue Delay (d 3), s/veh 0.0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1.1</td><td>_</td><td></td><td>0.3</td><td>10.6</td><td>1.7</td><td>1.1</td><td>7.5</td><td>2.8</td></td<>								1.1	_		0.3	10.6	1.7	1.1	7.5	2.8
Incremental Delay (d 2), s/veh 6611.0 1.2 0.2 0.0 1.1 0.3 0.1 0.5 0.4 Initial Queue Delay (d 3), s/veh 0.0	Queue Storage	Ratio (RQ) (95 th percent	ile)		0.00		0.00	0.20		0.03	0.00	0.39	0.25	0.00	0.66
Initial Queue Delay (d 3), s/veh 0.0 <	Uniform Delay	. , , , . , , , , , , , , , , , , , , ,				56.3		31.6	16.4		27.1	31.9	27.9	26.8	29.0	27.2
Control Delay (d), s/veh 6667. 4 32.8 16.6 27.2 32.9 28.1 26.8 29.5 27.3	Incremental De	ncremental Delay (d 2), s/veh				6611.0		1.2	0.2		0.0	1.1	0.3	0.1	0.5	0.4
4	Initial Queue D	nitial Queue Delay (d ₃), s/veh				0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)	Control Delay (32.8	16.6		27.2	32.9	28.1	26.8	29.5	27.7
	Level of Service	e (LOS)				F		С	В		С	С	С	С	С	С
Approach Delay, s/veh / LOS 6667.4 F 22.8 C 32.5 C 29.0 C		Approach Delay, s/veh / LOS				.4	F		3	С	_					
Intersection Delay, s/veh / LOS 1268.9 F		· ·														
Multimodal Results EB WB NB SB	Multimodal Re	Multimodal Results							WB			NB			SB	
Pedestrian LOS Score / LOS 2.43 B 2.42 B 1.93 B 1.70 B							В	2.42	2	В	1.93	3	В	1.70)	В
Bicycle LOS Score / LOS 0.92 A 0.65 A 0.97 A 0.88 A	Bicycle LOS So	core / LC)S		0.92	2	А	0.65	5	Α	0.97	7	Α	0.88	3	Α

		HCS	7 Sig	nalize	d Int	ersec	tion F	Resu	lts Sur	nmar	у				
General Inform	otion								Intersec	tion Inf	ormotic	\n_		H Z S Q	P編章
	iation	Lee Engineering, LI						_	Duration,		1.000			ŢŢŢŢ	
Agency		MP		Analye	via Date	Oct 1	2 2022				Other				N.
Analyst				-		_		_	Area Typ PHF	е				"ĭ,	7
Jurisdiction		CABQ		Time F		1 Hou	ır			Danial	1.00		1000	, a	
Urban Street		98th		_	sis Yea				Analysis		1> 17	:00			
Intersection		98th & 86th		File Na	ame	06 98	th & 86t	h Build	d-Out Tota	al PM.x	us		_	ጎተተሰ	
Project Descrip	tion	Build-Out Total PM	Peak											3 - 33 Ap 12 CD	H N
Demand Inform					EB			WE			NB			SB	
Approach Move				L	T	R	<u> </u>	T	R	느	T	R	L	T	R
Demand (v), v	eh/h			135	18	15	36	21	19	15	449	35	38	593	240
Signal Informa	tion						-	1 111		_					
Cycle, s	110.0	Reference Phase	2		3	7.		- IEΨ	2 KA2	' .			д		KÎZ
Offset, s	0	Reference Point	End						57			1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green		48.4	1.1	2.5			_	_	A		\downarrow
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	0.5	4.0	3.0 0.5	0.0		0.0				, ,	stx °
Force Mode	rixed	Simult. Gap N/S	On	Reu	10.5	2.0	10.5	0.0	1.5	10.0		5	6	1	8
Timer Results				EBI		EBT	WB	L	WBT	NBI	L	NBT	SBI	L	SBT
Assigned Phase	9			5		2	1		6	7		4	3		8
Case Number				0.0		14.0	1.1		4.0	1.1		3.0	1.1		3.0
Phase Duration	, s			0.0		54.4	5.6		60.0	4.6	\neg	42.9	7.1		45.4
Change Period,	(Y+R	c), s		3.5		6.0	3.5		6.0	3.5		6.0	3.5		6.0
Max Allow Head		·		0.0	_	0.0	3.1		0.0	2.6		5.1	2.6		5.1
	ueue Clearance Time (g $_{ extstyle s}$), $ extstyle s$						3.2	-		2.6		12.4	3.6	_	16.0
	reen Extension Time(g e), s					0.0	0.0		0.0	0.0	_	9.3	0.0		9.2
	, <u> </u>						0.67			0.37		1.00	1.00		1.00
	hase Call Probability ax Out Probability						0.11			0.00		0.19	0.00	_	0.21
Movement Gro	un Pos	eulte			EB			WB			NB			SB	
Approach Move		ouite			T	R		T	R	L	T	R	L	T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F		\ voh/h		3	168	12	36	40	10	15	449	35	38	593	240
		ow Rate (s), veh/h/l	n		22		1810	1709		1810	1795	1610	1711	1795	1598
Queue Service		· , , ,	11		3.0		1.2	1.3		0.6	10.4	1.6	1.6	14.0	12.5
Cycle Queue C		· /·			48.4		1.2	1.3		0.6	10.4	1.6	1.6	14.0	12.5
Green Ratio (g		e Tillie (<i>g c)</i> , s			0.44		0.48	0.49		0.35	0.34	0.34	0.38	0.36	0.36
Capacity (c), v					69		100	839		262	1205	541	338	1285	572
Volume-to-Capa		tio (V)			2.436		0.359	0.048		0.057	0.373	0.065	0.112	0.461	0.420
		/In (95 th percentile)			2271.	_	22.2	24.6		11.6	203.1	29.2	29.6	255.1	219.1
					2										
	,,	eh/ln (95 th percenti	,		89.4		0.9	1.0		0.5	8.1	1.2	1.1	10.1	8.7
		RQ) (95 th percent	tile)		0.00		0.09	0.00		0.06	0.00	0.27	0.25	0.00	1.99
Uniform Delay (48.2 2628.		26.9	14.6		24.6	27.7	24.8	22.5	27.1	26.7
Incremental De	Incremental Delay (d 2), s/veh						0.8	0.1		0.0	0.9	0.2	0.1	1.2	2.3
Initial Queue De	nitial Queue Delay (d 3), s/veh						0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (Control Delay (d), s/veh						27.7	14.7		24.6	28.6	25.0	22.5	28.3	28.9
Level of Service	Level of Service (LOS)						С	В		С	С	С	С	С	С
	Approach Delay, s/veh / LOS					F	20.8	3	С	28.3	3	С	28.3	3	С
Intersection Del	Intersection Delay, s/veh / LOS					30	3.6						F		
			EB												
	Multimodal Results							WB			NB			SB	
	edestrian LOS Score / LOS					В	2.42		В	1.92	-	В	1.70		В
Bicycle LOS Sc	ore / LC	OS		0.76	6	Α	0.61	1	Α	0.90)	Α	1.2	1	Α

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		HCS	7 Sig	nalize	d Int	ersec	tion F	Resul	lts Sur	nmar	у				
General Inform	ation								Intersec	tion Inf	ormotic	. n		14 2 4 4	W. C.
	iation	Lee Engineering, LI							Duration		1.000			ŢŢŢŢ	
Agency		MP		Analye	sia Date	Oct 1	2 2022	_			Other				in the second
Analyst Jurisdiction		CABQ		Time F		1 Hou		_	Area Typ PHF	е	1.00			wĬ.	·
							II .	_		Doriod		20			~ ~ *
Urban Street		98th		-	sis Yea		41- 0 004		Analysis		1> 7:0				
Intersection		98th & 86th	1 4 4 4 5	File Na	ame	09 98	tn & 86t	n Horiz	zon Back	grouna	AM.xus	i	_	ጎተተሰ	SIZZ
Project Descrip	tion	Horizon Backgroun	d AM Pe	eak										SIMBS FIRM HIS OF	# 4V
Demand Inform					EB			WE			NB			SB	
Approach Move				L	T	R	L	Т	R	<u> </u>	T	R	L	T	R
Demand (v), v	eh/h			218	51	17	33	23	45	3	547	39	35	373	79
Signal Informa	tion							l III	ı JI						
Cycle, s	130.0	Reference Phase	2		1 8	=₹	_ 2	1 2Ψ3	2 KA2	I			z		N
Offset, s	0	Reference Point	End						67			1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green		60.3	0.3	2.4	46.3		_	_	A		\mathbf{L}
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	0.5	2.0	3.0 0.5	0.0	4.0 1.5	0.0			Y	,	stx °
Force Mode	rixed	Simult. Gap N/S	On	Red	10.5	2.0	10.5	0.0	1.5	[0.0		5	6	1	8
Timer Results				EBI	_	EBT	WB	L	WBT	NBI	L	NBT	SBI	L	SBT
Assigned Phase	Э			5		2	1		6	7		4	3		8
Case Number				0.0		14.0	1.1		4.0	1.1		3.0	1.1		3.0
Phase Duration	, s			0.0		66.3	5.7		72.0	3.8		51.8	6.2		54.2
Change Period,	(Y+R	ε), s		3.5		6.0	3.5		6.0	3.5		6.0	3.5		6.0
Max Allow Head		·		0.0		0.0	3.1		0.0	2.6		5.1	2.6	\neg	5.1
	ueue Clearance Time (g $_{ extstyle s}$), $ extstyle s$						3.2			2.1		17.4	3.7		11.6
	reen Extension Time (g e), s					0.0	0.0		0.0	0.0	\neg	7.4	0.0	\neg	7.8
	, <u>-</u> ,						0.70	_		0.10		1.00	0.72		1.00
	nase Call Probability ax Out Probability						0.00	_		0.00		0.05	0.00		0.02
Movement Gro	un Pos	ulte			EB			WB			NB			SB	
Approach Move		ouite		L	T	R		T	R	L	T	R	L	T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F		\ \vob/b		3	286	12	33	68	10	3	547	39	35	373	79
		ow Rate (s), veh/h/l	n		6		1810	1618		1810	1766	1598	1697	1781	1585
Queue Service		· , , ,	11		3.0		1.2	2.8		0.1	15.4	2.1	1.7	9.6	4.3
Cycle Queue C		· /·			_			2.8			15.4			_	4.3
Green Ratio (g		$e \text{ rime } (g_c), s$			60.3 0.46		0.50	0.51		0.1	0.35	2.1 0.35	1.7 0.38	9.6 0.37	0.37
Capacity (c), v					52		87	821		348	1246	563	282	1320	588
Volume-to-Capa		tio (V)			5.534		0.381	0.083		0.009	0.439	0.069	0.124	0.283	0.134
		/In(95 th percentile)			5038.		23.9	51.2	_	2.7	281.9	38.4	33.2	191.4	78.1
					5					2.1		30.4			
	• ,	eh/ln (95 th percenti			199.9		1.0	2.0		0.1	11.0	1.5	1.2	7.5	3.1
		RQ) (95 th percent	tile)		0.00		0.00	0.22	_	0.01	0.00	0.35	0.28	0.00	0.71
Uniform Delay (· · · · ·				61.7 8203.		31.7	16.4		27.4	32.2	27.9	26.6	28.8	27.1
Incremental De	Incremental Delay (d 2), s/veh						1.0	0.2		0.0	1.1	0.2	0.1	0.5	0.5
Initial Queue De	nitial Queue Delay (d ₃), s/veh						0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (Control Delay (d), s/veh						32.7	16.6		27.4	33.4	28.2	26.7	29.3	27.6
Level of Service	Level of Service (LOS)						С	В		С	С	С	С	С	С
Approach Delay	Approach Delay, s/veh / LOS					F	21.9	9	С	33.0)	С	28.8	3	С
Intersection Del				164	40.1						F				
			EB												
	Multimodal Results							WB			NB			SB	
	edestrian LOS Score / LOS					В	2.42	-	В	1.93	-	В	1.70		В
Bicycle LOS Sc	ore / LC)S		0.96	6	Α	0.65	5	Α	0.97	7	Α	0.89	9	Α

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		HCS	7 Sig	nalize	d Int	ersec	tion F	Resu	lts Sur	nmar	у				
General Inform	ation								Intersec	tion Inf	ormatic			14 2 4 1	988
	iation	Loo Enginooring II						_			1.000			الللا	
Agency		Lee Engineering, LI MP		A 15 = 15 / 2	is Dat	- O-t 1	2 2022		Duration,		Other				A.
Analyst				-		e Oct 12		_	Area Typ PHF	е				"Ĭ,	→
Jurisdiction		CABQ		Time F		1 Hou	ır			Daniani	1.00	7-00	- 1000 1000 1000 1000 1000 1000 1000 100		<u>~</u>
Urban Street		98th		-	sis Yea	_			Analysis		1> 17				
Intersection		98th & 86th	10110	File Na	ame	10 98	th & 86t	h Horiz	zon Back	ground	PM.xus	3	- 4	ጎተተሰ	
Project Descrip	tion	Horizon Background	d PM Pe	eak										3 5 8 8 No. 4 a 4 D	F 35
Demand Inform					EB			WE	-		NB			SB	
Approach Move	ment			L	T	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	eh/h			147	20	12	31	23	3 21	12	463	30	42	619	262
Signal Informa	tion								1						
Cycle, s	110.0	Reference Phase	2		1 3	7. 7	<u> </u>	- IEΨ	2 642	' .			д		KÎZ
Offset, s	0	Reference Point	End				1		57			1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green		48.7	0.9	2.8			_	_	A		\mathbf{L}
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	0.5	4.0	3.0 0.5	0.0		0.0				, ,	stx °
Force Mode	rixed	Simult. Gap N/S	On	Red	10.5	2.0	10.5	0.0	1.5	10.0		5	6	1	8
Timer Results				EBI	_	EBT	WB	L	WBT	NBI	L	NBT	SBI	L	SBT
Assigned Phase				5		2	1		6	7		4	3		8
Case Number				0.0		14.0	1.1		4.0	1.1		3.0	1.1		3.0
Phase Duration	, s			0.0		54.7	5.3		60.0	4.4		42.8	7.2		45.6
Change Period,	(Y+R	c), s		3.5		6.0	3.5		6.0	3.5		6.0	3.5		6.0
Max Allow Head		·		0.0	_	0.0	3.1		0.0	2.6		5.1	2.6		5.1
	ueue Clearance Time (g $_{ extstyle s}$), $ extstyle s$						3.0	-		2.5		12.8	3.7	_	16.7
	reen Extension Time (g $_{e}$), s					0.0	0.0		0.0	0.0		9.7	0.0		9.6
	reen Extension Time (g_e), s hase Call Probability					0.0	0.6		0.0	0.31		1.00	1.00		1.00
	nase Call Probability ax Out Probability						0.07			0.00		0.22	0.00		0.24
Movement Gro		suits			EB			WB	_		NB		.	SB	
Approach Move				<u> </u>	T	R	<u> </u>	T	R	L	T	R	L	T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F		,			179		31	44		12	463	30	42	619	262
		ow Rate (s), veh/h/l	n		20	-	1810	1708	В	1810	1795	1610	1711	1795	1598
Queue Service		· /·			3.0		1.0	1.5		0.5	10.8	1.4	1.7	14.7	13.8
Cycle Queue C		e Time ($g c$), s			48.7		1.0	1.5		0.5	10.8	1.4	1.7	14.7	13.8
Green Ratio (g	· ·				0.44		0.48	0.49		0.34	0.33	0.33	0.38	0.36	0.36
Capacity (c), v					69		96	839		251	1200	538	334	1291	575
Volume-to-Capa		, ,			2.608	_	0.324	0.052	_	0.048	0.386	0.056	0.126	0.479	0.456
Back of Queue	(Q), ft/	(In (95 th percentile)			2512. 9		19.1	27.1		9.3	209.3	25	32.6	265.3	238
Back of Queue	(Q), ve	eh/In (95 th percenti	le)		98.9		0.8	1.1		0.4	8.3	1.0	1.2	10.5	9.4
Queue Storage	Ratio (RQ) (95 th percent	tile)		0.00		0.08	0.00		0.05	0.00	0.23	0.27	0.00	2.16
Uniform Delay ((d 1), s	/veh			48.7		27.0	14.6		24.8	28.0	24.8	22.4	27.2	27.0
Incremental De	Incremental Delay (d 2), s/veh						0.7	0.1		0.0	0.9	0.2	0.1	1.3	2.6
Initial Queue De	nitial Queue Delay (d ₃), s/veh						0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (Control Delay (d), s/veh						27.7	14.7		24.8	28.9	25.0	22.4	28.5	29.6
Level of Service	(LOS)				9 F		С	В		С	С	С	С	С	С
	Approach Delay, s/veh / LOS					F	20.1	1	С	28.6	6	С	28.5	5	С
Intersection Del				34	2.8						F				
	Multimodal Results				EB			WB			NB			SB	
	edestrian LOS Score / LOS				2	В	2.42		В	1.93	-	В	1.70		В
Bicycle LOS Sc	ore / LC)S		0.78	3	Α	0.6	1	Α	0.90)	Α	1.25	5	Α

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		HCS	7 Sig	nalize	d Int	ersec	tion F	Resul	ts Sur	nmar	у				
General Inform	nation								Intersec	tion Inf	ormatic	n .		11 2 3 11	11
	ilation	Lee Engineering, LL						_	Duration		1.000			JIII	
Agency		MP		Analye	sia Dat	Oot 1	2 2022				Other				
Analyst				-		Oct 1			Area Typ	е			2000	wī.	
Jurisdiction		CABQ		Time F		1 Hou	ır	_	PHF	Danial	1.00	20	-		
Urban Street		98th		-	sis Yea				Analysis		1> 7:0	JU			
Intersection		98th & 86th		File Na	ame	11 98	th & 86ti	1 Horiz	on Total	AM.xus	.		- 1	1111	
Project Descrip	tion	Horizon Total AM Pe	eak	_	_	_	_	_	_	_	_	_	<u> </u>		F 10
Demand Inform	mation				EB			WE	3		NB		T	SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v				218	51	21	42	23	45	7	574	48	35	400	79
									<u></u>						
Signal Informa	ır				K	\exists	7		s Wis	.]		_	_	l	
Cycle, s	130.0	Reference Phase	2		1	∄ '	5	ľ	, eA	12		1	Θ_{2}	3	\mathbf{Y}_{4}
Offset, s	0	Reference Point	End	Green	2.8	59.7	0.7	2.0	46.3	0.0			<u> </u>		
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	3.0	0.0	4.0	0.0		/	₹	\	Д
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	2.0	0.5	0.0	1.5	0.0		5	6	7	8
Timer Beaulte				ГРІ		ГРТ	WD		WDT	ND		NDT	CDI		CDT
Timer Results				EBI	-	EBT	WB		WBT	NB	<u> </u>	NBT	SBI	-	SBT
Assigned Phas	e			5	_	2	1	_	6	7	_	4	3	_	8
Case Number				0.0	_	14.0	1.1	_	4.0	1.1	_	3.0	1.1		3.0
Phase Duration				0.0	_	65.7	6.3	_	72.0	4.2		51.8	6.2		53.8
Change Period		·		3.5 0.0		6.0	3.5	_	6.0	3.5		6.0	3.5	_	6.0
	ax Allow Headway (MAH), s ueue Clearance Time (g $_{\rm S}$), s					0.0	3.1		0.0	2.6		5.1	2.6		5.1
Queue Clearan	ueue Clearance Time (g s), s						3.6			2.3		18.3	3.7		12.4
Green Extension	reen Extension Time (g e), s					0.0	0.0		0.0	0.0		7.9	0.0		8.4
Phase Call Pro	reen Extension Time (g e), s nase Call Probability						0.78	3		0.22	2	1.00	0.72	2	1.00
Max Out Proba	bility						0.00)		0.0	1	0.07	0.00)	0.03
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow), veh/h			290		42	68		7	574	48	35	400	79
		ow Rate (s), veh/h/li	n		6		1810	1618		1810	1766	1598	1697	1781	1585
Queue Service					3.0		1.6	2.8		0.3	16.3	2.6	1.7	10.4	4.3
Cycle Queue C		- ,			59.7		1.6	2.8		0.3	16.3	2.6	1.7	10.4	4.3
Green Ratio (g		5 mms (g v), c			0.46		0.50	0.51		0.36	0.35	0.35	0.38	0.37	0.37
Capacity (c), v					51		94	821		337	1245	563	271	1310	583
Volume-to-Cap		tio (X)			5.643	1	0.446	0.083		0.021	0.461	0.085	0.129	0.305	0.135
		/In(95 th percentile)			5119.7	_	30.5	51.2		6.4	295.5	47.5	33.4	204.4	78.4
		eh/ln (95 th percenti			203.2	+	1.2	2.0		0.4	11.5	1.9	1.3	8.0	3.1
		RQ) (95 th percent			0.00		0.00	0.22		0.03	0.00	0.43	0.28	0.00	0.71
Uniform Delay		, ,	()		61.7		31.5	16.4		27.3	32.5	28.1	26.9	29.3	27.3
	<u>`</u>				8400.		_			_	_	_	_	_	
incremental De	ncremental Delay (d 2), s/veh						1.2	0.2		0.0	1.2	0.3	0.1	0.6	0.5
Initial Queue D	nitial Queue Delay (d 3), s/veh						0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (Control Delay (d), s/veh						32.8	16.6		27.4	33.8	28.4	27.0	29.9	27.8
Level of Service	evel of Service (LOS)						С	В		С	С	С	С	С	С
Approach Dela		/ LOS		8461	.8 F	F	22.8		С	33.3		С	29.4		С
	ntersection Delay, s/veh / LOS						15.3						F		
	Multimodal Results				EB			WB	_		NB	_		SB	_
Pedestrian LOS				2.43	_	В	2.42	_	В	1.93	_	В	1.70		В
Bicycle LOS So	core / LC	08		0.97		Α	0.67		Α	1.01	1	Α	0.91		Α

		HCS	7 Sig	nalize	d Int	ersec	tion F	Resul	ts Sur	nmar	y				
General Inform	otion								Intersec	tion Inf	ormoti			H Z S Q	PH P
	iation	Lee Engineering, LI						-	Duration		1.000			ŢŢŢŢ	
Agency		MP		Analye	via Date	Oct 1	2 2022				Other				N.
Analyst Jurisdiction		CABQ		Time F		1 Hou		_	Area Typ PHF	е	1.00			wī,	.
							II .			Dariad		7.00			- - - - - - - - - - - - - - - - - - - - - - - - - - - - -
Urban Street		98th		Analys			11- 0 001		Analysis		1> 17	:00			
Intersection	L:	98th & 86th	1-	File Na	ame	12 98	tn & 86t	n Horiz	zon Total	PIVI.XUS	<u> </u>		- 4	111	MKO
Project Descrip	tion	Horizon Total PM P	еак											SPEETHWHEE	35 [3]:0
Demand Inform					EB			WE			NB			SB	
Approach Move				L	T	R	L	T	R	<u> </u>	T	R	L	T	R
Demand (v), v	eh/h			147	20	16	39	23	21	16	487	38	42	643	262
Signal Informa	tion						<u> </u>	i JIU	i JI:					1	
Cycle, s	110.0	Reference Phase	2	1	1 8	∄₹	_ 2	EAS	2 E42	· _			Z		松
Offset, s	0	Reference Point	End						67			1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green		48.2	1.2	2.6	37.3		_	_	A	K	人 .
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	0.5	2.0	3.0 0.5	0.0	4.0 1.5	0.0	_	5	6	7	к Тж
Porce Mode	rixeu	Simult. Gap 14/5	OII	Neu	10.5	2.0	0.5	0.0	1.3	10.0		3	0	I '	0
Timer Results				EBI	-	EBT	WB	L	WBT	NBI		NBT	SBI	L	SBT
Assigned Phase	Э			5		2	1		6	7		4	3		8
Case Number				0.0		14.0	1.1		4.0	1.1		3.0	1.1		3.0
Phase Duration	, s			0.0		54.2	5.8		60.0	4.7		42.8	7.2		45.3
Change Period,	(Y+R	ε), s		3.5		6.0	3.5		6.0	3.5		6.0	3.5		6.0
	x Allow Headway (<i>MAH</i>), s			0.0	0.0 0.0		3.1		0.0	_		5.1	2.6		5.1
Queue Clearan					0.0 0.		3.3			2.6		13.5	3.7		17.4
Green Extensio		, = ,		0.0		0.0	0.0	\neg	0.0	0.0	\neg	10.1	0.0	\neg	9.8
Phase Call Prol		(3 //					0.70			0.39	_	1.00	1.00		1.00
Max Out Probal							0.14	_		0.00	_	0.26	0.00	_	0.29
Movement Gro	un Pos	ulte			EB			WB			NB			SB	
Approach Move		uito			T	R		T	R	L	T	R	L	T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F		\ voh/h		3	183	12	39	44	10	16	487	38	42	643	262
		ow Rate (s), veh/h/l	n		22		1810	1708		1810	1795	1610	1711	1795	1598
Queue Service		· , , ,	11		3.0		1.3	1.5		0.6	11.5	1.8	1.7	15.4	13.9
Cycle Queue C		· /·			48.2		1.3	1.5		0.6	11.5	1.8	1.7	15.4	13.9
Green Ratio (g		e IIIIe (<i>g c)</i> , s			0.44		0.48	0.49		0.34	0.33	0.33	0.38	0.36	0.36
Capacity (c), v					69	-	103	839		244	1200	538	324	1283	571
Volume-to-Capa		tio (V)			2.653		0.379	0.052		0.066	0.406	0.071	0.130	0.501	0.459
		/In(95 th percentile)			2588.	_	24.1	27.1	-	12.4	219.3	31.8	32.7	276.4	238.7
					1					12.4					
	(. , , ,	eh/In (95 th percenti	,		101.9		1.0	1.1		0.5	8.7	1.3	1.2	11.0	9.5
		RQ) (95 th percent	tile)		0.00		0.10	0.00		0.06	0.00	0.29	0.27	0.00	2.17
Uniform Delay (48.2		26.8	14.6		24.9	28.2	25.0	22.6	27.7	27.2
Incremental De	cremental Delay (d 2), s/veh				3017. 2		0.9	0.1		0.0	1.0	0.3	0.1	1.4	2.7
Initial Queue De	nitial Queue Delay (d ₃), s/veh				0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (Control Delay (d), s/veh				3065. 4		27.7	14.7		24.9	29.2	25.2	22.6	29.1	29.8
Level of Service	_evel of Service (LOS)				F		С	В		С	С	С	С	С	С
Approach Delay	Approach Delay, s/veh / LOS			3065	.4	F	20.8	3	С	28.8	3	С	29.0)	С
Intersection Del	ay, s/ve	h / LOS				34	5.3						F		
Multimodal Re					EB			WB			NB			SB	
Pedestrian LOS				2.42		В	2.42	_	В	1.93	-	В	1.70		В
Bicycle LOS Sc	ore / LC	OS		0.79)	Α	0.62	2	Α	0.93	3	Α	1.27	7	Α

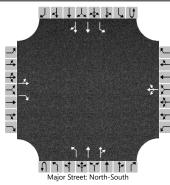
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		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	lts Sui	nmar	у				
General Inform	ation								Intersec	tion Inf	ormatic	n .		an an an an an an an an an an an an an a	li i i
	iation	Lee Engineering, LI							Duration		1.000			ا ا ا ا	
Agency		MP		Analys	sia Dat	o Oot 1	2, 2022								*
Analyst Jurisdiction		1		Analys		1 Hou		_	Area Typ PHF	е	Other			wi.	
		CABQ		Time F			ır .			Daviad	1.00	20		" <u>.</u>	
Urban Street		98th		Analys			utl- 0 004		Analysis		1> 7:0				
Intersection	4:	98th & 86th Build-Out Total AM	Daak	File Na	ame	07 98	in & 861	n Bullo	d-Out Op	timizea .	AIVI.XUS		- 4	111	65 270
Project Descrip	uon	Build-Out Total AM	Peak										122	is one sur lette salet	30 352
Demand Inform	nation				EB			WE	3	Т	NB			SB	
Approach Move	ement			L	Т	R	L	T	R	L	Т	R	L	T	R
Demand (v), v	eh/h			200	46	19	39	21	41	7	529	44	32	369	73
Signal Informa	tion					2		<u> </u>	2 W	. Wi	۵]		_	l	
Cycle, s	130.0	Reference Phase	2		F '		 	S		, 60°	↑21 *		↔ ,	\	Y
Offset, s	0	Reference Point	End	Green	2.8	2.8	53.0	0.7	1.8	46.6	3		<u>x</u>		
Uncoordinated	No	Simult. Gap E/W	On	Yellow		4.0	4.0	3.0	0.0	4.0		↗ │	₹	~	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	2.0	0.5	0.0	1.5		5	6	7	8
Timer Results				EBI		EBT	WB	L	WBT	NBI	_	NBT	SBI	<u> </u>	SBT
Assigned Phase	e			5	_	2	1	_	6	7	_	4	3	_	8
	ase Number			1.1	-	4.0	1.1		4.0	1.1	_	3.0	1.1	_	3.0
Phase Duration	·			13.0		65.7	6.3	_	59.0	4.2	_	52.1	5.9	_	53.8
Change Period,	•			4.0	_	6.0	3.5	_	6.0	3.5	_	6.0	3.5	_	6.0
Max Allow Head		· · · · · · · · · · · · · · · · · · ·		3.1		0.0	3.1		0.0	2.6		5.1	2.6		5.1
Queue Clearan		, - ,			10.4			3.6		2.3		16.8	3.6	_	11.5
Green Extensio		(g _e), s		0.0		0.0		0.0		0.0		7.2	0.0		7.6
Phase Call Prol				1.00			0.70			0.22		1.00	0.69	_	1.00
Max Out Proba	bility			1.00)		0.00	0		0.01		0.04	0.00)	0.02
Movement Gro	un Res	eulte.			EB			WB			NB			SB	
Approach Move		Juito		L	T	T R	L	T	R	L	T	R		T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F) veh/h		200	65	12	39	62	10	7	529	44	32	369	73
-		ow Rate (s), veh/h/l	n	1767	1791		1810	1618		1810	1766	1598	1697	1781	1585
Queue Service		· · · · · · · · · · · · · · · · · · ·		8.4	2.6		1.6	3.1		0.3	14.8	2.4	1.6	9.5	4.0
Cycle Queue C		- ,		8.4	2.6		1.6	3.1		0.3	14.8	2.4	1.6	9.5	4.0
Green Ratio (g		(3-),-		0.49	0.46		0.43	0.41		0.36	0.35	0.35	0.38	0.37	0.37
Capacity (c), v				688	823		647	659		352	1251	566	287	1310	583
Volume-to-Capa		atio (X)		0.291	0.079		0.060	0.094		0.020	0.423	0.078	0.111	0.282	0.125
		/In (95 th percentile)		158.5	52.1		31.5	58.1		6.4	272.5	43.3	30.5	190.1	72.2
	· ,	eh/ln (95 th percenti		6.2	2.1		1.3	2.2		0.3	10.6	1.7	1.1	7.5	2.8
		RQ) (95 th percent		0.40	0.00		0.00	0.25		0.03	0.00	0.39	0.25	0.00	0.66
Uniform Delay (19.0	19.7		21.7	23.7		27.1	31.9	27.9	26.8	29.0	27.2
	al Delay (d 2), s/veh			0.1	0.2		0.0	0.3		0.0	1.1	0.3	0.1	0.5	0.4
	tial Queue Delay (d 3), s/veh			0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
	Control Delay (d), s/veh			19.1	19.9		21.7	24.0		27.2	32.9	28.1	26.8	29.5	27.7
	Level of Service (LOS)		В	В		С	С		С	С	С	С	С	С	
Approach Delay				19.3		В	23.		С	32.5		С	29.0		С
Intersection De							8.2						С		
Multimodal Re					EB			WB			NB			SB	
Pedestrian LOS	Score	/ LOS		2.43	3	В	2.4	4	В	1.93	3	В	1.93	3	В
Bicycle LOS Sc	e LOS Score / LOS			0.92	2	Α	0.6	5	Α	0.97	7	Α	0.88	3	Α

	HCS	7 Sig	nalize	d In	tersec	tion F	Resu	lts Su	nmar	у				
General Information	<u> </u>							Intersec	tion Inf	ormotic	\ <u></u>	1 8	an sussin	NE S
	Lee Engineering, L	1.0						Duration		1.000			ا ا ا ا	
Agency	MP	LC	A ls	ia Da	4- 0-4-1	2, 2022				Other				ALC: NO.
Analyst			Analys		_		_	Area Typ PHF	е				wï.	· ·
Jurisdiction Urban Street	CABQ 98th		Time F		_	ur .	_		Doriod	1.00	.00	100 ×		~ 43
Intersection	98th & 86th		Analys File Na			14L 0 0C4		Analysis						ž.
		Daak	File IN	ame	08 98	sın & ööi	n Bull	d-Out Op	umizea	PIVI.XUS	<u> </u>	- 1		SIRV
Project Description	Build-Out Total PM	Peak										122	is our sittlette sitele	0.35
Demand Information	n			EE	3		W	В		NB		T	SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), veh/h			135	18	15	36	2	1 19	15	449	35	38	593	240
			1											
Signal Information		Y		2	_ Z			7 71/	i Ui	4	_	_	l	
Cycle, s 110.		2		Γ'			· .	`	. 6	12	1	⊖ ₂	Y 3	\mathbf{Y}_{4}
Offset, s 0	Reference Point	End	Green	2.2	2.3	46.0	1.1	2.5	37.4			<u> </u>		T .
Uncoordinated No		On	Yellow	3.0	0.0	4.0	3.0		4.0		↗ │	7	`	Φ
Force Mode Fixe	d Simult. Gap N/S	On	Red	0.5	0.0	2.0	0.5	0.0	1.5		5	6	7	8
Times Describe			EDI	_	FDT	I WD		WDT	ND	_	NDT	CD!	_	ODT
Timer Results			EBI	-	EBT 2	WB	L	WBT	NBI	-	NBT	SBI	-	SBT
Assigned Phase			5 1.1	-	4.0	1.1	-	4.0	7 1.1		3.0	3 1.1		3.0
Phase Duration, s	Number			-	54.3	5.7	_	52.0	4.6		42.9	7.1	_	45.4
	D \ 0		8.0 3.5	_	6.0	3.5	_	6.0	3.5	_	6.0	_	_	
Change Period, (Y+	•			-		3.1	_		2.6	_	5.1	3.5	_	5.1
Max Allow Headway	· · · · · · · · · · · · · · · · · · ·		3.1	+	0.0	3.1	_	0.0	2.6	_	12.4	2.6 3.6		16.0
Queue Clearance Tir	, - ,		6.5 0.0	_	0.0		_	0.0	0.0	_	8.4	0.0	_	8.2
Green Extension Tim Phase Call Probabilit	· - /		0.0	-	0.0	0.0	_	0.0	0.0	_	1.00	1.00		1.00
Max Out Probability	<u>. iy</u>		1.00	_		0.0	_		0.00		0.14	0.00		0.15
Wax Out 1 Tobability			1.00			0.10			0.00		0.14	0.00		0.10
Movement Group R	esults			EB			WB	3		NB			SB	
Approach Movement	t		L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Movement			5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate ((v), veh/h		135	33		36	40		15	449	35	38	593	120
Adjusted Saturation I	Flow Rate (s), veh/h/l	n	1781	1729	9	1810	1709	9	1810	1795	1610	1711	1795	1598
Queue Service Time	· - ·		4.5	1.2		1.3	1.5		0.6	10.4	1.6	1.6	14.0	5.4
Cycle Queue Clearar	nce Time (g c), s		4.5	1.2		1.3	1.5		0.6	10.4	1.6	1.6	14.0	5.4
Green Ratio (g/C)			0.47	0.44	_	0.44	0.42		0.35	0.34	0.34	0.38	0.36	0.40
Capacity (c), veh/h			691	760		675	714		262	1205	541	338	1285	638
Volume-to-Capacity I			0.195	0.04		0.053	0.05		0.057	0.373	0.065	0.112	0.461	0.188
	ft/In (95 th percentile)		88.1	22.6	5	23.3	29.1		11.6	203.1	29.2	29.6	255.1	94.8
	veh/ln (95 th percent		3.5 0.22	0.9		0.9	1.1		0.5	8.1	1.2	1.1	10.1	3.8
	atio (RQ) (95 th percentile)			0.00		0.10	0.00		0.06	0.00	0.27	0.25	0.00	0.86
Uniform Delay (d 1),		17.0 0.1	17.6)	17.7	19.1		24.6	27.7	24.8	22.5	27.1	21.5	
	tal Delay (d 2), s/veh			0.1		0.0	0.1		0.0	0.9	0.2	0.1	1.2	0.7
	ontrol Delay (d) s/veh			0.0		0.0	0.0	_	0.0	0.0	0.0	0.0	0.0	0.0
	control Delay (d), s/veh			17.7 B		17.8	19.2	-	24.6 C	28.6 C	25.0	22.5 C	28.3 C	22.1 C
	evel of Service (LOS)			2	В	B 18.	B	 	_		С	27.1		C
	Approach Delay, s/veh / LOS			-		5.9	J	Ь	28.3 C			C 21.		U
intersection Delay, s/	tersection Delay, s/veh / LOS					0.0								
Multimodal Results	ultimodal Results			EB			WB	3		NB			SB	
Pedestrian LOS Scor			2.42	-	В	2.60		С	1.92		В	1.92		В
Bicycle LOS Score /	LOS		0.76	3	Α	0.6	1	Α	0.90)	Α	1.11		Α

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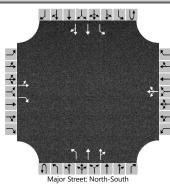
	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	MP	Intersection	98th & Access A/Walgreens
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ
Date Performed	10/12/2022	East/West Street	Walgreens DW
Analysis Year	2022	North/South Street	98th St
Time Analyzed	1 Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	Existing AM PH		



		Major Street: North-South														
Approach Eastbound Westbound Northbound Southbound																
Approach		Eastk	oound			Westl	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	1		0	1	0	0	1	2	0	0	1	2	0
Configuration		LT		R			LTR			L	Т	TR		L	Т	TR
Volume (veh/h)		2	0	3		0	0	0	1	0	432	0	0	0	313	5
Percent Heavy Vehicles (%)		0	3	3		0	3	3	3	0			3	0		
Proportion Time Blocked																
Percent Grade (%)			0			(0									
Right Turn Channelized		١	10													
Median Type Storage				Left +	+ Thru	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	6.56	6.96		7.50	6.56	6.96	6.46	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	4.03	3.33		3.50	4.03	3.33	2.53	2.20				2.20		
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	Т	2		3			0			1				0		
Capacity, c (veh/h)		499		838						859				1103		
v/c Ratio		0.00		0.00						0.00				0.00		
95% Queue Length, Q ₉₅ (veh)		0.0		0.0						0.0				0.0		
Control Delay (s/veh)		12.2		9.3						9.2				8.3		
Level of Service (LOS)		В		А	A			A				A				
Approach Delay (s/veh)		10	0.5						0.0				0.0			
Approach LOS			В													

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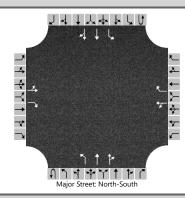
	HCS7 Two-Way Stop-Control Report											
General Information		Site Information										
Analyst	Michael Policastro	Intersection	98th & Access A/Walgreens									
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ									
Date Performed	10/12/2022	East/West Street	Walgreens									
Analysis Year	2022	North/South Street	98th St									
Time Analyzed	1 Hour	Peak Hour Factor	0.94									
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00									
Project Description	Existing PM Peak											



Vehicle Volumes and Ad	iustma	ntc														
	justme															
Approach		Eastb	ound			Westl	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	1		0	1	0	0	1	2	0	0	1	2	0
Configuration		LT		R			LTR			L	T	TR		L	Т	TR
Volume (veh/h)		28	0	17		0	0	0	1	9	414	0	1	0	534	53
Percent Heavy Vehicles (%)		0	3	3		0	3	3	3	0			3	0		
Proportion Time Blocked																
Percent Grade (%)		0 0														
Right Turn Channelized		No No														
Median Type Storage				Left +	- Thru								1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)	T	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	6.56	6.96		7.50	6.56	6.96	6.46	4.10			6.46	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	4.03	3.33		3.50	4.03	3.33	2.53	2.20			2.53	2.20		
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	Т	30		18			0			11				1		
Capacity, c (veh/h)		365		679						901				751		
v/c Ratio		0.08		0.03						0.01				0.00		
95% Queue Length, Q ₉₅ (veh)	Ì	0.3	Ì	0.1						0.0				0.0		
Control Delay (s/veh)		15.7		10.4						9.0				9.8		
Level of Service (LOS)		С		В						А				А		
Approach Delay (s/veh)		1:	3.7							0	.2			0	.0	
Approach LOS		В В														

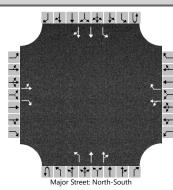
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	HCS7 Two-Way Stop-Control Report											
General Information		Site Information										
Analyst	MP	Intersection	98th & Walgreens									
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ									
Date Performed	10/12/2022	East/West Street	Walgreens									
Analysis Year	2023	North/South Street	98th St									
Time Analyzed	1 Hour	Peak Hour Factor	0.92									
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00									
Project Description	Build-Out Year - No Build AM Peak											



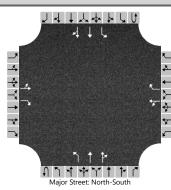
Approach Eastbound Westbound Northbound Southbound																
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	1	2	0	0	1	2	0
Configuration		LT		R		LT		R		L	T	TR		L	Т	TR
Volume (veh/h)		2	0	3		0	0	0	1	0	436	0	0	0	316	5
Percent Heavy Vehicles (%)		0	3	3		0	3	3	3	0			3	0		
Proportion Time Blocked																
Percent Grade (%)		(0		0											
Right Turn Channelized		Ν	lo		No											
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	6.4	4.1				4.1		
Critical Headway (sec)		7.50	6.56	6.96		7.50	6.56	6.96	6.46	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	4.03	3.33	3.50 4.03 3.33				2.53 2.20				2.20			
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)		2		3		0		0		1				0		
Capacity, c (veh/h)		496		836				761		855				1099		
v/c Ratio		0.00		0.00				0.00		0.00				0.00		
95% Queue Length, Q ₉₅ (veh)		0.0		0.0				0.0		0.0				0.0		
Control Delay (s/veh)		12.3		9.3				9.7		9.2				8.3		
Level of Service (LOS)		В А				A			A				A			
Approach Delay (s/veh)	10.5								0.0				0.0			
Approach LOS		- 1	В													

	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	MP	Intersection	98th & Walgreens
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ
Date Performed	10/12/2022	East/West Street	Walgreens
Analysis Year	2023	North/South Street	98th St
Time Analyzed	1 Hour	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	Build-Out Year - No Build PM PH		



Vehicle Volumes and Ad	1															
Approach		Eastb	ound			Westl	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	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	1		0	1	1	0	1	2	0	0	1	2	0
Configuration		LT		R		LT		R		L	Т	TR		L	Т	TR
Volume (veh/h)		28	0	17		0	0	0	1	9	418	0	1	0	539	54
Percent Heavy Vehicles (%)		0	3	3		0	3	3	3	0			3	0		
Proportion Time Blocked																
Percent Grade (%)		0 0														
Right Turn Channelized		No 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	6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)		7.50	6.56	6.96		7.50	6.56	6.96	6.46	4.10			6.46	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	4.03	3.33		3.50	4.03	3.33	2.53	2.20			2.53	2.20		
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	T	30		18		0		0		11				1		
Capacity, c (veh/h)		362		676				778		895				746		
v/c Ratio		0.08		0.03				0.00		0.01				0.00		
95% Queue Length, Q ₉₅ (veh)		0.3		0.1				0.0		0.0				0.0		
Control Delay (s/veh)		15.8		10.5				9.6		9.1				9.8		
Level of Service (LOS)		С		В				А		Α				Α		
Approach Delay (s/veh)		13	3.8							0	.2			0	.0	
Approach LOS			В													

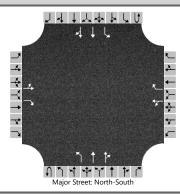
HCS7 Two-Way Stop-Control Report											
General Information		Site Information									
Analyst	MP	Intersection	98th & Walgreens								
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ								
Date Performed	10/12/2022	East/West Street	Access A & Walgreens DW								
Analysis Year	2023	North/South Street	98th St								
Time Analyzed	1 Hour	Peak Hour Factor	0.92								
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00								
Project Description	Build-Out Total AM PH										



Vehicle Volumes and Ad																
Approach		Eastb	ound			Westl	oound		Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	1	2	0	0	1	2	0
Configuration		LT		R		LT		R		L	Т	TR		L	Т	TR
Volume (veh/h)		2	0	3		114	0	141	1	0	335	172	0	170	186	5
Percent Heavy Vehicles (%)		0	3	3		0	3	3	3	0			3	0		
Proportion Time Blocked																
Percent Grade (%)		0 0														
Right Turn Channelized		Ν	lo			N	lo									
Median Type Storage		Left + Thru						1								
Critical and Follow-up H	eadwa	ndways														
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	6.56	6.96		7.50	6.56	6.96	6.46	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	4.03	3.33		3.50	4.03	3.33	2.53	2.20				2.20		
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)		2		3		124		153		1				185		
Capacity, c (veh/h)		282		928		313		719		1050				1029		
v/c Ratio		0.01		0.00		0.40		0.21		0.00				0.18		
95% Queue Length, Q ₉₅ (veh)		0.0		0.0		1.9		0.8		0.0				0.7		
Control Delay (s/veh)		17.9		8.9		24.0		11.4		8.4				9.3		
Level of Service (LOS)		СА				С		В		А				А		
Approach Delay (s/veh)		12.5			17.0			0.0				4.4				
Approach LOS		В				(

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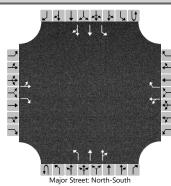
HCS7 Two-Way Stop-Control Report									
General Information		Site Information							
Analyst	MP	Intersection	98th & Walgreens						
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ						
Date Performed	10/12/2022	East/West Street	Walgreens						
Analysis Year	2023	North/South Street	98th St						
Time Analyzed	1 Hour	Peak Hour Factor	0.94						
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00						
Project Description									



Vehicle Volumes and Adjustments																
Approach		Eastb	ound			Westl	oound			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	1		0	1	1	0	1	2	0	0	1	2	0
Configuration		LT		R		LT		R		L	Т	TR		L	Т	TR
Volume (veh/h)		28	0	17		96	0	121	1	9	333	146	1	145	430	54
Percent Heavy Vehicles (%)		0	3	3		0	3	3	3	0			3	0		
Proportion Time Blocked																
Percent Grade (%)		(0			(0									
Right Turn Channelized		No				Ν	lo									
Median Type Storage				Left +	+ Thru	hru							1			
Critical and Follow-up He	adwa	adways														
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	6.56	6.96		7.50	6.56	6.96	6.46	4.10			6.46	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	4.03	3.33		3.50	4.03	3.33	2.53	2.20			2.53	2.20		
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)		30		18		102		129		11				155		
Capacity, c (veh/h)		230		737		290		741		1000				1059		
v/c Ratio		0.13		0.02		0.35		0.17		0.01				0.15		
95% Queue Length, Q ₉₅ (veh)		0.4		0.1		1.6		0.6		0.0				0.5		
Control Delay (s/veh)		22.9		10.0		24.2		10.9		8.6				9.0		
Level of Service (LOS)		СВ				СВ			A					А		
Approach Delay (s/veh)	18.1			16.8				0.2				2.1				
Approach LOS		С			С											

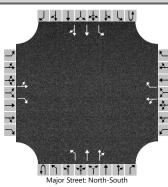
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HCS7 Two-Way Stop-Control Report										
General Information		Site Information								
Analyst	MP	Intersection	98th & Walgreens							
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ							
Date Performed	10/12/2022	East/West Street	Walgreens							
Analysis Year	2033	North/South Street	98th St							
Time Analyzed	1 Hour	Peak Hour Factor	0.92							
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00							
Project Description Horizon Background AM Peak										



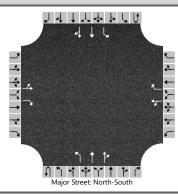
Vehicle Volumes and Adju	ustme	nts														
Approach		Eastb	ound			Westl	oound		Northbound				Southbound			
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	1	2	0	0	1	2	0
Configuration		LT		R		LT		R		L	Т	TR		L	Т	TR
Volume (veh/h)		2	0	3		0	0	0	1	0	475	0	0	0	344	6
Percent Heavy Vehicles (%)		0	3	3		0	3	3	3	0			3	0		
Proportion Time Blocked																
Percent Grade (%)	0					()									
Right Turn Channelized	No No															
Median Type Storage				Left -	- Thru											
Critical and Follow-up He	eadways															
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	6.56	6.96		7.50	6.56	6.96	6.46	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	4.03	3.33		3.50	4.03	3.33	2.53	2.20				2.20		
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)		2		3		0		0		1				0		
Capacity, c (veh/h)		470		816				738		816				1060		
v/c Ratio		0.00		0.00				0.00		0.00				0.00		
95% Queue Length, Q ₉₅ (veh)		0.0		0.0				0.0		0.0				0.0		
Control Delay (s/veh)		12.7		9.4				9.9		9.4				8.4		
Level of Service (LOS)		В А						А		А				А		
Approach Delay (s/veh)	10.7						0.0				0.0					
Approach LOS		В														

HCS7 Two-Way Stop-Control Report										
General Information		Site Information								
Analyst	MP	Intersection	98th & Walgreens							
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ							
Date Performed	10/12/2022	East/West Street	Walgreens							
Analysis Year	2033	North/South Street	98th St							
Time Analyzed	1 Hour	Peak Hour Factor	0.94							
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00							
Project Description Horizon Year - Background AM Peak										



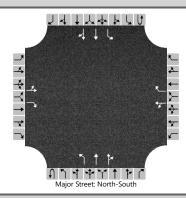
	Major Street. North-South														
ustme	nts														
	Eastb	ound			Westl	oound		Northbound				Southbound			
U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
	0	1	1		0	1	1	0	1	2	0	0	1	2	0
	LT		R		LT		R		L	Т	TR		L	Т	TR
	31	0	19		0	0	0	1	10	455	0	1	0	587	58
	0	3	3		0	3	3	3	0			3	0		
	0				. ()									
	No				N	lo									
Left + Thru 1							1								
adwa	ys														
Π	7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1			6.4	4.1		
	7.50	6.56	6.96		7.50	6.56	6.96	6.46	4.10			6.46	4.10		
	3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2			2.5	2.2		
	3.50	4.03	3.33		3.50	4.03	3.33	2.53	2.20			2.53	2.20		
d Leve	l of Se	ervice													
	33		20		0		0		12				1		
	334		648				756		854				704		
	0.10		0.03				0.00		0.01				0.00		
	0.3		0.1				0.0		0.0				0.0		
	16.9		10.7				9.8		9.3				10.1		
	СВ						А		А				В		
14.6						0.2				0.0					
В															
	eadwa	U L 10 0 LT 31 0 Padways 7.5 7.50 3.5 3.50 4 Level of So 33 334 0.10 0.3 16.9 C	Eastbound U L T 10 11 0 1 LT 31 0 0 3 No No Peadways 7.5 6.5 7.50 6.56 3.5 4.0 3.50 4.03 d Level of Service 33 334 0.10 0.3 16.9 C 14.6	Eastb∪und U L T R 10 11 12 0 1 1 1 LT R 31 0 19 0 3 3 No No Left - Padways 7.5 6.5 6.9 7.50 6.56 6.96 3.5 4.0 3.3 3.50 4.03 3.33 Level of Service 33 20 334 648 0.10 0.03 0.3 0.1 16.9 10.7 C B	Eastbound U L T R U 10 11 12 0 1 1 1 LT R 31 0 19 0 3 3 No No Left + Thru Padways 7.5 6.5 6.9 7.50 6.56 6.96 3.5 4.0 3.3 3.50 4.03 3.33 CLevel of Service 33 20 334 648 0.10 0.03 0.3 0.1 16.9 10.7 C B	Eastbound Wester U L T R U L 10 11 12 7 0 0 1 1 0 0 LT R LT 31 0 19 0 0 3 3 0 No No No Left + Thru Padways 7.5 6.5 6.9 7.50 3.5 4.0 3.3 3.50 3.50 4.03 3.33 3.50 3 Level of Service 3 3 20 0 1 6.9 0 3 34 648 0 0.10 0.03 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1	Eastbound U L T R U L T 10 10 11 12 7 8 0 0 1 1 1 0 1 LT R LT 31 0 19 0 0 0 3 3 0 0 3 No No No Left + Thru Padways 7.5 6.5 6.9 7.50 6.56 3.5 4.0 3.3 3.5 4.0 3.50 4.03 3.33 3.50 4.03 B Level of Service 14.6 C B B	Eastbound Westbound U L T R U L T R 10 11 12 7 8 9 0 1 1 1 0 11 12 LT R LT R 31 0 19 0 0 0 0 3 3 0 0 3 3 0 10 0 0 0 No No No Left + Thru Padways 1 7.5 6.5 6.9 7.5 6.5 6.9 7.50 6.56 6.96 7.50 6.56 6.96 3.5 4.0 3.3 3.5 4.0 3.3 3.50 4.03 3.33 3.50 4.03 3.33 2 Level of Service 3 3 20 0 0 0 3 34 648 756 0.10 0.03 0.1 0.00 16.9 10.7 9.8 C B B A	Eastbound Westbound Westbound U	Color Col	Eastbound Westbound Northbound	Eastbound Westbound Northbound U	Bastbound Westbound Northbound U	Company	Eastbound Westbound Northbound Southbound

HCS7 Two-Way Stop-Control Report										
General Information		Site Information								
Analyst	MP	Intersection	98th & Walgreens							
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ							
Date Performed	10/12/2022	East/West Street	Access A & Walgreens							
Analysis Year	2033	North/South Street	98th St							
Time Analyzed	1 Hour	Peak Hour Factor	0.92							
Intersection Orientation	North-South	Analysis Time Period (hrs) 1.00								
Project Description	Horizon Year - Build Total AM Peak									



Vehicle Volumes and Adjustments																	
Approach		Eastb	ound			Westl	oound			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	1		0	1	1	0	1	2	0	0	1	2	0	
Configuration		LT		R		LT		R		L	Т	TR		L	Т	TR	
Volume (veh/h)		2	0	3		114	0	141	1	0	374	172	0	170	214	6	
Percent Heavy Vehicles (%)		0	3	3		0	3	3	3	0			3	0			
Proportion Time Blocked																	
Percent Grade (%)		(0			()										
Right Turn Channelized		No				N	lo										
Median Type Storage				Left +	- Thru				1								
Critical and Follow-up He	adwa	adways															
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	6.56	6.96		7.50	6.56	6.96	6.46	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	4.03	3.33	3.50 4.03 3.33			2.53 2.20				2.20					
Delay, Queue Length, and	Leve	l of Se	ervice														
Flow Rate, v (veh/h)		2		3		124		153		1				185			
Capacity, c (veh/h)		264		906		295		697		1003				992			
v/c Ratio		0.01		0.00		0.42		0.22		0.00				0.19			
95% Queue Length, Q ₉₅ (veh)		0.0		0.0		2.1		0.8		0.0				0.7			
Control Delay (s/veh)		18.8 9.0				25.9		11.6		8.6				9.5			
Level of Service (LOS)		C A				D B			A					А			
Approach Delay (s/veh)	12.9			18.0				0.0				4.1					
Approach LOS	В		С														

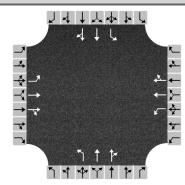
HCS7 Two-Way Stop-Control Report										
General Information		Site Information								
Analyst	MP	Intersection	98th & Walgreens							
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ							
Date Performed	10/12/2022	East/West Street	Access A & Walgreens							
Analysis Year	2033	North/South Street	98th St							
Time Analyzed	1 Hour	Peak Hour Factor	0.94							
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00							
Project Description	Horizon Year - Build Total PM Peak									



Vehicle Volumes and Adjustments																
Approach		Eastb	ound			Westl	oound			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	1		0	1	1	0	1	2	0	0	1	2	0
Configuration		LT		R		LT		R		L	T	TR		L	Т	TR
Volume (veh/h)		31	0	19		96	0	121	1	10	370	146	1	145	478	58
Percent Heavy Vehicles (%)		0	3	3		0	3	3	3	0			3	0		
Proportion Time Blocked																
Percent Grade (%)		0				()									
Right Turn Channelized		No				Ν	lo									
Median Type Storage				Left +	+ Thru	Thru							1			
Critical and Follow-up He	adwa	adways														
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	6.56	6.96		7.50	6.56	6.96	6.46	4.10			6.46	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	4.03	3.33	3.50 4.03 3.33			2.53 2.20				2.53 2.20				
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)		33		20		102		129		12				155		
Capacity, c (veh/h)		211		707		270		720		953				1024		
v/c Ratio		0.16		0.03		0.38		0.18		0.01				0.15		
95% Queue Length, Q ₉₅ (veh)		0.6		0.1		1.8		0.7		0.0				0.5		
Control Delay (s/veh)		25.2		10.2		26.4		11.1		8.8				9.1		
Level of Service (LOS)		D B				D B			A					А		
Approach Delay (s/veh)	19.5			17.8			0.2				2.0					
Approach LOS		С			С											

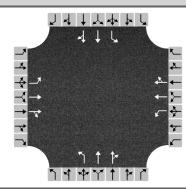
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HCS7 All-Way Stop Control Report										
General Information		Site Information								
Analyst	MP	Intersection	98th & Gibson							
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ							
Date Performed	10/12/2022	East/West Street	Gibson Blvd							
Analysis Year	2022	North/South Street	98th St							
Analysis Time Period (hrs)	1.00	Peak Hour Factor	0.90							
Time Analyzed 1 Hour										
Project Description Existing AM Peak										



Vehicle Volume and Adjust	ments												
Approach		Eastbounc	<u> </u>		Westbound		1	Northboun	d		Southboun	d	
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R	
Volume	120	221	42	53	82	20	40	380	89	12	313	42	
% Thrus in Shared Lane			50			50			50			50	
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3	
Configuration	L	Т	TR	L	Т	TR	L	Т	TR	L	T	TR	
Flow Rate, v (veh/h)	133	123	169	59	46	68	44	211	310	13	174	221	
Percent Heavy Vehicles	3	1	1	0	2	0	0	3	1	8	2	2	
Departure Headway and Service Time													
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
Initial Degree of Utilization, x	0.119	0.109	0.151	0.052	0.040	0.060	0.040	0.188	0.276	0.012	0.155	0.196	
Final Departure Headway, hd (s)	8.85	8.32	8.13	9.51	9.05	8.78	8.46	8.01	7.76	8.93	8.33	8.18	
Final Degree of Utilization, x	0.328	0.284	0.383	0.156	0.114	0.165	0.104	0.470	0.668	0.033	0.402	0.501	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	
Service Time, ts (s)	6.55	6.02	5.83	7.21	6.75	6.48	6.16	5.71	5.46	6.63	6.03	5.88	
Capacity, Delay and Level	of Servic	e											
Flow Rate, v (veh/h)	133	123	169	59	46	68	44	211	310	13	174	221	
Capacity	407	433	443	378	398	410	425	449	464	403	432	440	
95% Queue Length, Q ₉₅ (veh)	1.4	1.2	1.8	0.6	0.4	0.6	0.3	2.6	5.6	0.1	2.0	2.9	
Control Delay (s/veh)	15.9	14.3	15.8	14.0	12.9	13.2	12.2	17.8	25.7	11.9	16.6	19.0	
Level of Service, LOS	С	В	С	В	В	В	В	С	D	В	С	С	
Approach Delay (s/veh)		15.4			13.4			21.7		17.8			
Approach LOS		С			В			С		С			
Intersection Delay, s/veh LOS			18	3.0					(C			

	HCS7 All-Way Stop Control Report												
General Information		Site Information											
Analyst	MP	Intersection	98th & Gibson										
Agency/Co.	Lee Engineering, LLC	Jurisdiction	CABQ										
Date Performed	10/12/2022	East/West Street	Gibson Blvd										
Analysis Year	2022	North/South Street	98th St										
Analysis Time Period (hrs)	1.00	Peak Hour Factor	0.95										
Time Analyzed	1 Hour												
Project Description	Existing PM Peak												



Vehicle Volume and Adjus				_			_			_			
Approach		Eastbound	l	Westbound			1	Northboun	d	Southbound			
Movement	L	Т	R	L	Т	R	L	Т	R	L	Т	R	
Volume	62	81	41	50	160	33	73	335	41	29	392	148	
% Thrus in Shared Lane			50			50			50			50	
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3	
Configuration	L	Т	TR	L	Т	TR	L	Т	TR	L	Т	TR	
Flow Rate, v (veh/h)	65	43	86	53	84	119	77	176	219	31	206	362	
Percent Heavy Vehicles	2	2	2	0	3	0	0	1	0	7	1	1	
Departure Headway and S	ervice Ti	me											
Initial Departure Headway, hd (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
Initial Degree of Utilization, x	0.058	0.038	0.076	0.047	0.075	0.106	0.068	0.157	0.195	0.027	0.183	0.322	
Final Departure Headway, hd (s)	9.18	8.68	8.33	8.96	8.52	8.26	8.32	7.83	7.68	8.20	7.59	7.29	
Final Degree of Utilization, x	0.166	0.103	0.198	0.131	0.199	0.273	0.177	0.384	0.468	0.070	0.435	0.734	
Move-Up Time, m (s)	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	
Service Time, ts (s)	6.88	6.38	6.03	6.66	6.22	5.96	6.02	5.53	5.38	5.90	5.29	4.99	
Capacity, Delay and Level	of Servic	е											
Flow Rate, v (veh/h)	65	43	86	53	84	119	77	176	219	31	206	362	
Capacity	392	415	432	402	423	436	433	460	469	439	474	494	
95% Queue Length, Q ₉₅ (veh)	0.6	0.3	0.7	0.5	0.7	1.1	0.6	1.8	2.6	0.2	2.3	7.4	
Control Delay (s/veh)	13.7	12.4	13.1	13.0	13.3	14.1	12.8	15.4	17.1	11.5	16.1	29.3	
Level of Service, LOS	В	В	В	В	В	В	В	С	С	В	С	D	
Approach Delay (s/veh)		13.1			13.6			15.8		23.9			
Approach LOS		В			В			С		С			
Intersection Delay, s/veh LOS			18	3.2	2			С					

		HCS	7 Sig	nalize	d Int	ersec	tion F	Resul	lts Sur	nmar	у							
General Inform	nation								Intersec	tion Inf	2	14 2 6 (
Agency	iation	Lee Engineering, LI	· C						Duration		1.000	-		ŢŢŢŢ				
Analyst		MP		Analye	sis Dat	Oct 1	2, 2022		Area Typ		Other							
Jurisdiction		CABQ		Time F		1 Hou		_	PHF		1.00			w i t	~ ~ .			
Urban Street		Gibson		Analys			Analysis			Dorind	1> 7:0	20						
Intersection		98th & Gibson		File Na			o Cibo		ckground			JU						
Project Descrip	tion	Build-Out Year - Ba	okarour			3 9011	i & Gibs	on ba	ckground	i Aivi.xus	5		- 4					
Project Descrip	uon	Dullu-Out fear - Da	ckgroui	IU AIVI P	еак	-	-		-	-	120	local insurious load situation tension to						
Demand Inform	Demand Information						Т	WE	3	1	NB		SB					
Approach Move	Approach Movement						L	Т	R	L	T	R	L	T	R			
Demand (v), v	eh/h			121	223	42	54	83	20	40	384	90	12	316	42			
Signal Informa	tion					1 2		ן ב	77		2		_	l				
Cycle, s	130.0	Reference Phase	2			Ħ		·	50	12 S	↑21 ×		Θ , \Box	Y 3	Y			
Offset, s	0	Reference Point	End	Green	3.6	1.9	57.0	1.1	1.9	45.6	3		K					
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.0	0.0	4.0		↗ │	7	~	4			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	2.0	0.5	0.0	2.0		5	6	7	8			
						EDT	\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\		MET	ND		NDT	0.00		ODT			
Timer Results				EBI	_	EBT	WB	L	WBT	NBI	-	NBT	SBI	_	SBT			
Assigned Phase	e 			5	_	2	1	_	6	7		3.0	3	_	8			
Case Number						3.0	1.1	_	3.0		1.1		1.1					
Phase Duration		\ -				64.9	7.1 3.5		63.0			53.4	4.6		51.6			
Change Period,				3.5	_	6.0	3.5		6.0 3.5 0.0 2.6		6.0		3.5		6.0			
Max Allow Head		· · · · · · · · · · · · · · · · · · ·		3.1	-	0.0							2.6		5.1			
Queue Clearan		, - ,		6.9			4.1	_	2.0	3.8			2.6	_	10.2			
Green Extensio		(<i>g</i> _e), S		0.0		0.0	0.0	_	0.0	0.0		5.9	0.0		5.9			
Phase Call Prol					_		0.86	_		0.76		1.00	0.35		1.00			
Max Out Proba	DIIITY			1.00	,		0.00	J		0.91		0.01	0.00)	0.01			
Movement Gro	oup Res	sults			EB			WB			NB			SB				
Approach Move				L	Т	R	L	Т	R	L	Т	R		Т	R			
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18			
Adjusted Flow F), veh/h		121	223	42	54	83	20	40	384	90	12	316	42			
		ow Rate (s), veh/h/l	n	1767	1795		1810	1724	_	1810	1766	1598	1697	1781	1585			
Queue Service	Time (g	g s), S		4.9	4.7	1.9	2.1	1.8	0.9	1.8	10.1	4.9	0.6	8.2	2.3			
Cycle Queue C		· '		4.9	4.7	1.9	2.1	1.8	0.9	1.8	10.1	4.9	0.6	8.2	2.3			
Green Ratio (g		(0)		0.48	0.45	0.45	0.47	0.44	0.44	0.38	0.36	0.36	0.36	0.35	0.35			
Capacity (c), v				684	1627	719	578	1511	706	406	1289	583	328	1248	556			
Volume-to-Capa		itio (X)		0.177	0.137	0.058	0.093	0.055	0.028	0.098	0.298	0.154	0.037	0.253	0.076			
		/In (95 th percentile))	91.6	90.3	33.7	40.1	34.7		35.8	199.9	89.8	11.7	165.2	41.9			
Back of Queue	(Q), ve	eh/ln (95 th percenti	ile)	3.6	3.6	1.3	1.6	1.3	0.6	1.4	7.8	3.6	0.4	6.5	1.7			
Queue Storage	Ratio (RQ) (95 th percent	tile)	0.23	0.00	0.20	0.13	0.00	0.10	0.13	0.00	0.53	0.03	0.00	0.25			
Uniform Delay ((d 1), s	/veh		18.6	20.7	20.0	19.2	21.0	20.8	26.2	29.4	27.8	27.3	30.1	28.2			
Incremental De	lay (<i>d</i> 2), s/veh		0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.6	0.6	0.0	0.5	0.3			
Initial Queue De	Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/ve	eh		18.6	20.9	20.1	19.2	21.1	20.8	26.2	30.0	28.3	27.4	30.6	28.4			
Level of Service	e (LOS)			В	С	С	В	С	С	С	С	С	С	С	С			
Approach Delay	y, s/veh	/ LOS		20.1	1	С	20.4	4	С	29.4	1	С	30.2	2	С			
Intersection De	lay, s/ve	eh / LOS				26	5.1						С					
	A Marchal Base Ma																	
Multimodal Re					EB			WB	_	NB			_		SB			
Pedestrian LOS				2.43	_	В	2.43	-	В	2.44		В	2.44		В			
Bicycle LOS Sc	ore / LC	DS		0.81	1	Α	0.62	2	Α	0.91		Α	0.79)	Α			

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	HCS7 Signalized Intersection Results Summary																			
O a manual lands area	4!							T T	14	·	1 8	ara ara sa k	WHE							
General Inform	ation	l. – · · ·							Intersec				- 1]						
Agency		Lee Engineering, Ll	_C			0.11			Duration,		1.000				N					
Analyst		MP			sis Date		2, 2022		Area Typ	e	Other			w t	~					
Jurisdiction		CABQ		Time I		1 Hou	ır		PHF		1.00			w+t	→					
Urban Street		Gibson		sis Yea				Analysis		1> 7:0)()									
Intersection		98th & Gibson		File N	ame	4 98tr	1 & Gibs	on Ba	ckground	PM.xus	5		- 1							
Project Descript	tion	Background AM Pe	ak												25 10 25 E 5 10 15 E 15 T 15 T 15 T					
Demand Inforn	Demand Information							W	В		NB			SB						
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	R					
Demand (v), v	eh/h			63	82	41	51	16	33	74	338	41	29	396	149					
													بست							
Signal Informa	tion				1 2	- 2			7		2	_	_	l						
Cycle, s	110.0	Reference Phase	2			TK .	_ € •		S S1	7 S	12		♦ ,	\	Y					
Offset, s	0	Reference Point	End	Green	3.0	0.6	46.9	1.9) 2.5	36.1	11 9	'	X -	3	1 *					
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.0		4.0		↗ │	₹	\	Д					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	2.0	0.5	0.0	2.0		5	6	7	8					
					_															
Timer Results				EBI	<u> </u>	EBT	WB	L	WBT	NBL	-	NBT	SBI	-	SBT					
Assigned Phase	-			5	_	2	1	_	6	7	_	4	3	_	8					
Case Number				1.1		3.0	1.1	_	3.0	1.1	_	3.0	1.1		3.0					
Phase Duration						53.5	6.5	-	52.9	7.9		44.6	5.4	_	42.1					
Change Period,		<u>, </u>		3.5	_	6.0	3.5		6.0	3.5		6.0	3.5	_	6.0					
Max Allow Head				3.1	_	0.0	3.1	_	0.0	2.6		5.1	2.6		5.1					
Queue Clearand		, - ,		4.2	_		3.7	_		4.9		9.4	3.2		11.2					
Green Extensio		(g e), s		0.0	_	0.0	0.0	_	0.0	0.0		6.4	0.0		6.2					
Phase Call Prob				0.85	-		0.79	_		0.90		1.00	0.59		1.00					
Max Out Probat	bility			1.00)		0.3	1		0.18	3	0.03	0.00)	0.05					
Movement Gro	un Ros	eulte			EB			WE	2		NB			SB						
Approach Move		buito		L	Т	R	L	T	R	L	T	R	L	T	R					
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18					
Adjusted Flow F) veh/h		63	82	41	51	162		74	338	41	29	396	149					
		ow Rate (s), veh/h/l	n	1781	1781	1585	1810	1766		1810	1795	1610	1711	1795	1598					
Queue Service			11	2.2	1.5	1.7	1.7	3.0		2.9	7.4	1.9	1.2	9.2	7.6					
Cycle Queue Cl		·		2.2	1.5	1.7	1.7	3.0		2.9	7.4	1.9	1.2	9.2	7.6					
Green Ratio (g		e Tille (<i>g c)</i> , s		0.46	0.43	0.43	0.45	0.43		0.38	0.35	0.35	0.35	0.33	0.33					
Capacity (c), v				612	1539	685	650	150		384	1259	565	360	1177	524					
Volume-to-Capa		atio (X)		0.103	0.053	+	0.078	0.10	_	0.193	0.268	0.073	0.080	0.336	0.284					
		/In (95 th percentile)		39.5	27.5	28.4	31.6	56.9		55.6	145.8	33.4	23.8	181.6	138.8					
	, ,	eh/In (95 th percenti		1.6	1.1	1.1	1.3	2.2		2.2	5.8	1.3	0.9	7.2	5.5					
	• ,	RQ) (95 th percent		0.10	0.00	0.17	0.10	0.00		0.21	0.00	0.20	0.07	0.00	0.82					
Uniform Delay (, ,	,	16.7	18.2	18.2	16.9	18.9		22.7	25.6	23.8	24.2	27.9	27.4					
Incremental Del	, , ,			0.0	0.1	0.2	0.0	0.1		0.1	0.5	0.2	0.0	0.8	1.4					
Initial Queue De	• •	,.		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0					
	Control Delay (d), s/veh						17.0	19.1		22.8	26.1	24.0	24.2	28.7	28.8					
Level of Service				16.7 B	18.2 B	18.4 B	В	В	В	С	С			С	С					
Approach Delay				17.8		В	18.6		В	25.4		С	C 28.5		С					
Intersection Del						24	1.5						C C							
Multimodal Re					EB			WE		NB			SB							
Pedestrian LOS				2.43	_	В	2.43	-	В	2.44		В	2.44		В					
Bicycle LOS Sc	ore / LC	OS		0.64	1	Α	0.69	9	Α	0.86	6	Α	0.96	6	Α					

		HCS	7 Sig	nalize	d Int	ersec	tion F	Resul	ts Sur	nmar	у							
General Inform	nation								Intersec	tion Inf								
Agency	idiloli	Lee Engineering, LI	С					_	Duration.		1.000			1111				
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Urban Street		Gibson			sis Year				Analysis	Period	1> 7:0	20						
Intersection		98th & Gibson	File Na			& Gibs		ld Out Al		11 7.0	30		. E					
Project Descrip	tion	Build-Out Year - Bu	ild Total			0 300	i & Oibs	on bui	id Out Ai	VI.AU3					STEE			
1 Toject Descrip	lion	Balla-Oat Teal - Ba	iid iotai	AWITC	an									2014 2014 2013 2014 2014 2014 2014 - 2014 2014 2014 2014 2014 2014 2014 2014				
Demand Inform	nation				EB			WE	3		NB		SB					
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R			
Demand (<i>v</i>), v	eh/h			159	194	42	149	92	20	40	417	90	50	262	42			
	4.						ш ш		1	h III								
Signal Informa					La	_	∃.,	<u> </u>	2 ZV		4	_	7		rt»			
Cycle, s	130.0	Reference Phase	2					1 5	ľ	l s	12	1	⇔ ₂	3	\mathbf{Y}_{4}			
Offset, s	0	Reference Point	End	Green		2.5	54.5	3.0	0.8	45.2	2		<u> </u>		I			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	-	0.0	4.0	3.0	0.0	4.0		~		\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	4			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	2.0	0.5	0.0	1.5		5	6	7	8			
Timer Results				EBI	_	EBT	WB		WBT	NBI		NBT	SBI		SBT			
Assigned Phase				5	_	2	1	-	6	7	_	4	3		8			
Case Number				1.1		3.0	1.1		3.0	1.1		3.0	1.1		3.0			
Phase Duration	S			9.0		60.5	11.5		63.0	6.5		50.7	7.3		51.5			
Change Period		c) s		3.5		6.0	3.5	_	6.0		_	6.0	3.5		6.0			
Max Allow Head				3.1		0.0	3.1		0.0	3.5 2.6		5.1 2.6		_	5.1			
Queue Clearan		· · · · · · · · · · · · · · · · · · ·		7.5		0.0	8.0		0.0	3.9		13.4	4.5		8.7			
Green Extension		, - ,		0.0	_	0.0	0.1	_	0.0	0.0		5.6	0.0	_	5.7			
Phase Call Prol		(90),0		1.00		0.0	1.00		0.0	0.76	_	1.00	0.84		1.00			
Max Out Proba				1.00	_		1.00			0.96		0.01	0.00		0.00			
THE STATE OF THE S										0.00			0.00		0.00			
Movement Gro	up Res	sults			EB			WB			NB			SB				
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	T	R			
Assigned Move	ment			5	2	12	1	6	16	7	4	14	3	8	18			
Adjusted Flow I	Rate (<i>v</i>), veh/h		159	194	42	149	92	20	40	417	90	50	262	42			
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	n	1767	1795	1585	1810	1724	1610	1810	1766	1598	1697	1781	1585			
Queue Service	Time (g	g s), s		5.5	4.3	2.1	6.0	2.0	0.9	1.9	11.4	5.1	2.5	6.7	2.3			
Cycle Queue C	learanc	e Time ($g c$), s		5.5	4.3	2.1	6.0	2.0	0.9	1.9	11.4	5.1	2.5	6.7	2.3			
Green Ratio (g	/C)			0.46	0.42	0.42	0.49	0.44	0.44	0.37	0.34	0.34	0.37	0.35	0.35			
Capacity (c), v	/eh/h			658	1505	665	633	1511	706	418	1216	550	341	1248	555			
Volume-to-Cap	acity Ra	ntio(X)		0.242	0.129	0.063	0.235	0.061	0.028	0.096	0.343	0.164	0.147	0.210	0.076			
Back of Queue	(Q), ft/	/In (95 th percentile)		133.7	83.6	36.3	111	38.5	16.1	36.5	221.7	93.3	48.4	134.6	41.9			
		eh/In (95 th percenti	,	5.2	3.3	1.4	4.4	1.5	0.6	1.5	8.7	3.7	1.8	5.3	1.7			
		RQ) (95 th percent	tile)	0.33	0.00	0.21	0.36	0.00	0.10	0.14	0.00	0.55	0.13	0.00	0.25			
Uniform Delay	`			20.9	23.2	22.5	18.7	21.1	20.8	26.9	31.7	29.6	26.9	29.6	28.2			
Incremental De	0.1	0.2	0.2	0.1	0.1	0.1	0.0	0.8	0.6	0.1	0.4	0.3						
Initial Queue De	0.0 21.0	0.0 23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
	Control Delay (d), s/veh						18.7	21.1	20.8	26.9	32.5	30.3	26.9	30.0	28.4			
Level of Service				C 22.3	С	С	В	С	С	С	С	С	С	С	С			
	approach Delay, s/veh / LOS					С	19.7	7	В	31.7	7	С	29.4	1	С			
Intersection De	lay, s/ve	eh / LOS				26	5.8						С					
Multimodal Po	Iultimodal Results							WB		NB			SB					
Pedestrian LOS		/1 OS		2.43	EB	В	2.43		В			В	2.44		В			
Bicycle LOS Sc				0.81	-	A	0.70	_	A	0.94	-	A	0.78	_	A			
, 5500	,	-		0.0			V.7 C			0.0		• •	U., C		•			

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HCS7 Signalized Intersection Results Summary 2425155 **General Information Intersection Information** Lee Engineering, LLC Duration, h 1.000 Agency Analyst MP Analysis Date Oct 12, 2022 Area Type Other PHF 1.00 Jurisdiction CABQ Time Period 1 Hour Urban Street Gibson Analysis Year 2023 Analysis Period 1> 17:00 98th & Gibson File Name 6 98th & Gibson Build Out PM.xus Intersection **Project Description** Build-Out Year - Build Total PM Peak WB **Demand Information** EB NB SB Approach Movement L R L R L R L R 33 Demand (v), veh/h 95 58 41 132 170 74 367 42 61 351 149 Signal Information Cycle, s 110.0 Reference Phase 2 Offset, s 0 Reference Point End Green 4.5 2.0 3.9 0.6 36.0 44.0 Uncoordinated No Simult. Gap E/W On Yellow 3.0 0.0 4.0 3.0 0.0 4.0 Force Mode Fixed Simult. Gap N/S On Red 0.5 0.0 2.0 0.5 0.0 2.0 **Timer Results EBL EBT WBL WBT** NBL **NBT** SBL SBT Assigned Phase 6 4 3 8 5 2 1 7 Case Number 1.1 3.0 1.1 3.0 1.1 3.0 1.1 3.0 Phase Duration, s 8.0 50.0 10.0 52.0 8.0 42.6 7.4 42.0 3.5 3.5 6.0 6.0 3.5 6.0 Change Period, (Y+Rc), s 6.0 3.5 Max Allow Headway (MAH), s 3.1 0.0 3.1 0.0 2.6 5.1 2.6 5.1 Queue Clearance Time (g s), s 5.5 6.6 5.0 10.4 4.6 10.0 Green Extension Time (g e), s 0.0 0.0 0.0 0.0 0.0 6.1 0.0 6.1 Phase Call Probability 0.95 0.98 0.90 1.00 0.84 1.00 1.00 1.00 0.20 0.04 0.01 0.04 Max Out Probability WB NB **Movement Group Results** EΒ SB Approach Movement Т R L Т R L Т R Т R L L Assigned Movement 5 2 12 1 6 16 7 4 14 3 8 18 95 58 41 132 170 33 74 367 42 61 351 149 Adjusted Flow Rate (v), veh/h Adjusted Saturation Flow Rate (s), veh/h/ln 1781 1781 1585 1810 1766 1610 1810 1795 1610 1795 1598 1711 3.5 1.8 4.6 3.2 3.0 2.0 2.6 8.0 7.6 Queue Service Time (g_s), s 1.1 1.3 8.4 Cycle Queue Clearance Time (q c), s 3.5 1.1 1.8 4.6 3.2 1.3 3.0 8.4 2.0 2.6 8.0 7.6 0.44 0.42 0.33 0.36 0.33 Green Ratio (g/C) 0.40 0.40 0.46 0.42 0.37 0.33 0.33 Capacity (c), veh/h 589 1423 633 706 1477 673 405 1194 536 358 1176 523 Volume-to-Capacity Ratio (X) 0.161 0.041 0.065 0.187 0.115 0.049 0.183 0.307 0.078 0.170 0.299 0.285 Back of Queue (Q), ft/ln (95 th percentile) 63.2 20.7 30.4 83.7 60.9 23 56.5 165.3 35.4 49.4 158.7 138.9 Back of Queue (Q), veh/ln (95 th percentile) 2.5 8.0 1.2 3.3 2.4 0.9 2.3 6.6 1.4 1.9 6.3 5.5 Queue Storage Ratio (RQ) (95 th percentile) 0.16 0.00 0.18 0.27 0.00 0.14 0.21 0.00 0.21 0.14 0.00 0.82 Uniform Delay (d 1), s/veh 18.2 20.2 20.3 17.1 19.6 19.0 23.2 27.3 25.1 23.6 27.6 27.4 Incremental Delay (d 2), s/veh 0.0 0.1 0.2 0.0 0.2 0.1 0.1 0.7 0.3 0.1 0.7 1.4 Initial Queue Delay (d 3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 18.3 20.2 20.5 17.1 19.7 19.2 23.3 27.9 25.4 23.7 28.2 28.8 Control Delay (d), s/veh Level of Service (LOS) В С С В В В С С С С С С 19.3 В 18.6 В 27.0 C 27.9 С Approach Delay, s/veh / LOS Intersection Delay, s/veh / LOS 24.6 С **Multimodal Results** EB WB NB SB Pedestrian LOS Score / LOS 2.43 В 2.43 В 2.44 2.44 В В Bicycle LOS Score / LOS 0.65 Α 0.76 Α 0.89 Α 0.95 Α

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HCS7 Signalized Intersection Results Summary																
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General Informat									Intersec		1/	-				
Agency		Lee Engineering, LL	<u>.c</u>						Duration,		1.000				额	
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Jurisdiction		CABQ		Time Period 1 Hour			r PHF			1.00				w∳t	- €	
Urban Street		Gibson		Analys	sis Yea				Analysis	Period 1> 7:00						
Intersection		98th & Gibson		File Na		7 98th	1 & Gibs	on Ho	orizon Bac	ckgroun	d AM.xı	ıs		5117		
Project Description	n	Horizon Year - Back	ground	AM Pe	ak	_	_		_	_	3					
Demand Informa		EB			W	В		NB		SB						
Approach Movemo	Approach Movement						L	Т	R	L	Т	R	L	Т	R	
Demand (v), veh/h					243	46	58	9) 22	44	418	98	13	344	46	
Signal Information	on				2	1 2			7					l		
	30.0	Reference Phase	2			Ħ			S S1	na i sy	ta 💆		↔ ,	7	Y	
Offset, s	0	Reference Point	End	Green	3.8	1.7	57.0	1.1	2.1	45.3	3		K			
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.0		4.0		↗ │	₹	~	4	
Force Mode F	ixed	Simult. Gap N/S	On	Red	0.5	0.0	2.0	0.5	0.0	2.0		5	6	7	8	
Timer Results				EBI		EBT	WB	1	WBT	NBI		NBT	SBI		SBT	
Assigned Phase				5	-	2	1	-	6	7	-	4	3	_	8	
				_				_	-	<u> </u>				_		
Case Number						3.0	1.1		3.0	1.1	_	3.0	1.1 4.6		3.0	
Phase Duration, s		`				64.7	7.3			63.0 6.7		53.4			51.3	
Change Period, (•		3.5	_	6.0	3.5		6.0 3.5		6.0		3.5 2.6		6.0	
Max Allow Headw				3.1		0.0	3.1		0.0 2.6		5.1		2.6		5.1	
Queue Clearance		, - ,		7.4	_	0.0	4.3	_	0.0	4.0	_	13.1			11.1	
Green Extension		(<i>g</i> e), S		0.0		0.0	0.0	-	0.0	0.0	6.5		0.0		6.5	
Phase Call Probal	•			0.99			0.88	-		0.80	_		0.37		1.00	
Max Out Probabili	ıτy			1.00)		0.0	I		1.00) 	0.01	0.00)	0.01	
Movement Group	n Res	ults			EB			WE	1		NB			SB		
Approach Movement		uito			T	R		T	R	L	T	R	L	T	R	
Assigned Moveme				5	2	12	1	6	16	7	4	14	3	8	18	
Adjusted Flow Rat) veh/h		132	243	46	58	90	22	44	418	98	13	344	46	
		w Rate (<i>s</i>), veh/h/li	n	1767	1795	1585	1810	172		1810	1766	1598	1697	1781	1585	
Queue Service Tir		, ,		5.4	5.2	2.1	2.3	2.0		2.0	11.1	5.4	0.6	9.1	2.5	
Cycle Queue Clea	, -	• • • • • • • • • • • • • • • • • • • •		5.4	5.2	2.1	2.3	2.0		2.0	11.1	5.4	0.6	9.1	2.5	
Green Ratio (g/C		5 mile (g 0), 0		0.48	0.45	0.45	0.47	0.44		0.38	0.36	0.36	0.36	0.35	0.35	
Capacity (c), veh				679	1621	716	566	151		393	1287	582	313	1241	552	
Volume-to-Capaci		tio (X)		0.194	0.150		0.102	0.06		0.112	0.325	0.168	0.042	0.277	0.083	
		In (95 th percentile)		101	99.4	37.1	43	37.6	_	39.4	215.7	98.4	12.7	182.2	46.2	
		eh/ln (95 th percenti		3.9	3.9	1.5	1.7	1.4		1.6	8.4	3.9	0.5	7.2	1.8	
		RQ) (95 th percent		0.25	0.00	0.22	0.14	0.00		0.15	0.00	0.58	0.04	0.00	0.27	
Uniform Delay (d		, ,	- /	18.8	21.0	20.1	19.2	21.1		26.2	29.8	28.0	27.6	30.5	28.4	
Incremental Delay				0.1	0.2	0.2	0.0	0.1	0.1	0.0	0.7	0.6	0.0	0.6	0.3	
Initial Queue Dela	0.0	0.0	0.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d)		18.9	21.2	20.3	19.2	21.1		26.2	30.5	28.6	27.6	31.1	28.7			
Level of Service (I	•			В	C C	C	В	C	C	C C	C	C C	C C	C	C	
	Approach Delay, s/veh / LOS						20.4		C	29.8		С	30.7		С	
	ntersection Delay, s/veh / LOS						3.5		J	20.0	29.8 C					
, , ,	3,							,								
Multimodal Resu	ılts				EB			WE	3	NB			S		SB	
Pedestrian LOS S	Score /	LOS		2.43	3	В	2.43	3	В	2.44		В	2.44		В	
Bicycle LOS Score	e / LO	S		0.83	3	Α	0.63	3	Α	0.95	5	Α	0.82	2	Α	

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Jurisdiction		CABQ		Time F			<u> </u>			Daviad	1.00	.00			— - 3
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Intersection	4:	98th & Gibson Horizon Year - Back		File Na		8 981	1 & GIDS	on Ho	rizon Bad	ckgroun	d PIVI.XI	us	- 1		SIKU
Project Descrip	lion	Horizon Year - Back	ground	PIVI PE	ак									is see stillede stels	U 35
Demand Inform	nation				EB		Т	WE	3		NB			SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	T	R
Demand (v), v	eh/h			69	89	45	55	176	36	80	369	45	32	431	163
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Signal Informa	tion					1 2		ן ב	2		2		_	l	
Cycle, s	110.0	Reference Phase	2					·	51	nzii sy	↑2 ×		Θ , \Box	7	Y
Offset, s	0	Reference Point	End	Green	2.8	0.6	61.6	2.3	3.0	20.6	3		<u>x</u>		1
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.0	0.0	4.0		↗ │	₹	~	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	2.0	0.5	0.0	2.0		5	6	7	8
Timer Results				EBI	<u> </u>	EBT	WB	L	WBT	NBI	-	NBT	SBI	-	SBT
Assigned Phase	9			5	_	2	1	_	6	7	_	4	3	_	8
Case Number				1.1	_	3.0	1.1	_	3.0	1.1	_	3.0	1.1		3.0
Phase Duration				6.9	_	68.2	6.3	_	67.6	8.8	_	29.7	5.8		26.6
Change Period,		,		3.5	_	6.0	3.5	_	6.0	3.5	_	6.0	3.5		6.0
Max Allow Head				3.1	-	0.0	3.1	_	0.0	2.6	_	5.1	2.6		5.1
Queue Clearan		, = ,		3.8			3.4			5.8		11.9	3.7		14.2
Green Extensio		(g _e), s		0.1	-	0.0	0.1	_	0.0	0.0	_	6.9	0.0		6.4
Phase Call Prol				0.88			0.8	_		0.91		1.00	0.62		1.00
Max Out Probal	bility			0.00)		0.00)		0.90)	0.06	0.00)	0.12
Movement Gro	un Res	ults			EB			WB			NB			SB	
Approach Move		Juito		L	Т	R	L	T	R	L	T	R		T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F) veh/h		69	89	45	55	176	36	80	369	45	32	431	163
		ow Rate (s), veh/h/l	n	1781	1781	1585	1810	1766	_	1810	1795	1610	1711	1795	1598
Queue Service		· , , ,		1.8	1.2	1.4	1.4	2.5	1.1	3.8	9.9	2.5	1.7	12.2	10.2
Cycle Queue C		· · ·		1.8	1.2	1.4	1.4	2.5	1.1	3.8	9.9	2.5	1.7	12.2	10.2
Green Ratio (g		(9 -), -		0.59	0.57	0.57	0.59	0.56	_	0.25	0.22	0.22	0.21	0.19	0.19
Capacity (c), v				770	2014		824	1979		228	773	347	205	673	300
Volume-to-Capa		tio (X)		0.090	0.044	+	0.067	0.089	_	0.351	0.478	0.130	0.156	0.640	0.544
		In (95 th percentile)		30.1	21.3	22.2	23.8	44.3	17.6	75.4	196.3	44.5	33	233.9	186.9
	<u> </u>	eh/ln (95 th percenti		1.2	0.8	0.9	1.0	1.7	0.7	3.0	7.8	1.8	1.2	9.3	7.4
	• •	RQ) (95 th percent		0.08	0.00	0.13	0.08	0.00		0.28	0.00	0.26	0.09	0.00	1.10
Uniform Delay (, , , , , , , , , , , , , , , , , , ,	,	9.6	10.7	10.7	9.8	11.2	10.9	33.3	37.8	34.8	35.5	41.2	40.4
Incremental De				0.0	0.0	0.1	0.0	0.1	0.1	0.3	0.7	0.2	0.1	1.5	2.2
Initial Queue De	- 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
	Control Delay (<i>d</i>), s/veh					10.8	9.8	11.3	11.0	33.6	38.4	35.1	35.6	42.7	42.6
	Level of Service (LOS)					В	Α	В	В	С	D	D	D	D	D
	Approach Delay, s/veh / LOS					В	10.9	9	В	37.3	3	D	42.3	3	D
Intersection Del		10.3			1.4						С				
	Multimodal Results							WB			NB			SB	
Pedestrian LOS				2.40	_	В	2.40		В	2.45		В	2.45	5	В
Bicycle LOS Sc	ore / LC	OS		0.66	6	Α	0.7	1	Α	0.90)	Α	1.00)	Α

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Urban Street		Gibson		-	sis Year		0.0:1		Analysis		1> 7:0	JU			
Intersection	. :	98th & Gibson	I T- 4 - I A	File Na		9 98tr	i & Gibs	sonHor	izon Tota	ı Alvı.xu	S		- 4	111	CHES
Project Descrip	tion	Horizon Year - Build	i lotal A	NVI Pear	(SISSES FINANCIS ES	25 350
Demand Inform	nation				EB			WE	3		NB		T	SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v				170	214	46	153	99	22	44	451	98	51	290	46
				10											
Signal Informa	tion	u-			1 2	5		ַן	<u>اللا</u> ء			_	_	l	
Cycle, s	130.0	Reference Phase	2		L, 6	_	T≓ '	· 5		- B	12		♦ ,	\	Y
Offset, s	0	Reference Point	End	Green	5.5	2.6	54.3	3.2	0.6	45.2)	- '	X .	3	1 7
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.0	0.0	4.0		≯ │	₹	~	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	2.0	0.5	0.0	1.5		5	6	7	8
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	-	NBT	SBI	-	SBT
Assigned Phase	9			5		2	1	_	6	7		4	3	_	8
Case Number				1.1		3.0	1.1	_	3.0	1.1		3.0	1.1		3.0
Phase Duration	·			9.0	_	60.3	11.7	_	63.0	6.7		50.7	7.3	_	51.3
Change Period,		,		3.5		6.0	3.5	_	6.0	3.5		6.0	3.5	_	6.0
Max Allow Head				3.1		0.0	3.1	_	0.0	2.6		5.1	2.6		5.1
Queue Clearan		, = ,		7.5	_		8.1			4.0		14.5	4.5	_	9.5
Green Extensio		(g e), s		0.0	_	0.0	0.1	_	0.0	0.0		6.2	0.0		6.3
Phase Call Prob				1.00	_		1.00)		0.80		1.00	0.84	1	1.00
Max Out Probal	bility			1.00			1.00)		1.00)	0.02	0.00)	0.01
Movement Gre	un Pos	eulte.			EB			WB			NB			SB	
Movement Gro		ouits		L	Т	R	- -	T	R		T	R	- -	T	В
Assigned Move				5		12	1	6	16	7	4	14	L	8	R 18
Adjusted Flow F		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		_	2		153	-	22	44	451	98	3 51	_	-
		ow Rate (s), veh/h/l	n	170 1767	214 1795	46 1585	_	99 1724	_	1810	1766	1598	1697	290 1781	46 1585
Queue Service		· ,·	П	5.5	4.8	2.3	1810 6.1	2.2	1.0	2.0	12.5	5.6	2.5	7.5	2.5
Cycle Queue C		· ·		5.5	4.8	2.3	6.1	2.2	1.0	2.0	12.5	5.6	2.5	7.5	2.5
Green Ratio (g		e Tillie (<i>g c)</i> , s		0.46	0.42	0.42	0.49	0.44	0.44	0.37	0.34	0.34	0.37	0.35	0.35
Capacity (c), v				653	1501	663	621	1511	706	405	1214	549	327	1240	552
		tio (V)			-	1	0.246				_				
Volume-to-Capa		llio(<i>X)</i> /In(95 th percentile)		0.260 144.7	0.143 93	0.069	114	0.065 41.5	_	0.109 40.1	0.371	0.179 102.4	0.156 49.4	0.234 151	0.083
	• , ,	eh/ln (95 th percenti		5.7	3.7	1.6	4.6	1.6	0.7	1.6	9.3	4.1	1.9	5.9	1.8
		RQ) (95 th percent		0.36	0.00	0.24	0.37	0.00		0.15	0.00	0.60	0.14	0.00	0.27
Uniform Delay (, , , ,	.110)	21.2	23.4	22.7	18.7	21.1	20.8	26.9	32.1	29.8	27.0	30.1	28.4
Incremental De				0.1	0.2	0.2	0.1	0.1	0.1	0.0	0.9	0.7	0.1	0.4	0.3
Initial Queue De	- 1	<i></i>		0.1	0.2	0.2	0.1	0.1	0.1	0.0	0.9	0.7	0.1	0.4	0.0
Control Delay (·		21.3	23.6	22.9	18.7	21.2	20.9	26.9	33.0	30.5	27.1	30.5	28.7
Level of Service				21.3 C	23.6 C	22.9 C	18.7 B	21.2 C	20.9 C	26.9 C	33.0 C	30.5 C	C C	30.5 C	28.7 C
Approach Delay				22.6		C	19.8		В	32.1		С	29.8		С
Intersection Delay				22.0			7.2	,	ט	32.1			29.8 C	,	U
intersection Del	ay, 5/VE	ai / LOS				21									
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS		/ LOS		2.43		В	2.43		В	2.44		В	2.44		В
Bicycle LOS Sc				0.84	-	A	0.7		A	0.98		A	0.81		A

		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	lts Sur	nmar	у				
General Inform	ation							Т	Intersec	tion Inf	ormatio	n n	1 2	an an an	98 4
	iation	Lee Engineering, LI							Duration		1.000			ŢŢŢ	
Agency		MP		Analye	sia Dat	0 Oct 1	2, 2022								
Analyst				Analys		1 Hou		_	Area Typ PHF	е	Other			wļi	— - -
Jurisdiction		CABQ		Time F			ır			Daviad	1.00	7.00			— - 3
Urban Street		Gibson		Analys		_	4L 0 O:L		Analysis orizon To		1> 17	:00			
Intersection	4:	98th & Gibson	I T-4-1 F	File Na		10 98	ın & Gib	son H	orizon ic	ital Pivi.	xus		- 4		SIKU
Project Descrip	uon	Horizon Year - Build	i iolai F	'w Pear	(122	Nisae siirilateistela	U 35
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			100	65	45	136	184	4 36	80	398	45	64	386	163
Signal Informa	tion				1 2	5			2					l	
Cycle, s	110.0	Reference Phase	2					. ~	1 5	12 1 -	↑2 ×		₹ ,	\	Z
Offset, s	0	Reference Point	End	Green	7.8	2.3	55.2	6.1	0.2	19.5	5		天		1
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.0	0.0	4.0		/		\	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.0	2.0	0.5	0.0	2.0		5	6	7	8
					_									_	
Timer Results				EBI	_	EBT	WB	L	WBT	NBI	_	NBT	SBI	-	SBT
Assigned Phase	e			5	_	2	1		6	7	_	4	3		8
Case Number				2.0	_	3.0	2.0	_	3.0	2.0	_	3.0	2.0	_	3.0
Phase Duration	·			11.3		61.2	13.6	_	63.5	9.7		25.6	9.6		25.5
Change Period,	•			3.5	_	6.0	3.5		6.0	3.5	_	6.0	3.5		6.0
Max Allow Head		· · · · · · · · · · · · · · · · · · ·		3.1	_	0.0	3.1	_	0.0	2.6	_	5.1	2.6		5.1
Queue Clearan		, - ,		8.1	_		10.1	_		6.8		13.3	6.0		12.9
Green Extensio		(g e), s		0.1	\perp	0.0	0.2	_	0.0	0.0	_	6.3	0.0		6.4
Phase Call Prol				0.95	_		0.98	_		0.91	_	1.00	1.00		1.00
Max Out Proba	bility			0.00)		0.00)		1.00)	0.11	0.21		0.11
Movement Gro	un Res	eulte			EB			WB			NB			SB	
Approach Move		Juito		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F) veh/h		100	65	45	136	184		80	398	45	64	386	163
		ow Rate (s), veh/h/l	n	1781	1781	1585	1810	1766		1810	1795	1610	1711	1795	1598
Queue Service		. , , ,		6.1	1.0	1.6	8.1	2.9	1.2	4.8	11.3	2.6	4.0	10.9	10.3
Cycle Queue C		· '		6.1	1.0	1.6	8.1	2.9	1.2	4.8	11.3	2.6	4.0	10.9	10.3
Green Ratio (g		(9 -), -		0.07	0.50	0.50	0.09	0.52	_	0.06	0.18	0.18	0.06	0.18	0.18
Capacity (c), v				126	1787		166	1848		102	640	287	94	635	283
Volume-to-Capa		rtio (X)		0.792	0.036		0.817	0.100	_	0.782	0.622	0.157	0.680	0.608	0.577
		/In (95 th percentile)		128.2	18.4	26.5	169.3	51.4		113.4	220	47	85.5	214.5	190.9
	· ,	eh/ln (95 th percenti		5.0	0.7	1.0	6.8	2.0	0.8	4.5	8.7	1.9	3.2	8.5	7.6
		RQ) (95 th percent	-	0.32	0.00	0.16	0.56	0.00		0.42	0.00	0.28	0.24	0.00	1.12
Uniform Delay (, · · ·		50.3	13.9	14.0	49.0	13.2	12.8	51.2	41.8	38.2	51.0	41.8	41.5
Incremental De				4.3	0.0	0.1	3.8	0.1	0.1	13.0	1.4	0.4	3.2	1.4	2.7
Initial Queue De	- '	•		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Control Delay (<i>d</i>), s/veh					14.2	52.9	13.3	12.9	64.2	43.2	38.6	54.3	43.1	44.2
	evel of Service (LOS)					В	D	В	В	E	D	D	D	D	D
	Approach Delay, s/veh / LOS					С	28.4	4	С	46.0		D	44.6	6	D
	Intersection Delay, s/veh / LOS					40	0.2						D		
Multimodal Re					EB			WB			NB			SB	
Pedestrian LOS				2.41	_	В	2.4	1	В	2.45		В	2.46	3	В
Bicycle LOS Sc	ore / LC	os		0.66	6	Α	0.78	8	Α	0.92	2	Α	0.99	9	Α

Generated: 10/19/2022 8:14:49 PM

		HCS	7 Sig	nalize	d In	ters	ect	tion F	Resu	lts Su	mmar	y				
	_									-				1 72	Mercury disconnection	DT2024
General Inform	nation	T .									tion Inf	1	-			D(1).
Agency		Lee Engineering, L	LC						_	Duration		1.000				
Analyst		MP		Analys		_		2, 2022		Area Ty	ре	Other				<u> </u>
Jurisdiction		CABQ		Time F		-	Hou	r		PHF		1.00			w∳t	<u>_</u>
Urban Street		98th		Analys		_)22			Analysis		1> 7:0	00			
Intersection		98th & Blake		File N	ame	1 9	98th	& Blak	e Exis	ting AM.	xus				5117	
Project Descrip	tion	Existing AM Peak	_	_				_		_	_	_	_	3		6 6 6
Demand Inforr	nation				EE	3			WI	3		NB			SB	
Approach Move	ement			L	Т	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			7	50		60	80	22	2 47	21	402	139	68	361	5
O'mark lands and	4!			li .			ىيىد		ш	h 111	h III					
Signal Informa	ır	5 (5)		4	La		- }	∃ ,	∷ ∷	2 SAY	s Wi	a P	<u> </u>	, I		ĸ 🕇 ×
Cycle, s	130.0	Reference Phase	2			E	E			ì	- F	12	1	♦ 2	3	Y_4
Offset, s	0	Reference Point	Begin	Green		0.		57.7	1.6		44.1			<u> </u>		T
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.		4.0	3.0		4.0		~	7	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.	.5	2.0	0.5	0.0	1.5		5	6	7	8
Timer Results				EBI		EB ⁻	Г	WB	L	WBT	NBI		NBT	SBI		SBT
Assigned Phase	<u>е</u>			5		2		1	\neg	6	7		4	3	\neg	8
Case Number				1.1		4.0		1.1		4.0	1.1		3.0	1.1		4.0
Phase Duration	n. s			4.2		63.7	_	8.3	\neg	67.8	5.1		49.6	8.4	-	52.9
			3.5	_	6.0	-	3.5	_	6.0	3.5		6.0	3.5		6.0	
	ange Period, (<i>Y+R c</i>), s ax Allow Headway (<i>MAH</i>), s					0.0	-	3.1	_	0.0	2.6	_	5.1	2.6		5.1
Queue Clearan				3.1 2.3	_	0.0		5.0	_	0.0	3.0		13.1	5.3		11.0
Green Extension		, = ,		0.0	_	0.0		0.0		0.0	0.0	_	5.7	0.0		5.9
Phase Call Pro		(90),0		0.22	-	0.0		0.94	-	0.0	0.53	_	1.00	0.91		1.00
Max Out Proba				0.77	_			0.03	_		0.11		0.02	0.01		0.01
Movement Gro	oup Res	ults			EB				WB			NB			SB	
Approach Move	ement			L	Т	F	₹	L	Т	R	L	T	R	L	Т	R
Assigned Move	ment			5	2	1	2	1	6	16	7	4	14	3	8	18
Adjusted Flow I	Rate (v), veh/h		7	110			80	69		21	402	102	68	183	183
Adjusted Satura	ation Flo	ow Rate (<i>s</i>), veh/h/	ln	1767	171	5		1810	1613	В	1810	1766	1598	1697	1870	1861
Queue Service	Time (g	g s), s		0.3	5.0			3.0	3.0		1.0	11.1	5.9	3.3	9.0	9.0
Cycle Queue C	learanc	e Time (<i>g c</i>), s		0.3	5.0			3.0	3.0		1.0	11.1	5.9	3.3	9.0	9.0
Green Ratio (g	/C)			0.45	0.44	l		0.50	0.48		0.35	0.34	0.34	0.39	0.36	0.36
Capacity (c), v	/eh/h			642	762			651	767		362	1185	536	353	675	671
Volume-to-Capa	acity Ra	itio (X)		0.011	0.14	4		0.123	0.090		0.058	0.339	0.190	0.193	0.272	0.272
Back of Queue	(Q), ft/	/In (95 th percentile)	5.4	94.2	2		57	56.1		19.6	217.1	108.4	64.8	193.6	193.2
Back of Queue	(Q), ve	eh/ln (95 th percent	ile)	0.2	3.7			2.3	2.1		0.8	8.5	4.3	2.4	7.6	7.6
Queue Storage	Ratio (RQ) (95 th percen	tile)	0.02	0.00)		0.32	0.00		0.22	0.00	0.90	0.16	0.00	0.00
Uniform Delay ((d 1), s	/veh		19.8	21.5	5		17.5	18.7		28.2	32.4	30.7	26.1	29.4	29.5
Incremental De	Incremental Delay (d 2), s/veh							0.0	0.2		0.0	0.8	0.8	0.1	1.0	1.0
Initial Queue De	nitial Queue Delay (d ȝ), s/veh							0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (Control Delay (<i>d</i>), s/veh							17.5	18.9		28.2	33.2	31.5	26.2	30.4	30.5
Level of Service	Level of Service (LOS)							В	В		С	С	С	С	С	С
Approach Delay		21.7	7	С		18.1		В	32.6	6	С	29.8	3	С		
Intersection De					28	3.8						С				
Multimadal Da	Multimodal Results								\A/D			ND			CD	
		2.48	EB			2.0	WB		1.00	NB	D	4.00	SB	D		
	edestrian LOS Score / LOS					В		2.27	_	В	1.93		В	1.93	_	В
Dicycle LOS So	icycle LOS Score / LOS					Α		0.73)	Α	0.92		Α	0.85)	Α

		HCS	7 Sig	nalize	d In	ters	ect	tion F	Resu	ılts	Sun	nmar	y				
															- B2	artikarismi	CORTE
General Inform	nation	Υ								-		ion Inf	- V			1 1 1	39 Sail
Agency		Lee Engineering, L	LC								ıration,		1.000				A.
Analyst		MP		1		\rightarrow		2, 2022		-	еа Тур	e	Other	•			
Jurisdiction		CABQ		Time F		-	Hou	r		PH			1.00		₩.	w ∯ L	√
Urban Street		98th		Analys)22			JL	alysis		1> 7:0	00			92 74
Intersection		98th & Blake		File Na	ame	2	98th	& Blak	e Exi	sting	g PM.x	us				5117	
Project Descrip	tion	Existing PM Peak	_	_				_			_	_	_	_			新 鄉
Demand Inform	nation				EE	3			W	/B			NB		Т	SB	
Approach Move	ement			L	Т		R	L	1 -	Γ	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			9	37	<u> </u>	43	119	7	1	93	46	352	74	77	338	16
Signal Informa	tion				1		- I				1	a 11:					
Cycle, s	110.0	Reference Phase	2	1	2		- 3	=	Ħ	71	217	lii .		<u>/-</u>	д		KÎZ
Offset, s	0	Reference Point	End									EQ.		1	7 2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green			.7	43.5	2.9		1.9	36.2	2	_	5	_	\mathbf{L}
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	0.5		.0 .5	2.0	3.0 0.9		0.0	4.0 1.5		_	2	, ,	stx.
Porce Mode	rixeu	Simult. Gap 14/5	Oll	Reu	0.5	10	.5	2.0	0.0	3	10.0	1.5		5	6	1	0
Timer Results				EBI		EB	Т	WB	L	W	VBT	NBI	-	NBT	SBI	-	SBT
Assigned Phase	е			5		2		1			6	7		4	3		8
Case Number				1.1		4.0		1.1		4	1.0	1.1		3.0	1.1		4.0
Phase Duration	ı, s			4.2		49.5	5	10.5	5	5	5.8	6.4		41.7	8.3		43.6
Change Period	nange Period, (Y+R c), s					6.0		4.5		6	3.0	3.5		6.0	3.5		6.0
Max Allow Head	ax Allow Headway (<i>MAH</i>), s					0.0		3.1		0	0.0	2.6		5.1	2.6		5.1
Queue Clearan	ce Time	e (g s), s		2.3				6.1				3.9		10.1	5.3		9.6
Green Extension	n Time	(g e), s		0.0	\neg	0.0		0.0		0	0.0	0.0		4.6	0.0		4.7
Phase Call Pro	bability			0.24	1			0.97	7			0.75	5	1.00	0.90)	1.00
Max Out Proba	bility			1.00)			1.00)			0.02	2	0.02	0.06	6	0.01
Movement Gro	un Pos	sulte			EB				WE	2			NB			SB	
Approach Move	-	suits			Т	_	R	L	T	, T	R	L	T	R	-	T	R
Assigned Move				5	2	\rightarrow	12	1	6	+	16	7	4	14	3	8	18
Adjusted Flow F) voh/h		9	80	_	-	119	164	1	10	46	352	41	77	178	176
		ow Rate (<i>s</i>), veh/h/l	In	1781	170	_		1810	168	\rightarrow		1810	1795	1610	1711	1885	1854
Queue Service		· , , ,	11.1	0.3	3.3	_		4.1	6.5	_		1.9	8.1	1.9	3.3	7.5	7.6
Cycle Queue C				0.3	3.3	_		4.1	6.5	\rightarrow		1.9	8.1	1.9	3.3	7.5	7.6
Green Ratio (g		5 mino (g t), 5		0.40	0.40	\rightarrow		0.47	0.4	_		0.35	0.32	0.32	0.37	0.34	0.34
Capacity (c), v				536	675	_		654	760	_		379	1165	523	388	644	633
Volume-to-Cap		atio (X)		0.017	0.11	_		0.182	0.21	_		0.121	0.302	0.078	0.198	0.276	0.278
		/In (95 th percentile)	6.3	62	_		75.5	120	\rightarrow		35.6	159.9	35	62.1	160.2	159
	·	eh/ln (95 th percent		0.2	2.4	_		3.0	4.7	\rightarrow		1.4	6.3	1.4	2.4	6.4	6.3
		RQ) (95 th percen	-	0.03	0.00	_		0.42	0.0	\rightarrow		0.40	0.00	0.29	0.16	0.00	0.00
Uniform Delay (, · ·		19.8	21.1			16.8	18.3	_		24.0	27.8	25.7	23.1	26.3	26.3
Incremental De	ncremental Delay (d /), s/veh							0.0	0.7	,		0.1	0.7	0.3	0.1	1.1	1.1
Initial Queue De		0.0	0.0			0.0	0.0)		0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (Control Delay (<i>d</i>), s/veh							16.8	18.	9		24.1	28.5	26.0	23.2	27.4	27.4
Level of Service		В	С			В	В			С	С	С	С	С	С		
Approach Delay		21.3	3	С		18.0			В	27.8	3	С	26.7	7	С		
Intersection De					24	1.7							С				
Multimodal Re			EB				WE	3			NB			SB			
		2.48	-	В		2.27	-		В	1.93		В	1.92		В		
	edestrian LOS Score / LOS					A		0.95	_		A	0.85		A	0.84	_	A
Dicycle LOG 30	cycle LOS Score / LOS							0.30		,	, 1	0.00			0.04		Α

		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	Its Sur	nmar	y				
	_												1 2	Manager and account of	DT702
General Inform	nation	Y						\rightarrow	Intersec		- V				36 S.E.
Agency		Lee Engineering, LI	LC						Duration,		1.000				A.
Analyst		MP		Analys		_	2, 2022		Area Typ	е	Other	•			. 4
Jurisdiction		CABQ		Time F		1 Hou	ır		PHF		1.00		2.2 08.1 2.2	w∄t	∠ _3
Urban Street		98th		Analys		_			Analysis		1> 7:0	00			
Intersection		98th & Blake		File Na		3 98tl	ո & Blak	e Bacl	kground A	M.xus				1111	
Project Descrip	tion	Build-Out Year - Ba	ckgrour	nd AM P	eak								5		射線
Demand Inforr	nation				EB			WI	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			7	51	61	81	22	2 47	21	406	140	69	365	5
Ciamal Inform	4!			1		بس	uu		b 111	h :					
Signal Informa	r	Deference Dhase				\mathcal{A}	Ħ.,	<u>`</u> ≓ '	7 517	1 243			,		кtя
Cycle, s	130.0	Reference Phase Reference Point	2	-	'	2 1			i [1	♀ 2	3	4
Offset, s	0		End	Green		0.7	57.7	1.6		44.0		_	<u> </u>	_	1
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.0	4.0	3.0		4.0		^ _	Y	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	2.0	0.5	0.0	1.5		5	6	7	8
Timer Results				EBI	-	EBT	WB	L	WBT	NBI	_	NBT	SBI	_	SBT
Assigned Phase	e			5		2	1		6	7		4	3		8
Case Number				1.1		4.0	1.1		4.0	1.1		3.0	1.1		4.0
Phase Duration	ı, s			4.2		63.7	8.3		67.8	5.1		49.5	8.5		52.9
	nange Period, (Y+R c), s					6.0	3.5		6.0	3.5		6.0	3.5		6.0
_	nange Period,(Y+R c), s ax Allow Headway(<i>MAH</i>), s					0.0	3.1	\neg	0.0	2.6		5.1	2.6		5.1
Queue Clearan	- `			3.1 2.3			5.1	_		3.0		13.2	5.4		11.2
Green Extension		, = ,		0.0		0.0	0.0		0.0	0.0		5.8	0.0		5.9
Phase Call Prol		<u>(</u>		0.22	2		0.95	5		0.53	3	1.00	0.92	2	1.00
Max Out Proba				0.77	,		0.04	1		0.11		0.02	0.01		0.01
Mayamant Cra	un Bas	lte			EB			WB			NB			SB	
Movement Gro	-	suits				T D	-	1	_			В	-		В
Approach Move				L		12	L	Т 6	16	7	T 4	R 14	L	T	R
Assigned Move Adjusted Flow I		,) , vob/b		5		12	1	-	10				3	8	18
		ow Rate (s), veh/h/l	ln.	7	112		81	69 1613		21	406	103	69	185	185 1861
Queue Service		· , ,	П	1767 0.3	1716 5.1	'	1810 3.1	3.0		1810	1766 11.2	1598 6.0	1697 3.4	1870 9.1	9.2
Cycle Queue C				0.3	5.1		3.1	3.0		1.0	11.2	6.0	3.4	9.1	9.2
Green Ratio (g		e fille ($g c$), s		0.45	0.44		0.50	0.48		0.35	0.33	0.33	0.39	0.36	0.36
Capacity (c), v				642	761		649	767		360	1183	535	352	675	671
Volume-to-Capa		atio (X)		0.011	0.147	7	0.125	0.090	_	0.058	0.343		0.196	0.275	0.275
		/In(95 th percentile))	5.5	96.2	_	57.7	56.1		19.6	219.2	109.6	65.7	195.5	195
		eh/ln (95 th percenti		0.2	3.8		2.3	2.1		0.8	8.6	4.3	2.5	7.7	7.7
		RQ) (95 th percent		0.02	0.00		0.32	0.00		0.22	0.00	0.91	0.16	0.00	0.00
Uniform Delay (•	, , , ,	,	19.8	21.5	1	17.5	18.7		28.3	32.5	30.7	26.1	29.5	29.5
	ncremental Delay (d 2), s/veh						0.0	0.2		0.0	0.8	0.8	0.1	1.0	1.0
	nitial Queue Delay (d 3), s/veh						0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (Control Delay (<i>d</i>), s/veh						17.5	18.9		28.3	33.3	31.5	26.2	30.5	30.5
Level of Service	Level of Service (LOS)						В	В		С	С	С	С	С	С
Approach Delay		21.8	3	С	18.1	1	В	32.7		С	29.8	3	С		
Intersection De	Intersection Delay, s/veh / LOS					2	8.9						С		
Multimodal Re			EB			WB			NB			SB			
		2.48		В	2.27		В	1.93		В	1.93	-	В		
	edestrian LOS Score / LOS					A	0.74		A	0.92		A	0.85		A
Dioyole LOG 30	cycle LOS Score / LOS					77	0.72		77	0.32		/ \	0.00		/ \

		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	Its Sur	nmar	y				
								1					72	CONTROL TO THE CONTROL OF	201702
General Inform	nation	Y						-	Intersec		- V				N 35E
Agency		Lee Engineering, LI	LC					$\overline{}$	Duration		1.000				W.
Analyst		MP		Analys		_	2, 2022		Area Typ	е	Other				. 4
Jurisdiction		CABQ		Time F		1 Hou	ır		PHF		1.00		₩	wÎt	✓ A
Urban Street		98th		Analys					Analysis		1> 17	:00			## ##
Intersection		98th & Blake		File Na		4 98tl	ո & Blak	e Bac	kground f	PM.xus				1117	
Project Descrip	tion	Build-Out Year -Bad	ckgroun	d PM Pe	eak								5		新 爾
Demand Inform	nation				EB			W	<u></u> В	Т	NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			9	37	43	120	72	2 94	46	356	75	78	341	16
Signal Informa	tion					-			<u> </u>	b 113					
1		Reference Phase	2	-		A	Ħ.,	Ħ		В	, F		, l		ĸtz
Cycle, s Offset, s	110.0	Reference Point		-	Ι.				ì	100		1	2	3	4
Uncoordinated	No	Simult. Gap E/W	End	Green		1.7	44.6	2.9		36.7	7	_	<u> </u>	_	
		-	On	Yellow		3.0	4.0	3.0		4.0 1.5			Y	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	cf.x
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	2.0	0.0	0.0	1.5	-	5	6	1	8
Timer Results				EBL	_	EBT	WB	L	WBT	NBI		NBT	SBI		SBT
Assigned Phase	е			5		2	1		6	7		4	3		8
Case Number				1.1		4.0	1.1		4.0	1.1		3.0	1.1		4.0
Phase Duration	, S			4.2		50.6	9.5		55.8	5.9		42.2	7.8		44.1
Change Period,	nange Period, (Y+R c), s					6.0	3.5	,	6.0	3.0		6.0	3.0		6.0
Max Allow Head	ange Period,(Y+R c), s ix Allow Headway(<i>MAH</i>), s					0.0	3.1		0.0	2.6		5.1	2.6		5.1
Queue Clearan				2.3			6.1			3.8		10.1	5.3		9.6
Green Extensio	n Time	(g e), s		0.0		0.0	0.0		0.0	0.0		4.7	0.0		4.8
Phase Call Prol	bability	, <u> </u>		0.24			0.97	7		0.75	5	1.00	0.91	ı	1.00
Max Out Proba	bility			1.00)		1.00	0		0.01		0.02	0.02	2	0.01
Movement Gro	un Pos	sulte			EB			WB			NB			SB	
Approach Move	-	suits		L	Т	R	L	T	R	L	T	R	L	T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F) voh/h		9	80	12	120	166		46	356	42	78	179	178
		ow Rate (s), veh/h/l	'n	1781	1705		1810	168		1810	1795	1610	1711	1885	1855
Queue Service			11	0.3	3.2	'	4.1	6.6		1.8	8.1	2.0	3.3	7.6	7.6
Cycle Queue C		- ,		0.3	3.2		4.1	6.6	_	1.8	8.1	2.0	3.3	7.6	7.6
Green Ratio (g		c mile (g c), s		0.3	0.41		0.48	0.45		0.36	0.33	0.33	0.38	0.35	0.35
Capacity (c), v				534	691		667	761		382	1181	530	391	653	642
Volume-to-Capa		atio (X)		0.017	0.116		0.180	0.21	_	0.120	0.301	0.079	0.199	0.275	0.277
		/In(95 th percentile))	6.2	60.8		74.5	122		35.4	157.6	34.3	61.8	160.2	159.1
	<u> </u>	eh/ln (95 th percenti		0.2	2.4		3.0	4.8		1.4	6.3	1.4	2.3	6.4	6.3
		RQ) (95 th percent	· ·	0.02	0.00		0.24	0.00		0.13	0.00	0.20	0.17	0.00	0.00
Uniform Delay (•	, , .	,	19.2	20.4		16.2	18.3		23.7	27.5	25.4	22.5	26.0	26.0
Incremental De				0.0	0.3		0.0	0.7		0.1	0.2	0.1	0.1	1.0	1.1
Initial Queue De		,		0.0	0.0		0.0	0.0	_	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (19.2	20.8		16.3	18.9		23.8	27.7	25.5	22.6	27.0	27.1
	_evel of Service (LOS)						В	В		С	С	С	С	С	С
Approach Delay		20.6	5	С	17.8	8	В	27.1		С	26.3	3	С		
Intersection De				2	4.2						С				
Multimodal Re			EB			WB			NB			SB			
Pedestrian LOS		2.48		В	2.27		В	1.93		В	1.92	-	В		
				0.63		A	0.96		A	0.85		A	0.85		A
Dioyole LOO 30	cycle LOS Score / LOS					77	0.30		77	0.00	,	, ,	0.00		/ \

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		HCS	7 Sig	nalize	ed In	terse	ct	ion R	Resu	lts S	um	nmary	y				
General Inform	nation								T	Intore	octi	ion Infe	ormatic	n e	1 2	H 24.5 (1)	
	iation	Lee Engineering, LI								Duration			1.000			111	
Agency		MP		Analye	sia Da	to Oot	10	2, 2022	-								
Analyst Jurisdiction		1		Analys		_				Area T PHF	ype	;	Other			wï.	.
		CABQ		Time F		_		<u> </u>			.:_ r) - ui - d		20			
Urban Street		98th 98th & Blake		Analys		_		0 Diale		Analys			1> 7:0	JU			
Intersection	4:	Build-Out - Build To	4-1 0 0 4 5	File Na	ame	5 96	bun	& Blak	e Bull	J Out F	AIVI.)	kus			- 1		es kar
Project Descrip	uon	Bulla-Out - Bulla 10	lai Aivi i	Реак												is our sittlette sitele	10 353
Demand Inform	nation				EE	3		T	W	 В			NB			SB	
Approach Move	ement			L	Т	F	₹	L	T	F	₹	L	T	R	L	Т	R
Demand (v), v	eh/h			12	51	6	1	81	22	2 5	2	21	429	140	74	388	10
Signal Informa	tion					'	2			\ <u> </u> 2	₩.				_	l	
Cycle, s	130.0	Reference Phase	2		Γ΄		6	∄ ⁴		, ľ		. B	12		Θ , \Box	\	Y
Offset, s	0	Reference Point	End	Green	1.1	0.3	;	57.7	1.6	0.	.2	43.7			K		1
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.0		4.0	3.0	3.	.0	4.0		↗ │	₹	~	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	· _	2.0	0.5	0.	.5	1.5		5	6	7	8
						- FDT		14/D)A/DT	-	A I D I		NDT	0.01		ODT
Timer Results				EBI	_	EBT	-	WBI	L	WBT	-	NBL	-	NBT	SBI	-	SBT
Assigned Phase	<u>e</u>			5	_	2	-	1	_	6	-	7	_	4	3		8
Case Number				1.1	\rightarrow	4.0	-	1.1	-	4.0	-	1.1	_	3.0	1.1	_	4.0
Phase Duration	·		4.6	_	63.7	-	8.3	-	67.4	-	5.1		49.2	8.8		52.9	
Change Period			3.5	-	6.0	-	3.5 3.1	-	6.0	-	3.5 2.6	_	5.1	3.5 2.6	_	6.0 5.1	
Max Allow Head Queue Clearan		· · · · · · · · · · · · · · · · · · ·		2.5	_	0.0	\dashv	5.1	+	0.0	-	3.0		14.0	5.6		12.0
Green Extension		, - ,		0.0	_	0.0	-	0.0	-	0.0	-	0.0	_	6.1	0.0		6.3
Phase Call Pro		(g e), s		0.35	_	0.0	Н	0.0	_	0.0	-	0.53		1.00	0.0		1.00
Max Out Proba				1.00	_		-	0.04	_		-	0.12	_	0.03	0.02		0.01
Wax Out 1 10ba	Dility			1.00				0.0-				0.12		0.00	0.02		0.01
Movement Gro	oup Res	sults			EB		П		WB		П		NB			SB	
Approach Move	ement			L	Т	R		L	Т	R	П	L	Т	R	L	Т	R
Assigned Move	ment			5	2	12		1	6	16		7	4	14	3	8	18
Adjusted Flow I	Rate (v), veh/h		12	112			81	74			21	429	103	74	200	198
Adjusted Satura	ation Flo	ow Rate (s), veh/h/l	n	1767	1710	3		1810	1608	3		1810	1766	1598	1697	1870	1853
Queue Service	Time (g	g s), s		0.5	5.1			3.1	3.3			1.0	12.0	6.0	3.6	9.9	10.0
Cycle Queue C	learanc	e Time (g_c), s		0.5	5.1			3.1	3.3			1.0	12.0	6.0	3.6	9.9	10.0
Green Ratio (g	/C)			0.45	0.44	l L		0.50	0.47			0.34	0.33	0.33	0.39	0.36	0.36
Capacity (c), v	/eh/h			638	761			649	760			347	1175	531	343	675	669
Volume-to-Cap	acity Ra	itio (X)		0.019	0.14	7	┙	0.125	0.09	7		0.061	0.365	0.194	0.216	0.296	0.297
	· ,	In (95 th percentile)		9.3	96.2	_		57.7	60.8		_	19.7	231.2	110.2	70.7	208.9	208
		eh/ln (95 th percent	-	0.4	3.8	_		2.3	2.3	_	_	8.0	9.0	4.4	2.7	8.2	8.2
		RQ) (95 th percent	tile)	0.04	0.00			0.32	0.00	_	4	0.22	0.00	0.92	0.18	0.00	0.00
Uniform Delay	` '		19.7	21.5	_	_	17.5	18.9		4	28.5	33.0	30.9	26.2	29.7	29.7	
Incremental De	- '		0.0	0.4			0.0	0.3	4	4	0.0	0.9	0.8	0.1	1.1	1.1	
Initial Queue De	- `		0.0	0.0		_	0.0	0.0	_	_	0.0	0.0	0.0	0.0	0.0	0.0	
	Control Delay (d), s/veh						Ц	17.5	19.2	!	4	28.5	33.8	31.8	26.4	30.9	30.9
	Level of Service (LOS)						_	В	В		_	С	С	С	С	С	С
	Approach Delay, s/veh / LOS					С		18.3	3	В	4	33.2		С	30.2	2	С
Intersection De	Intersection Delay, s/veh / LOS						29	.3							С		
Multimodal Ba	Multimodal Results								WB				NB			SB	
Pedestrian LOS			2.48	EB	В	-	2.27	-	В	+	1.93	-	В	1.93		В	
Bicycle LOS So			0.69	-	A	\dashv	0.74	_	A	\dashv	0.94		A	0.88		A	
Dicycle LOS SC	OIG / LC		0.08				0.74	T			0.94		^	0.00	,	$\overline{}$	

	HCS7 Sig	gnalize	ed Int	ersec	tion F	Resul	ts Sur	nmar	у				
General Information	`						ntersec	tion Inf	ormatio	nn .	2	14 2 6 (k ii
Agency	Lee Engineering, LLC						Duration		1.000			411	
Analyst	MP	Analys	sis Date	Oct 1	2, 2022				Other				
Jurisdiction	CABQ	Time		1 Hou			Area Typ PHF	·E	1.00			wĭ,	
					ır			Doriod		.00			- - - - - - - - - - - - - - - - - - - - - - - - - - - - -
Urban Street	98th		sis Year		0 DI-1-		Analysis		1> 17	:00			
Intersection	98th & Blake	File N		6 98tr	ı & Blak	e Bulla	Out PM	.xus			- 4	ጎተተሰ	MEG
Project Description	Build-Out Year - Build Tot	ai PM Pe	ак									SIN HA HA MA CA	25 2 50
Demand Information	n	Т	EB			WE	3		NB			SB	
Approach Movement			Т	R		Т	R		T	R		Т	R
Demand (v), veh/h		13	37	43	120	72	_	46	377	75	82	362	20
Signal Information				2					si l				
Cycle, s 110.0	0 Reference Phase 2		P	7 2		·	ŀ	- B	_{↑2} ¥		$\Leftrightarrow \bot$	>	Ψ
Offset, s 0	Reference Point End	Green	1.0	1.5	44.6	2.9	2.5	36.1		1	2	3	4
Uncoordinated No	Simult. Gap E/W On	Yellow		3.0	4.0	3.0	0.0	4.0		>	\rightarrow	~ ,	◮
Force Mode Fixed	d Simult. Gap N/S On	Red	0.5	0.5	2.0	0.0	0.0	1.5		5	6	7	8
Timer Results		EB	L L	EBT	WB	L	WBT	NBI	L L	NBT	SBI		SBT
Assigned Phase		5		2	1		6	7		4	3		8
Case Number		1.1		4.0	1.1		4.0	1.1		3.0	1.1		4.0
Phase Duration, s		4.5		50.6	9.5	5	55.5	5.9		41.6	8.4		44.1
Change Period, (Y+I	R c), s	3.5		6.0	3.5		6.0	3.0		6.0	3.0		6.0
Max Allow Headway	(<i>MAH</i>), s	3.1		0.0	3.1		0.0	2.6		5.1	2.6		5.1
Queue Clearance Tin	ne (<i>g</i> s), s	2.5			6.1			3.9		10.7	5.4		10.2
Green Extension Tim	e (<i>g e</i>), s	0.0		0.0	0.0		0.0	0.0		5.0	0.0		5.1
Phase Call Probabilit	у	0.33	3		0.97	7		0.75	5	1.00	1.00)	1.00
Max Out Probability		1.00)		1.00	0		0.01	1	0.03	0.03	3	0.02
		-				11.75							
Movement Group R		+	EB		-	WB	T =	<u>. </u>	NB		<u> </u>	SB	
Approach Movement		<u> </u>	T	R	L	T	R	L_	T	R	L	T	R
Assigned Movement		5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (13	80		120	170		46	377	42	82	192	190
	Flow Rate (s), veh/h/ln	1781	1705	-	1810	1678		1810	1795	1610	1711	1885	1849
Queue Service Time	· - /	0.5	3.2		4.1	6.8		1.9	8.7	2.0	3.4	8.2	8.2
Cycle Queue Clearar	nce time (g_c), s	0.5	3.2		4.1	6.8		1.9	8.7	2.0	3.4	8.2	8.2
Green Ratio (g/C)		0.41	0.41	-	0.48	0.45		0.35	0.32	0.32	0.39	0.35	0.35
Capacity (c), veh/h	2 (/ / /)	531	691		667	755		371	1161	521	385	652	640
Volume-to-Capacity F		0.024	0.116		0.180	0.225	_	0.124	0.325	0.081	0.213	0.295	0.297
	ft/In (95 th percentile)	8.9	60.8		74.5	125.9		35.7	173.4	36	64.4	173.4	171.5
	veh/ln (95 th percentile)	0.3	2.4		3.0	4.9		1.4	6.9	1.4	2.4	6.9	6.8
	(RQ) (95 th percentile)	0.02	0.00		0.24	0.00		0.13	0.00	0.21	0.18	0.00	0.00
Uniform Delay (d 1),		19.1	20.4		16.2	18.5		24.1	28.1	25.9	22.3	26.2	26.2
Incremental Delay (a		0.0	0.3		0.0	0.7		0.1	0.7	0.3	0.1	1.2	1.2
Initial Queue Delay (,	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/		19.1	20.8		16.3	19.2		24.2	28.9	26.2	22.4	27.3	27.4
Level of Service (LOS		В	С		В	В		С	С	С	С	С	С
Approach Delay, s/ve		20.	5	С	18.0	0	В	28.2	2	С	26.5	5	С
Intersection Delay, s/	veh / LOS			24	4.8						С		
Multimodal Dazulta			ED			WD			NID			SB	
Multimodal Results		2.4	EB	D	2.0	WB	D	4.00	NB	D	4.00		D
Pedestrian LOS Scor		2.48	-	В	2.27	_	В	1.93		В	1.92		В
Bicycle LOS Score / I	LUS	0.64	+	Α	0.97		Α	0.87		Α	0.87		Α

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		HCS	7 Sig	nalize	d In	itei	rsect	tion F	Resu	lts	Sun	nmary	y				
															1 22	KINANSA INTONOSA (IN	PT 7624
General Inform	nation	Y										ion Info	1				
Agency		Lee Engineering, LI	LC								ration,		1.000				**
Analyst		MP		-		\rightarrow		2, 2022			еа Тур	Э	Other				
Jurisdiction		CABQ		Time F		\rightarrow	1 Hou	r		PHI			1.00		25 × 12 × 12 × 12 × 12 × 12 × 12 × 12 ×	w fit	
Urban Street		98th		Analys		-	2033				alysis l		1> 7:0				50 27
Intersection		98th & Blake		File N			7 98th	& Blak	e Hori	zon	Back	ground .	AM.xus	i		5117	
Project Descrip	tion	Horizon Year - Back	kground	AM Pe	ak										5		別級
Demand Inform	nation				E	3		Т	W	В			NB			SB	
Approach Move	ement			L	Т	-	R	L	Т		R	L	Т	R	L	Т	R
Demand (v), v	eh/h			8	55	5	66	88	24	4	52	23	442	153	75	397	6
Signal Informa	tion						 S				1	h :					
Cycle, s	130.0	Reference Phase	2	-	2	\mathcal{A}	3	≒ ₹	Ħ	71	E472	- W.		_	д		KÎZ
Offset, s	0	Reference Point	End	1						Ì		100		1	2	3	4
Uncoordinated	No			Green			0.9	57.3	1.7		0.1	43.7		_	<u> </u>	_	\mathbf{L}
Force Mode		Simult. Gap E/W Simult. Gap N/S	On On	Yellow	0.5		3.0 0.5	2.0	3.0 0.5		3.0	4.0 1.5				ر (ا	sta .
Force Mode	Fixed	Simuit. Gap N/S	On	Red	10.5		0.5	2.0	0.5	,	10.5	1.5		5	6	1	8
Timer Results				EBI		E	BT	WB	L	W	ВТ	NBL	_	NBT	SBI	_	SBT
Assigned Phase	<u>е</u>			5			2	1		6	6	7		4	3		8
Case Number				1.1		4	.0	1.1		4.	.0	1.1		3.0	1.1		4.0
Phase Duration	ı, s			4.3	\neg	63	3.3	8.7	\neg	67	7.7	5.2		49.2	8.8	\neg	52.7
	ange Period, (Y+R c), s					6	5.0	3.5		6.	.0	3.5		6.0	3.5		6.0
_	x Allow Headway (<i>MAH</i>), s				+		0.0	3.1	_	0.	_	2.6		5.1	2.6		5.1
	x Allow Headway (<i>MAH</i>), s eue Clearance Time (<i>g</i> _s), s							5.3	_			3.1		14.4	5.7		12.1
Green Extensio		, = ,		0.0	-	0	0.0	0.0	_	0.	.0	0.0		6.4	0.0		6.6
Phase Call Prol		(3 //		0.25	-			0.96	_			0.56	;	1.00	0.93	3	1.00
Max Out Proba				0.87	7			0.06	3			0.15	,	0.04	0.02	2	0.02
		••							14.75								
Movement Gro		sults			EB	3			WB	_	_		NB			SB	
Approach Move				L	T	+	R	L	T	+	R	<u> </u>	T	R	L	T	R
Assigned Move		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		5	2	+	12	1	6	+	16	7	4	14	3	8	18
Adjusted Flow F		<u>, </u>		8	121	\rightarrow		88	76	+	_	23	442	116	75	202	201
_		ow Rate (s), veh/h/l	n	1767	171	_	_	1810	1612	_	-	1810	1766	1598	1697	1870	1860
Queue Service				0.3	5.5	\rightarrow	_	3.3	3.4	\rightarrow	-	1.1	12.4	6.8	3.7	10.1	10.1
Cycle Queue C		e Time (g ε), s		0.3	5.5	\rightarrow	_	3.3	3.4	_	-	1.1	12.4	6.8	3.7	10.1	10.1
Green Ratio (g				0.45	0.44	_		0.50	0.47	_	_	0.35	0.33	0.33	0.39	0.36	0.36
Capacity (c), v		(° /)/()		635	757	\rightarrow		642	766	_	-	346	1173	531	338	673	669
Volume-to-Capa		itio(X) /In(95 th percentile)	\	0.013 6.2	0.16 105.	-		0.137 62.9	0.09 62.2	_	_	0.067 21.6	0.377 237.9	0.219 125.5	0.222 71.7	0.300	0.301 210.7
		eh/In (95 th percenti		0.2	4.2	_		2.5	2.4	_	_	0.9	9.3	5.0	2.7	8.3	8.3
		· · · · · · · · · · · · · · · · · · ·		0.03	0.00	\rightarrow		0.35	0.00	\rightarrow		0.24	0.00	1.05	0.18	0.00	0.00
	Queue Storage Ratio (<i>RQ</i>) (95 th percentile) Uniform Delay (<i>d</i> 1), s/veh				21.8	_		17.6	18.8	_		28.5	33.1	31.3	26.3	29.9	29.9
	ncremental Delay (<i>d</i> ²), s/veh					,		0.0	0.3	\rightarrow		0.0	0.9	0.9	0.1	1.1	1.2
	nitial Queue Delay (d 3), s/veh					,		0.0	0.0	_		0.0	0.0	0.0	0.0	0.0	0.0
	Control Delay (d), s/veh					3		17.6	19.1	\rightarrow		28.5	34.1	32.2	26.4	31.0	31.0
Level of Service		20.0 B	С	1		В	В			С	С	С	С	С	С		
Approach Delay		22.2		(С	18.3		E	3	33.5		С	30.3		С		
Intersection De					29								С				
Multimate							14/5				NID			0.0			
Multimodal Re		2.48	EB		D	2.0	WB			4.00	NB	D	4.00	SB	D		
	edestrian LOS Score / LOS						B ^	2.27	_	E	_	1.93		В	1.93		В
Dicycle LOS So	cycle LOS Score / LOS)	- 1	A	0.76	ן נ	P	4	0.97		Α	0.88)	Α

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		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	ılts Su	mmar	y				
													T g	PRESIDE	1213120
General Inform	nation	Υ							Intersed		N .		- i	1 1 1	D0 134
Agency		Lee Engineering, LI	LC						Duration		1.000				樂
Analyst		MP		<u> </u>		e Oct 1			Area Ty	ре	Other	<u> </u>			. 4
Jurisdiction		CABQ		Time F		1 Hou	ır		PHF		1.00		200 000 000 000 000	w i L	<u>~</u>
Urban Street		98th		Analys					Analysis		1> 17				200 200
Intersection		98th & Blake		File Na		8 98tl	n & Blak	e Hor	izon Bac	kground	PM.xus	3		5117	
Project Descrip	tion	Horizon Year - Back	kground	PM Pea	ak	_	_		_	_	_	_	5		h 16
Demand Inform	nation				EB			W	'B		NB			SB	
Approach Move	ement			L	Т	R	L	7	R	L	T	R	L	Т	R
Demand (v), v	eh/h			10	41	47	131	7	8 102	. 51	387	81	85	372	18
Signal Informa	tion					- 444		ш		b :					
	r	Reference Phase	2	1	_2 .	$A = \frac{3}{2}$	Ħ.,	Ħ	7 1977	B	9		,		KŤ2
Cycle, s Offset, s	110.0	Reference Point	End	-				,	\ [62	17	1	2	3	4
Uncoordinated	No	Simult. Gap E/W		Green		2.1	44.1	3.2		36.3	3	_	<u> </u>	_	\mathbf{L}
Force Mode			On On	Yellow	0.5	3.0 0.5	4.0 2.0	3.0		4.0		^ _ [\[\bullet \]	sta "
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	0.5	2.0	0.0	0.0	1.5		5	6	/	8
Timer Results				EBL	-	EBT	WB	L	WBT	NBI	L	NBT	SBI	_	SBT
Assigned Phase	е			5		2	1		6	7		4	3		8
Case Number				1.1		4.0	1.1		4.0	1.1		3.0	1.1		4.0
Phase Duration	ı, S			4.3		50.1	9.9		55.7	6.2		41.8	8.2		43.8
Change Period	nange Period, (Y+R c), s					6.0	3.5		6.0	3.0		6.0	3.0		6.0
Max Allow Head	x Allow Headway (<i>MAH</i>), s					0.0	3.1		0.0	2.6		5.1	2.6		5.1
Queue Clearan	ce Time	e (g s), S		2.4			6.5			4.1		11.0	5.6		10.4
Green Extension	n Time	(g e), s		0.0		0.0	0.0		0.0	0.0		5.4	0.0		5.5
Phase Call Pro	bability			0.26	;		0.98	3		0.79)	1.00	0.93	3	1.00
Max Out Proba	bility			1.00			1.00)		0.01	1	0.04	0.05	5	0.03
Movement Gro	un Pos	eulte			EB			WE	2		NB			SB	
Approach Move		buits			T	R	L	T	R	L	T	R	L	T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F) veh/h		10	88	12	131	180	_	51	387	81	85	196	194
		ow Rate (s), veh/h/l	n	1781	1706		1810	168		1810	1795	1610	1711	1885	1854
Queue Service		· , , ,	11	0.4	3.6		4.5	7.2		2.1	9.0	3.9	3.6	8.4	8.4
Cycle Queue C		- ,		0.4	3.6		4.5	7.2	_	2.1	9.0	3.9	3.6	8.4	8.4
Green Ratio (g		(y v), 0		0.41	0.40		0.48	0.4		0.35	0.33	0.33	0.38	0.34	0.4
Capacity (c), v				522	684		661	759	_	369	1169	524	379	647	637
Volume-to-Cap		itio (X)		0.019	0.129		0.198	0.23		0.138	0.331	0.154	0.224	0.303	0.305
		/In(95 th percentile))	6.9	67.7		82	133.		39.4	177.7	71.1	67.5	178.1	176.6
	·	eh/ln (95 th percenti		0.3	2.7		3.3	5.2		1.6	7.1	2.8	2.6	7.1	7.0
		RQ) (95 th percent	,	0.02	0.00		0.27	0.00		0.15	0.00	0.42	0.19	0.00	0.00
Uniform Delay (•	, , ,		19.4	20.8		16.4	18.	5	23.9	28.0	26.3	22.6	26.5	26.5
Incremental De	lay (d 2), s/veh		0.0	0.4		0.1	0.7		0.1	0.8	0.6	0.1	1.2	1.2
Initial Queue De	elay (d	з), s/veh		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/ve	eh		19.4	21.2		16.4	19.2	2	24.0	28.8	27.0	22.8	27.7	27.7
Level of Service		В	С		В	В		С	С	С	С	С	С		
Approach Delay		21.0		С	18.0)	В	28.0)	С	26.8	3	С		
Intersection De				2	4.9						С				
Multimodal Re			EB			WE	3		NB			SB			
Pedestrian LOS		2.43		В	2.2		В	1.93	-	В	1.92		В		
Bicycle LOS Sc				0.65	_	A	1.00	_	A	0.92		A	0.88	_	A
•										-					

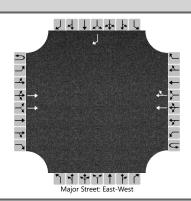
		HCS	7 Sig	nalize	d In	ters	ect	tion F	Resu	ılts	Sun	nmary	y				
															T g	ar ar es me	aure
General Inform	nation	Υ								-		ion Info	W.		- i	1 1	99 34
Agency		Lee Engineering, LI	LC							\vdash	ıration,		1.000				
Analyst		MP		<u> </u>		-		2, 2022		-	еа Тур	e	Other				
Jurisdiction		CABQ		Time F		\rightarrow	lou	r		PH			1.00		- F	w∳t	<u>_</u>
Urban Street		98th		Analys		_				11	alysis		1> 7:0	00			70 27
Intersection		98th & Blake		File Na		9 9	8th	& Blak	e Hor	izor	n Total	AM.xus				5 1 1 1	
Project Descrip	tion	Horizon Year - Build	d Total A	M Peak	(_					_		_		5		新 源
Demand Inform	nation				EE	3			W	/B		T	NB			SB	
Approach Move	ement			L	Т		R	L	1 -	Г	R	L	Т	R	L	T	R
Demand (v), v	eh/h			13	55	5 6	66	88	2	4	57	23	465	153	80	420	11
Signal Informa	tion					-					1	4 11:					
Cycle, s	130.0	Reference Phase	2	1		\mathcal{A}	- 3	= 17	Ħ	7	- W	lii .		_	д		ĸtz
Offset, s	0	Reference Point	End	1								100		1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green		0.5		57.3	1.8		0.4	43.4		_	A		\mathbf{L}
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	0.5	3.0 0.5		2.0	3.0 0.9		3.0	4.0 1.5		_			sta °
Force Mode	rixeu	Simult. Gap 19/5	Oll	Reu	0.5	0.0	<u>J</u>	2.0	0.0	3	10.5	1.5		5	0	, ,	0
Timer Results				EBI	_	EBT	•	WB	L	W	/BT	NBL	- T	NBT	SBI	L	SBT
Assigned Phase	е			5		2		1		(6	7		4	3		8
Case Number				1.1		4.0		1.1		4	1.0	1.1		3.0	1.1		4.0
Phase Duration	ı, s			4.6		63.3		8.7		67	7.4	5.3		48.9	9.1		52.7
Change Period	nange Period, (Y+R c), s					6.0		3.5		6	6.0	3.5		6.0	3.5		6.0
Max Allow Head	ax Allow Headway (<i>MAH</i>), s					0.0		3.1		0	0.0	2.6		5.1	2.6		5.1
Queue Clearan	ce Time	e (g s), s		2.5				5.3				3.1		15.2	5.9		12.9
Green Extension	n Time	(g e), s		0.0		0.0	\neg	0.0		0	0.0	0.0		6.7	0.0		7.0
Phase Call Pro	bability	\ <u>-</u>		0.37	7			0.96	3			0.56	;	1.00	0.94	1	1.00
Max Out Proba	bility			1.00)			0.06	3			0.15	5	0.05	0.04	1	0.02
Movement Gro	un Boo	vulto			EB				WE))			NB			SB	
		Suits		.	1	-		-	Ir .	<u> </u>				Б	- -		
Approach Move				L	T	12	_	L	6	+	R 16	7	T 4	R 14	1 L 3	T 8	R
Assigned Move		\ vob/b		5	2	_	_	1	-	+	10					-	18
Adjusted Flow I		<u>, </u>	ln.	13	121	_	-	88	81	_	_	23	465	116	80	216	215
Queue Service		ow Rate (s), veh/h/l	111	1767 0.5	171: 5.5	_	-	1810 3.3	160 3.6	_		1810 1.1	1766 13.2	1598 6.8	1697 3.9	1870 10.9	1853
Cycle Queue C		- ,		0.5	5.5	_		3.3	3.6	_		1.1	13.2	6.8	3.9	10.9	10.9
Green Ratio (g		C Time (y c), S		0.5	0.44		-	0.50	0.4	_		0.34	0.33	0.33	0.39	0.36	0.36
Capacity (c), v				631	757	_		642	759	_		333	1165	527	330	673	666
Volume-to-Cap		atio (X)		0.021	0.16			0.137	0.10	_		0.069	0.399	0.220	0.242	0.321	0.322
		/In(95 th percentile))	10.1	105.	_		62.9	67	_		21.7	250.2	126	76.7	224.7	223.6
	·	eh/In (95 th percentile)		0.4	4.2	_		2.5	2.6	_		0.9	9.8	5.0	2.9	8.8	8.8
		RQ) (95 th percent	· ·	0.05	0.00	_		0.35	0.0	_		0.24	0.00	1.05	0.19	0.00	0.00
Uniform Delay	(d 1), s	/veh		19.8	21.9)		17.6	19.	1		28.7	33.6	31.5	26.5	30.1	30.2
Incremental De	Incremental Delay (d 2), s/veh							0.0	0.3	3		0.0	1.0	1.0	0.1	1.3	1.3
Initial Queue De		0.0	0.0			0.0	0.0)		0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (Control Delay (d), s/veh					3		17.6	19.4	4		28.8	34.7	32.5	26.6	31.4	31.4
Level of Service		В	С			В	В			С	С	С	С	С	С		
Approach Delay		22.1		С		18.4	1	I	В	34.0		С	30.7	7	С		
Intersection De					29	9.8							С				
Multimodal Re			EB				WE	3			NB			SB			
Pedestrian LOS Score / LOS				2.48		В		2.27	-		В	1.93	-	В	1.93		В
	cycle LOS Score / LOS					A		0.77	_		A	0.99		A	0.91		A
,				0.71													

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		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	lts Su	nmar	у				
								1					- B2	artikarismi	nana
General Inform	nation	Υ							Intersec		- N			111	39 Sail
Agency		Lee Engineering, L	LC						Duration		1.000				A
Analyst		MP		<u> </u>		te Oct 1			Area Typ	e	Other	•			
Jurisdiction		CABQ		Time F		1 Hou	ır		PHF		1.00		₩.	w ∯ L	∠
Urban Street		98th		Analys					Analysis		1> 17	':00			20
Intersection		98th & Blake		File Na		10 98	th & Bla	ke Ho	rizon Tota	al PM.xu	IS			5117	
Project Descrip	tion	Horizon Year - Build	d Total F	PM Peak	(_				新 源
Demand Inform	nation				EB	.		W	В	Т	NB		T	SB	
Approach Move	ement			L	Т	R	L	T	R	L	T	R	L	Т	R
Demand (v), v	eh/h			14	41	47	131	7	8 106	51	408	81	89	393	22
Signal Informa	tion							-		4 []:	-				
Cycle, s	110.0	Reference Phase	2	-		\mathcal{A}	月.,	Ħ	7 517	B	, F	_	д		ĸtz
Offset, s	0	Reference Point	End	ł		· ·		,	ì l	150		1	2	3	4
Uncoordinated	No	Simult. Gap E/W		Green		1.8	44.1	3.2		36.1		_	<u> </u>		1
		<u> </u>	On	Yellow Red	0.5	3.0 0.5	4.0 2.0	3.0		4.0 1.5			Y	```''	ST2
Force Mode	Force Mode Fixed Simult. Gap N/S On				10.5	0.5	2.0	0.0	0.0	1.5		5	6	1	8
Timer Results		EBI	_	EBT	WB	L	WBT	NBI	-	NBT	SBI	_	SBT		
Assigned Phase	-					2	1		6	7		4	3		8
Case Number	-					4.0	1.1		4.0	1.1		3.0	1.1		4.0
Phase Duration	, S			4.5		50.1	9.9		55.5	6.2		41.6	8.4		43.8
Change Period	, (Y+R	c), S		3.5		6.0	3.5	,	6.0	3.0		6.0	3.0		6.0
Max Allow Head	dway (<i>I</i>	<i>MAH</i>), s		3.1	\neg	0.0	3.1	\neg	0.0	2.6		5.1	2.6	\neg	5.1
Queue Clearan				2.5			6.5	,		4.1		11.5	5.7		11.1
Green Extension	n Time	(g e), s		0.0	\neg	0.0	0.0	,	0.0	0.0		5.7	0.0	\neg	5.8
Phase Call Pro	bability	\ <u>-</u>		0.35	5		0.98	8		0.79)	1.00	0.93	3	1.00
Max Out Proba	bility			1.00)		1.00	0		0.01		0.06	0.06	3	0.04
Movement Gro	un Pos	sulte			EB			WE))		NB			SB	
Approach Move		suits			Т	R		T	R	L	T	R	L	T	R
Assigned Move				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F) veh/h		14	88	12	131	184	_	51	408	81	89	209	206
-		ow Rate (s), veh/h/l	n	1781	1706	;	1810	167		1810	1795	1610	1711	1885	1849
Queue Service		· · ·	11	0.5	3.6	,	4.5	7.5		2.1	9.5	3.9	3.7	9.0	9.1
Cycle Queue C		- ,		0.5	3.6		4.5	7.5		2.1	9.5	3.9	3.7	9.0	9.1
Green Ratio (g		0 mmo (g v), 0		0.41	0.40		0.48	0.45		0.35	0.32	0.32	0.38	0.34	0.34
Capacity (c), v				519	684		661	754	_	358	1162	521	371	647	635
Volume-to-Cap		ntio (X)		0.027	0.12	_	0.198	0.24		0.143	0.351	0.155	0.240	0.323	0.325
		/In(95 th percentile))	9.6	67.7		82	137.		39.5	189.4	71.4	70.7	191.4	189.3
	<u> </u>	eh/ln (95 th percent		0.4	2.7		3.3	5.4	_	1.6	7.5	2.9	2.7	7.6	7.5
		RQ) (95 th percent	· ·	0.02	0.00		0.27	0.00		0.15	0.00	0.42	0.20	0.00	0.00
Uniform Delay (•	, ,		19.3	20.8		16.4	18.7	7	24.1	28.4	26.5	22.7	26.7	26.7
Incremental De	lay (d 2), s/veh		0.0	0.4		0.1	0.8		0.1	0.8	0.6	0.1	1.3	1.4
Initial Queue De	nitial Queue Delay (d 3), s/veh						0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (ontrol Delay (<i>d</i>), s/veh						16.4	19.5	5	24.1	29.2	27.1	22.8	28.0	28.0
Level of Service	evel of Service (LOS)				С		В	В		С	С	С	С	С	С
Approach Delay	pproach Delay, s/veh / LOS					С	18.2	2	В	28.4	l	С	27.1		С
Intersection De	ntersection Delay, s/veh / LOS					2	5.2						С		
Multimodal Po	Multimodal Results				EB			WE	}		NB			SB	
	edestrian LOS Score / LOS				3	В	2.2	-	, В	1.93		В	1.92		В
					3	A	1.0	_	A	0.93		A	0.90		A
2.0,000 200 00	ycle LOS Score / LOS					, ,	1.0		, ,	0.00		, ,	0.00		

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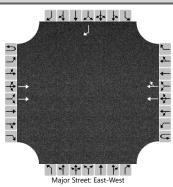
	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	MP	Intersection	Gibson & Site Driveway B
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	10/10/2022	East/West Street	Gibson Blvd
Analysis Year	2023	North/South Street	Site Driveway B
Time Analyzed	1 Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	Build-Out Year - Build Total AM Peak		



Vehicle Volumes and Adj	ustme	nts																	
Approach		Eastk	ound			Westl	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	12			
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1			
Configuration			Т				T	TR								R			
Volume (veh/h)			325				129	37								133			
Percent Heavy Vehicles (%)																3			
Proportion Time Blocked																			
Percent Grade (%)														()				
Right Turn Channelized	No No									lo									
Median Type Storage				Undi	vided														
Critical and Follow-up Ho	eadwa	ys																	
Base Critical Headway (sec)																6.9			
Critical Headway (sec)																6.96			
Base Follow-Up Headway (sec)																3.3			
Follow-Up Headway (sec)																3.33			
Delay, Queue Length, an	d Leve	l of S	ervice																
Flow Rate, v (veh/h)																145			
Capacity, c (veh/h)																946			
v/c Ratio																0.15			
95% Queue Length, Q ₉₅ (veh)																0.5			
Control Delay (s/veh)																9.5			
Level of Service (LOS)																А			
Approach Delay (s/veh)													9.5						
Approach LOS														,	4				

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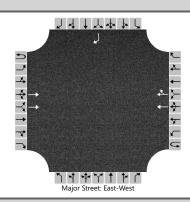
	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	MP	Intersection	Gibson & Site Driveway B
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	10/10/2022	East/West Street	Gibson Blvd
Analysis Year	2022	North/South Street	Site Driveway B
Time Analyzed	1 Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	Build-Out Year - Build Total PM Peak		



					iviaj	or street. La	3t-vvest											
Vehicle Volumes and Ad	justme	nts																
Approach	Т	Eastk	oound			Westl	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	2	0	0	0	2	0		0	0	0		0	0	1		
Configuration			Т				Т	TR								R		
Volume (veh/h)			153				221	32								113		
Percent Heavy Vehicles (%)																3		
Proportion Time Blocked																		
Percent Grade (%)															0			
Right Turn Channelized														N	lo			
Median Type Storage				Undi	ivided													
Critical and Follow-up H	eadwa	ys																
Base Critical Headway (sec)																6.9		
Critical Headway (sec)																6.96		
Base Follow-Up Headway (sec)																3.3		
Follow-Up Headway (sec)																3.33		
Delay, Queue Length, an	d Leve	l of S	ervice	•														
Flow Rate, v (veh/h)																123		
Capacity, c (veh/h)																883		
v/c Ratio																0.14		
95% Queue Length, Q ₉₅ (veh)																0.5		
Control Delay (s/veh)																9.7		
Level of Service (LOS)	Ì															Α		
Approach Delay (s/veh)			-											9.7				
Approach LOS														,	Ą			

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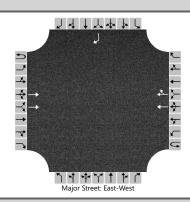
	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	MP	Intersection	Gibson & Site Driveway B
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	10/10/2022	East/West Street	Gibson Blvd
Analysis Year	2033	North/South Street	Site Driveway B
Time Analyzed	1 Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	Horizon Year - Build Total AM Peak		



Vehicle Volumes and Adj	ustme	nts														
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			Т				Т	TR								R
Volume (veh/h)			354				143	37								133
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)														()	
Right Turn Channelized														Ν	lo	
Median Type Storage				Undi	vided											
Critical and Follow-up He																
Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33
Delay, Queue Length, and	d Leve	l of S	ervice													
Flow Rate, v (veh/h)	1															145
Capacity, c (veh/h)																936
v/c Ratio																0.15
95% Queue Length, Q ₉₅ (veh)																0.5
Control Delay (s/veh)																9.5
Level of Service (LOS)																А
Approach Delay (s/veh)														9	.5	
Approach LOS														,	4	

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	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	MP	Intersection	Gibson & Site Driveway B
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	10/10/2022	East/West Street	Gibson Blvd
Analysis Year	2033	North/South Street	Site Driveway B
Time Analyzed	1 Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	Horizon Year - Build Total AM Peak		



Vehicle Volumes and Adj	ustme	nts															
Approach		Eastb	ound			Westl	oound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1	
Configuration			Т				Т	TR								R	
Volume (veh/h)			166				243	32								113	
Percent Heavy Vehicles (%)																3	
Proportion Time Blocked																	
Percent Grade (%)														()		
Right Turn Channelized														Ν	lo		
Median Type Storage				Undi	vided												
Critical and Follow-up He																	
Base Critical Headway (sec)																6.9	
Critical Headway (sec)																6.96	
Base Follow-Up Headway (sec)																3.3	
Follow-Up Headway (sec)																3.33	
Delay, Queue Length, and	d Leve	l of Se	ervice														
Flow Rate, v (veh/h)	1															123	
Capacity, c (veh/h)																867	
v/c Ratio																0.14	
95% Queue Length, Q ₉₅ (veh)																0.5	
Control Delay (s/veh)																9.8	
Level of Service (LOS)																А	
Approach Delay (s/veh)														9	.8		
Approach LOS														,	4		

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		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	ılts S	Sun	nmar	y				
														T on		NATION NAME OF THE PARTY OF THE
General Inform	nation	v							Inter	rsect	ion Inf	ormatic	n			
Agency		Lee Engineering, L	LC						Dura	ation,	h	1.000		100	* * * \$	
Analyst		MP		Analys	is Dat	e Oct 1	0, 2022		Area	тур (е	Other				<u>₹</u>
Jurisdiction		CABQ		Time F	Period	1 Hou	ır		PHF			1.00		₩	w ∯ t	←
Urban Street		Gibson		Analys	is Yea	r 2022			Anal	ysis	Period	1> 7:0	00			8
Intersection		Gibson & Unser		File Na	ame	01 Gi	bson & l	Unser	Exist	ting A	M.xus				5 † † ?	
Project Descrip	tion	Existing AM Peak				,								5	3033	新銀
Demand Inform	nation				EB		1	W	/B		1	NB		1	SB	
Approach Move				L	Т	R	L	1	г	R	L	T	R	L	Т	R
Demand (v), v				414	20	88	53	3	\rightarrow	41	88	691	22	24	598	130
Bemana (7), 7	011,711											001			000	100
Signal Informa	tion					\top	11.	Т			-					
Cycle, s	120.0	Reference Phase	2			54	2 1	, ^		€	\Rightarrow	§	-	Ψ		\rightarrow
Offset, s	0	Reference Point	Begin	Green	17	2.8	65.6	4.3	2 1	7.7	12.5	-	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.5		3.5	3.0	·			7	→
Force Mode	Fixed	Simult. Gap N/S	<u> </u>		1.0	0.0	1.5	1.0		1.0	3.5		5	6	7	8
Timer Deculte		EDI	_		\\/\D		WD	т	NDI	_	NDT	SBI	_	CDT		
Timer Results	_			EBL	-	EBT	WB	L	WB	51	NBI	-	NBT		-	SBT
Assigned Phase	9			7	_	4	3	\rightarrow	8	-	5	_	2	1	_	6
Case Number		2.0		3.0	1.1	_	3.0	_	1.1	_	3.0	1.1	-	3.0		
Phase Duration		`		21.0	<u> </u>	31.2	8.8	_	19.0	-	8.9	_	73.8	6.2		71.1
Change Period,		,		4.5	-	6.5	4.5	-	6.5	_	4.5	_	5.5	4.5	_	5.5
Max Allow Head				3.1	+	3.3	2.6	_	3.3	-	2.6	_	0.0	2.6	_	0.0
Queue Clearan		, = ,		15.8		7.6	5.2	_	4.9	-	4.6			2.8	_	
Green Extensio		(g e), s		0.7	_	0.4	0.0	_	0.4	-	0.1		0.0	0.0		0.0
Phase Call Prol	•			1.00	_	1.00	0.83	-	1.00	_	0.95			0.55	_	
Max Out Proba	bility			0.03	<u> </u>	0.00	0.0	1	0.00	0	0.00)		0.00)	
Mayramant Cua	Doo				EB			WE	.			NB			SB	
Movement Gro	-	Suits		.		T D	-		-	<u></u>	1		В	- -	r	
Approach Move				L	T	R	L	T	_	R	L	T	R	L	Т	R
Assigned Move		- \ le //e		7	4	14	3	8	_	18	5	2	12	1	6	16
Adjusted Flow F		,·	1	414	20	88	53	39	\rightarrow	41	88	691	22	24	598	130
		ow Rate (s), veh/h/	ın	1757	1900		1781	185	_		1781	1766		1697	1766	
Queue Service		- ,		13.8	1.0		3.2	2.3	_		2.6	12.6		0.8	11.1	
Cycle Queue C		e Time (g c), s		13.8	1.0		3.2	2.3	_		2.6	12.6		0.8	11.1	
Green Ratio (g				0.14	0.21		0.14	0.10	_		0.59	0.57		0.56	0.55	
Capacity (c), v		4:- (V)		483	391		269	193	_		498	2012		404	1930	
Volume-to-Capa			\	0.857	0.051		0.197	0.20	_		0.177	0.343		0.059	0.310	
	, ,,	/In (95 th percentile eh/In (95 th percent	,	264.1 10.6	21.3 0.9		64.2 2.5	49.	\rightarrow		45.4 1.8	220.4 8.6		13.5 0.5	7.9	
	, .	RQ) (95 th percen		0.83	0.00		0.92	0.00	_		0.10	0.00		0.05	0.00	
Uniform Delay (,	50.6	38.2		45.7	49.2	_		11.4	13.8		12.4	14.9	
Incremental De				5.8	0.0		0.1	0.2	_		0.1	0.5		0.0	0.4	
Initial Queue De				0.0	0.0		0.0	0.0	_		0.0	0.0		0.0	0.0	
	Control Delay (d), s/veh					0.0	45.9	49.4	_	0.0	11.5	14.3	0.0	12.4	15.3	0.0
	evel of Service (LOS)				38.3 D	A	D	D		A	В	В	A	В	В	A
	approach Delay, s/veh / LOS					D	32.8		С	-	13.6		В	12.5		В
	ntersection Delay, s/veh / LOS						2.1							C		
M 10	A Wared A Bare No.							,				NE			22	
	ultimodal Results				EB			WE				NB			SB	
	edestrian LOS Score / LOS				5	В	2.47	_	В	_	2.08		В	2.26		В
Bicycle LOS Sc	cycle LOS Score / LOS				5	Α	0.7	1	Α		1.15		Α	1.11		Α

		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	lts Su	mmar	у				
General Inform	nation								Intersec	tion Inf	ormatio	nn .	2	4 3 4 1	li ili
Agency	iation	Lee Engineering, L	1.0						Duration		1.000	-		JIII	
Analyst		MP	LU	Analys	sic Dat	o Oct 1	0, 2022		Area Typ		Other				
Jurisdiction		CABQ		Time F		1 Hou		_	PHF) C	1.00			w t	<u>`</u>
Urban Street		Gibson		Analys		_	ال <u>ـ</u>		Analysis	Dorind	1> 7:0	20			<u> </u>
Intersection		Gibson & Unser		File Na			boon 9		Existing		17 7.0	JU			
Project Descrip	tion	Existing PM Peak		File iva	ame	U2 GI	DSOII &	Unser	Existing	PIVI.XUS					NEW N
Project Descrip	uon	Existing Fivi Feak	-			-	-		-	-		-	193		12 29 8
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	T	R
Demand (v), v	eh/h			185	22	73	50	16	29	115	469	54	73	649	330
				1					,						
Signal Informa	tion	v.			7				1 2	"					
Cycle, s	130.0	Reference Phase	2		15	51	2 R1				E	>	Y	3	V 4
Offset, s	0	Reference Point	Begin	Green	3.6	1.3	82.6	4.4	0.0	12.5	5				K.
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.5	3.5	3.0		く	<u> </u>	→	₹
Force Mode	Fixed	ixed Simult. Gap N/S On		Red	1.0	0.0	1.5	1.0	1.0	3.5		5	6	7	8
		EBI						1				_			
Timer Results						EBT	WB	L	WBT	NB	<u> </u>	NBT	SBI	-	SBT
_	Assigned Phase					4	3	_	8	5		2	1	_	6
	Case Number					3.0	1.1	_	3.0	1.1		3.0	1.1	-	3.0
Phase Duration		`		13.4	-	23.6	8.9	_	19.0	9.5	_	89.4	8.1		88.1
Change Period,		,		4.5	-	6.5	4.5	_	6.5	4.5		5.5	4.5		5.5
Max Allow Head				3.1	_	3.3	2.6	_	3.3	2.6	_	0.0	2.6		0.0
Queue Clearan		, - ,		8.8	-	7.4	5.2		4.2	4.9			3.8		
Green Extensio		(g e), s		0.1	_	0.3	0.0	_	0.3	0.1		0.0	0.1		0.0
Phase Call Prol				1.00	_	1.00	0.84	_	1.00	0.98			0.93		
Max Out Proba	bility			0.49)	0.00	0.00	0	0.00	0.00)		0.00)	
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move				L	T	R		T	R	L	Т	R	L	T	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F), veh/h		185	22	73	50	16	29	115	469	54	73	649	330
_		ow Rate (s), veh/h/	In	1743	1900	+	1810	1811		1795	1795		1810	1795	
Queue Service		· , ,		6.8	1.3	_	3.2	1.0	_	2.9	6.9		1.8	10.5	
Cycle Queue C		· · ·		6.8	1.3		3.2	1.0		2.9	6.9		1.8	10.5	
Green Ratio (g		(3 ,), -		0.07	0.13	1	0.13	0.10	1	0.67	0.65		0.66	0.64	
Capacity (c), v				239	250		252	175		561	2317		647	2281	
Volume-to-Capa		tio (X)		0.774	0.088		0.198	0.092		0.205	0.202		0.113	0.285	
		In (95 th percentile)	141.9	28.5	_	65.8	22.7		48.7	121.4		31.1	185.6	
		eh/ln (95 th percent	_	5.6	1.1		2.6	0.9		1.9	4.8		1.2	7.4	
		RQ) (95 th percen		0.44	0.00		0.94	0.00		0.11	0.00		0.10	0.00	
Uniform Delay (, ,		59.6	49.6		50.6	53.5	1	7.9	9.4		7.9	10.6	
Incremental De	` '			4.5	0.1	1	0.1	0.1	1	0.1	0.2		0.0	0.3	
	nitial Queue Delay (d 2), s/veh						0.0	0.0		0.0	0.0		0.0	0.0	
	ontrol Delay (d), s/veh				0.0 49.7	0.0	50.7	53.6	0.0	8.0	9.6	0.0	7.9	10.9	0.0
	evel of Service (LOS)				D	А	D	D	Α	Α	Α	Α	Α	В	Α
	pproach Delay, s/veh / LOS				2	D	35.	7	D	8.5		Α	7.3		Α
	ntersection Delay, s/veh / LOS					1	4.2						В		
	Iultimodal Results				EB			WB			NB			SB	
	edestrian LOS Score / LOS				7 5	В	2.4	7	В	2.07		В	2.24	1	В
Bicycle LOS Sc	cycle LOS Score / LOS					Α	0.64	4	Α	1.0	1	Α	1.36	6	Α

	HCS7 Signalized Intersection Results Summary														
													1 22	Market Interview (In	201702
General Inform	nation	Y						\rightarrow	Intersec		- V				\$13.E
Agency		Lee Engineering, L	LC					_	Duration		1.000				A.
Analyst		MP		1		e Oct 1			Area Typ	е	Other				<u>~</u> ≝
Jurisdiction		CABQ		Time F		1 Hou	ır		PHF		1.00			w∫t	→
Urban Street		Gibson		Analys					Analysis		1> 7:0				70 70
Intersection		Gibson & Unser		File Na	ame	03 Gi	bson &	Unser	Build-Ou	t Backg	round A	M.xus		1117	
Project Descrip	tion	Buil-Out Backgrour	nd AM P	eak									5	i dan dan	新 爾
Demand Inform	nation				EB			WI	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			418	20	89	54	39	41	89	689	22	24	604	131
	4.						h 116								
Signal Informa		1	1 -		7		11.	La	ا جا ـــا		\exists		**		
Cycle, s	120.0	Reference Phase	2		5	50	2∭ <u>5</u> ↑	7	" R	R	6	1	Y_2	3	→ 4
Offset, s	0	Reference Point	Begin	Green	1.7	2.8	65.4	4.4	7.8	12.5	5				<u>-</u>
Uncoordinated	No	Simult. Gap E/W	On	Yellow	-	0.0	4.0	3.5		3.0			D _	- ∕	V
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.0	1.0	3.5		5	6	7	8
Timer Results		EBI		EBT	WB	L	WBT	NBI	_	NBT	SBI	L	SBT		
Assigned Phase	е			7		4	3	_	8	5		2	1		6
_	Case Number					3.0	1.1		3.0	1.1		3.0	1.1		3.0
	Phase Duration, s					31.3	8.9		19.0	9.0		73.7	6.2		70.9
Change Period,		c) s		21.1 4.5		6.5	4.5		6.5	4.5	_	5.5	4.5		5.5
Max Allow Head	•			3.1		3.3	2.6	_	3.3	2.6	_	0.0	2.6		0.0
Queue Clearan		· · · · · · · · · · · · · · · · · · ·		16.0		7.7	5.2		4.9	4.6	_	0.0	2.8		0.0
Green Extensio		, = ,		0.7		0.4	0.0	_	0.4	0.1	_	0.0	0.0		0.0
Phase Call Prol		(90),0		1.00		1.00	0.83		1.00	0.95	-	0.0	0.55		0.0
Max Out Proba				0.03	_	0.00	0.0		0.00	0.00			0.00		
Movement Gro	up Res	sults			EB			WB			NB	u-		SB	
Approach Move				L	Т	R	L	Т	R	L	T	R	L	Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F	Rate(<i>v</i>), veh/h		418	20	89	54	39	41	89	689	22	24	604	131
		ow Rate (s), veh/h/	ln	1757	1900	4	1781	1856	<u> </u>	1781	1766		1697	1766	
Queue Service		- ,		14.0	1.0		3.2	2.3		2.6	12.5		0.8	11.3	
Cycle Queue C		e Time (<i>g c</i>), s		14.0	1.0		3.2	2.3		2.6	12.5		0.8	11.3	
Green Ratio (g				0.14	0.21		0.14	0.10		0.58	0.57		0.56	0.54	
Capacity (c), v				487	392		270	193		494	2008		404	1925	
Volume-to-Capa				0.858	0.051		0.200	0.202		0.180	0.343		0.059	0.314	
		In (95 th percentile	_	266.5	21.3		65.3	49.5		46.2	220.3		13.6	204.6	
		eh/In (95 th percent		10.7	0.9	1	2.6	1.9		1.8	8.6		0.5	8.0	
	•	RQ) (95 th percen	tile)	0.83	0.00		0.93	0.00		0.10	0.00		0.05	0.00	
Uniform Delay (50.5	38.2		45.7	49.2		11.5	13.9		12.4	15.0	
Incremental De		,		6.1	0.0		0.1	0.2		0.1	0.5		0.0	0.4	
Initial Queue De				0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
	ontrol Delay (<i>d</i>), s/veh				38.2	0.0	45.8	49.4	0.0	11.6	14.4	0.0	12.5	15.4	0.0
	evel of Service (LOS)			Е	D	A	D	D	Α	В	В	Α	В	В	Α
	pproach Delay, s/veh / LOS				3	D	32.8	3	С	13.6	6	В	12.7	7	В
Intersection De	ntersection Delay, s/veh / LOS					2:	2.2						С		
Multimodal Re	Iultimodal Results				EB			WB			NB			SB	
	edestrian LOS Score / LOS			2.46	-	В	2.47		В	2.08		В	2.26	-	В
Bicycle LOS Sc				1.36		A	0.7		A	1.15		A	1.11		A
,															

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	HCS7 Signalized Intersection Results Summary General Information Intersection Information														
General Inform	nation								Intersec	tion Inf	ormatio	nn .		4 2 4 1	
Agency	iation	Lee Engineering, L	1.0						Duration		1.000			ŢŢŢŢ	
Analyst		MP	LU	Analys	sic Dat	Oct 1	0, 2022	_	Area Typ		Other				
Jurisdiction		CABQ		Time F		1 Hou		_	PHF	,e	1.00			w i t	<u>`</u>
Urban Street		Gibson		Analys			!!	_	гпг Analysis	Doriod	1> 17	.00			<u> </u>
Intersection		Gibson & Unser		File Na		_	boon 9		Build-Ou						
Project Descrip	tion	Build-Out Backgrou	and DM		ame	U4 GI	DSOII &	Unser	Bulla-Ou	г Баску	rouna F	WI.XUS		111	NEW N
Project Descrip	lion	Build-Out Backgrot	IIIU PIVI	reak		-	-		-	-		-	193		12 29 8
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move	ement			L	T	R	L	Т	R	L	Т	R	L	T	R
Demand (v), v	eh/h			187	22	74	51	16	29	116	474	55	74	655	333
				li-											
Signal Informa	tion	X			7		1	1 2		"					
Cycle, s	130.0	Reference Phase	2		15	50	2⊪ <u>5</u> ↑			\exists	E.	Y	\mathbf{Y}_{2}	-	V 4
Offset, s	0	Reference Point	Begin	Green	3.7	1.3	82.5	4.5	0.0	12.5	5				K.
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.5	3.5	3.0			<u> </u>	- ≻	₹
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.0	1.0	3.5		5	6	7	8
	Timer Peculte														
Timer Results				EBI 7	-	EBT 4	WB	L	WBT	NB	<u> </u>	NBT	SBI	-	SBT
Assigned Phase	-						3		8	5		2	1		6
Case Number		2.0	_	3.0	1.1	-	3.0	1.1		3.0	1.1	-	3.0		
Phase Duration	·	`		13.5		23.6	9.0	_	19.0	9.5	_	89.3	8.2		88.0
Change Period,	•	•		4.5		6.5	4.5	_	6.5	4.5		5.5	4.5		5.5
Max Allow Head		· · · · · · · · · · · · · · · · · · ·		3.1	_	3.3	2.6	_	3.3	2.6	_	0.0	2.6		0.0
Queue Clearan		, - ,		8.9	-	7.4	5.3		4.2	4.9			3.9		
Green Extensio		(<i>g</i> _e), s		0.1	_	0.3	0.0	_	0.3	0.1		0.0	0.1		0.0
Phase Call Prol				1.00	_	1.00	0.84		1.00	0.98			0.93		
Max Out Proba	bility			0.54	1	0.00	0.00)	0.00	0.00)		0.00)	
Movement Gro	up Res	sults		EB				WB			NB			SB	
Approach Move				L	T	□ R	L	T	R	L	Т	R	L	T	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F), veh/h		187	22	74	51	16	29	116	474	55	74	655	333
_		ow Rate (s), veh/h/	In	1743	1900	+	1810	1811	_	1795	1795		1810	1795	
Queue Service				6.9	1.3	1	3.3	1.0	1	2.9	7.0		1.9	10.6	
Cycle Queue C		- ,		6.9	1.3		3.3	1.0		2.9	7.0		1.9	10.6	
Green Ratio (g		(3-), -		0.07	0.13		0.13	0.10		0.67	0.64		0.66	0.63	
Capacity (c), v				241	249		254	175		558	2314		644	2277	
Volume-to-Capa		atio (X)		0.776	0.088		0.201	0.092	2	0.208	0.205		0.115	0.288	
		/In (95 th percentile)	144	28.5		67.1	22.7		49.3	123.3		31.6	188.2	
	· ,	eh/ln (95 th percent	_	5.7	1.1		2.7	0.9		2.0	4.9		1.3	7.5	
		RQ) (95 th percen		0.45	0.00		0.96	0.00		0.11	0.00		0.11	0.00	
Uniform Delay ((d 1), s	/veh		59.5	49.6		50.5	53.5		7.9	9.5		8.0	10.6	
Incremental De	lay (d 2), s/veh		4.8	0.1		0.1	0.1		0.1	0.2		0.0	0.3	
Initial Queue De	- '	,		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (64.3	49.7	0.0	50.7	53.6	0.0	8.0	9.7	0.0	8.0	10.9	0.0
	evel of Service (LOS)					А	D	D	А	Α	Α	Α	Α	В	Α
	Approach Delay, s/veh / LOS					D	35.9	9	D	8.5		Α	7.3		Α
	ntersection Delay, s/veh / LOS					14	4.3						В		
	,														
	Multimodal Results							WB			NB			SB	
Pedestrian LOS				2.47	-	В	2.47	_	В	2.07		В	2.24		В
Bicycle LOS Sc	ore / LC	OS		0.95	5	Α	0.6	5	Α	1.02	2	Α	1.36	6	Α

		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	Its Su	nmar	y				
								1					T g	PRASIG	CORTE
General Inform	nation	Υ							Intersec		W.		- i	J	\$9\3 <u>\$</u>
Agency		Lee Engineering, L	LC	1					Duration		1.000				2
Analyst		MP		1		te Oct 1			Area Typ	е	Other				<u> </u>
Jurisdiction		CABQ		Time F		1 Hou	ır		PHF		1.00			w∳t	←
Urban Street		Gibson		Analys		_			Analysis		1> 7:0	00			2
Intersection		Gibson & Unser		File Na	ame	05 Gi	bson &	Unser	Build-Ou	t Total A	M.xus			5 1 1 1	
Project Descrip	tion	Build-Out Total AM	Peak	_		_	_		_	_	_	_			新 鄉
Demand Inform	nation				EB			W	В	Т	NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	T	R	L	Т	R
Demand (v), v	eh/h			422	20	94	54	39	9 41	94	698	22	24	604	135
Signal Informa	tion						b 113				- E				
1		Reference Phase	2	1	1 2	'	11/1/2		جهار				KTZ		
Cycle, s Offset, s	120.0	Reference Point		-	15	151	7∥ 🚹	74	ľ 🔂			1	2	3	4
Uncoordinated	-	Simult. Gap E/W	Begin	Green		3.0	65.1	4.4	7.9	12.5	5	.]			A
Force Mode	No	Simult. Gap E/W	On On	Yellow		0.0	4.0	3.5		3.0	— [ا الإرا	<u> </u>	- ∕ _	V
Force Wode	Fixed	Simult. Gap N/S	On	Red	1.0 0.0 1.5 1.0 1.0 3.5					5	6	1	8		
Timer Results				EBI	_	EBT	WB	L	WBT	NBI	L	NBT	SBI	_	SBT
Assigned Phase	е			7		4	3		8	5		2	1		6
Case Number				2.0		3.0	1.1		3.0	1.1		3.0	1.1		3.0
Phase Duration		21.3	3	31.4	8.9		19.0	9.2		73.6	6.2		70.6		
Change Period,	Change Period, (Y+R c), s					6.5	4.5	,	6.5	4.5		5.5	4.5		5.5
Max Allow Head	dway (/	<i>MAH</i>), s		3.1		3.3	2.6	;	3.3	2.6		0.0	2.6		0.0
Queue Clearan	ce Time	e (g s), s		16.1		8.0	5.2		4.9	4.8			2.8		
Green Extensio	n Time	(g e), s		0.7		0.4	0.0		0.4	0.1		0.0	0.0		0.0
Phase Call Prol	bability			1.00)	1.00	0.83	3	1.00	0.96	3		0.55	5	
Max Out Proba	bility			0.04	l	0.00	0.0	1	0.00	0.00)		0.00)	
Movement Gro	un Pos	sulte			EB			WE			NB			SB	
Approach Move		suits			Т	R	L	T	R	L	T	R		T	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F) veh/h		422	20	94	54	39	41	94	698	22	24	604	135
		ow Rate (<i>s</i>), veh/h/	ln.	1757	1900	_	1781	1856		1781	1766		1697	1766	133
Queue Service		· , ,	111	14.1	1.0		3.2	2.3		2.8	12.8		0.8	11.3	
Cycle Queue C		- ,		14.1	1.0		3.2	2.3		2.8	12.8		0.8	11.3	
Green Ratio (g		5 mile (g t), 5		0.14	0.21		0.14	0.10		0.59	0.57		0.56	0.54	
Capacity (c), v				491	394	_	270	193		494	2004		399	1916	
Volume-to-Capa		atio (X)		0.859	0.05	_	0.200	0.20		0.190	0.348		0.060	0.315	
		/In (95 th percentile)	269	21.3		65.3	49.5		48.9	223.9		13.7	205.8	
	<u> </u>	eh/ln (95 th percent	_	10.8	0.9		2.6	1.9		1.9	8.7		0.5	8.0	
		RQ) (95 th percen		0.84	0.00		0.93	0.00		0.11	0.00		0.05	0.00	
Uniform Delay (•	, , , ,		50.5	38.1		45.7	49.2		11.6	14.0		12.6	15.2	
Incremental De				6.3	0.0		0.1	0.2	Ì	0.1	0.5		0.0	0.4	
Initial Queue De		•		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/ve	eh		56.8	38.1	0.0	45.8	49.4	0.0	11.6	14.5	0.0	12.6	15.6	0.0
Level of Service	evel of Service (LOS)					А	D	D	Α	В	В	Α	В	В	Α
Approach Delay	pproach Delay, s/veh / LOS					D	32.8	3	С	13.8	3	В	12.7	7	В
Intersection De	lay, s/ve	eh / LOS				2	2.3						С		
Multimodal Ba	Aultimodal Pagulta							WE			NB			SB	
	Multimodal Results Pedestrian LOS Score / LOS					В	2.47	_	В	2.08		В	2.26	-	В
Bicycle LOS Sc				2.46 1.37	_	A	0.7	_	A	1.16		A	1.12	_	A
Dicycle LOS 30	OIE / LC			1.37			0.7	1	^	1.10	,	^	1.14	-	

		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	lts Su	mmar	у				
General Inform	ation								Intersec	tion Inf	ormatic	n n		#1#4#S#1#	384
Agency	iation	Lee Engineering, L	1.0						Duration		1.000			الملل	
Analyst		MP	LC	Analys	sic Dat	o Oct 1	0, 2022		Area Typ		Other				
Jurisdiction		CABQ		Time F		1 Ho			PHF) C	1.00			wĬ.	<u>`</u>
Urban Street		Gibson		Analys			וג		Analysis	Dariad	1> 17	.00			~ *
Intersection		Gibson & Unser		File Na		_	boon 0		Build-Ou			.00			
	tion	Build-Out Total PM	Dools	File iva	ame	06 G	DSOII &	Unser	bulla-Ou	it iotal F	-ivi.xus		_	111	NEX
Project Descrip	uon	Bullo-Out Total Pivi	Реак										122	si ozna si ti katal safal s	U 35
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			191	22	78	51	16	29	120	474	55	74	655	337
Signal Informa	tion	v			7		1		1 2	"					
Cycle, s	130.0	Reference Phase	2		15	51	2 🖁 🔼				E	>	Y	3	V 4
Offset, s	0	Reference Point	Begin	Green	3.7	1.4	82.2	4.5	0.2	12.5	5				X.
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.5	3.5	3.0			<u> </u>	→	₹
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.0	1.0	3.5		5	6	7	8
l =	Timer Populto								1445-					_	
Timer Results				EBI 7	-	EBT 4	WB	SL	WBT	NB	L	NBT	SBI	-	SBT
Assigned Phase	-						3		8	5		2	1		6
Case Number		2.0 13.6	_	3.0	1.1	_	3.0	1.1		3.0	1.1	-	3.0		
	Phase Duration, s						9.0	_	19.0	9.6	_	89.1	8.2	_	87.7
Change Period,	•			4.5		6.5	4.5	_	6.5	4.5		5.5	4.5		5.5
Max Allow Head				3.1	_	3.3	2.6		3.3	2.6	_	0.0	2.6	_	0.0
Queue Clearan		, - ,		9.0	_	7.7	5.3	_	4.2	5.1			3.9	_	
Green Extensio		(g e), s		0.1	_	0.3	0.0	_	0.3	0.1		0.0	0.1		0.0
Phase Call Prol				1.00	_	1.00	0.8	_	1.00	0.99			0.93		
Max Out Proba	bility			0.65)	0.00	0.0	0	0.00	0.00)		0.00)	
Movement Gro	up Res	sults		EB WB						NB			SB		
Approach Move		74110		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F) veh/h		191	22	78	51	16	29	120	474	55	74	655	337
_		ow Rate (s), veh/h/	In	1743	1900	_	1810	1811		1795	1795	00	1810	1795	001
Queue Service		. , ,		7.0	1.3		3.3	1.0	+	3.1	7.1		1.9	10.7	
Cycle Queue C		·/		7.0	1.3		3.3	1.0		3.1	7.1		1.9	10.7	
Green Ratio (g		(y ·), 3		0.07	0.13		0.13	0.10		0.67	0.64		0.66	0.63	
Capacity (c), v				245	252		254	175		558	2309		643	2270	
Volume-to-Capa		atio (X)		0.780	0.087		0.201	0.092		0.215	0.205		0.115	0.289	
		/In (95 th percentile)	147.8	28.4	_	67.1	22.7		51.1	123.9		31.8	189.1	
	` '	eh/ln (95 th percent		5.9	1.1	+	2.7	0.9	+	2.0	4.9		1.3	7.5	
	• , ,	RQ) (95 th percen		0.46	0.00		0.96	0.00		0.11	0.00		0.11	0.00	
Uniform Delay (, , , , , , , , , , , , , , , , , , , ,		59.4	49.5		50.5	53.5		8.0	9.5		8.0	10.7	
Incremental De				5.4	0.1		0.1	0.1		0.1	0.2		0.0	0.3	
Initial Queue De	- '	•		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (64.8	49.6	0.0	50.7	53.6	0.0	8.1	9.7	0.0	8.1	11.1	0.0
	evel of Service (LOS)					A	D	D	A	A	A	A	A	В	A
	Approach Delay, s/veh / LOS					D	35.		D	8.6		Α	7.4		Α
	ntersection Delay, s/veh / LOS						4.4						В		
										"					
Multimodal Re	Multimodal Results							WB			NB			SB	
Pedestrian LOS				2.47	-	В	2.4	7	В	2.07		В	2.24	1	В
Bicycle LOS Sc	ore / LC	OS		0.97	7	Α	0.6	5	Α	1.02	2	Α	1.37	7	Α

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	HCS7 Signalized Intersection Results Summary														
													1 22	CONTROL TO THE CONTROL OF	DOLLADA
General Inform	nation	v						\rightarrow	Intersec		- V			11 25 35 15	
Agency		Lee Engineering, L	LC					_	Duration		1.000			* * * *	()
Analyst		MP		Analys	is Dat	e Oct 1		_	Area Typ	е	Other				* <u>-</u> 强
Jurisdiction		CABQ		Time F		1 Hou	ır	_	PHF		1.00			w∫t	← #
Urban Street		Gibson		Analys					Analysis		1> 7:0				70
Intersection		Gibson & Unser		File Na	ame	07 Gi	bson & l	Unser	Horizon	Backgro	und AM	l.xus		1111	
Project Descrip	tion	Horizon Backgroun	nd AM Pe	eak	_	_	_	_	_	_	_	_	3		6 18
Demand Inform	nation				EB			WI	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			455	22	97	58	43	3 45	97	760	24	26	658	143
				1			h 11:								
Signal Informa		T	1 -	-	7		11,7	La			\exists		**		
Cycle, s	120.0	Reference Phase	2		5	50	2¶ <u>⊾</u> ↑	7	Ľ₿.	\bowtie	6	1	Y_2	3	→ 4
Offset, s	0	Reference Point	Begin	Green	1.7	3.1	63.8	4.7	8.7	12.5	5				<u></u>
Uncoordinated	No	Simult. Gap E/W	On	Yellow	-	0.0	4.0	3.5		3.0		\	D _	→	Z
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.0	1.0	3.5	_	5	6	7	8
Timer Results				EBI	_	EBT	WB	1	WBT	NBI		NBT	SBI		SBT
Assigned Phase				7	_	4	3	-	8	5		2	1		6
Case Number				2.0	_	3.0	1.1	_	3.0	1.1		3.0	1.1		3.0
Phase Duration		22.4		32.2	9.2	_	19.0	9.3		72.4	6.2		69.3		
Change Period,		- \ c		4.5		6.5	4.5	_	6.5	4.5	_	5.5	4.5		5.5
_	•	,		3.1	-	3.3	2.6	_	3.3	2.6	_	0.0	2.6		0.0
Max Allow Head Queue Clearan				17.2	,	8.2	5.5	_	5.2	4.9	_	0.0	2.8		0.0
Green Extensio		, = ,		0.7	-	0.4	0.0	-	0.4	0.1	_	0.0	0.0		0.0
Phase Call Prol		(g e), s		1.00	,	1.00	0.86	-	1.00	0.96	-	0.0	0.58	_	0.0
Max Out Proba				0.10	_	0.00	0.00	_	0.00	0.00			0.00		
Wax Gat i Toba	Dility			0.10		0.00	0.0		0.00	0.00			0.00	,	
Movement Gro	up Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F	Rate (v), veh/h		455	22	97	58	43	45	97	760	24	26	658	143
Adjusted Satura	ation Flo	ow Rate (s), veh/h/	ln l	1757	1900		1781	1856	6	1781	1766		1697	1766	
Queue Service	Time (g	g s), S		15.2	1.1	T	3.5	2.6		2.9	14.6		0.8	12.9	
Cycle Queue C	learanc	e Time (<i>g c</i>), s		15.2	1.1		3.5	2.6		2.9	14.6		0.8	12.9	
Green Ratio (g	/C)			0.15	0.21		0.14	0.10		0.58	0.56		0.55	0.53	
Capacity (c), v	eh/h			523	407		274	193		461	1969		366	1878	
Volume-to-Capa	acity Ra	itio (X)		0.870	0.054	1	0.211	0.222	2	0.210	0.386		0.071	0.350	
Back of Queue	(Q), ft/	/In (95 th percentile)	290.3	23.2		70.1	54.7		51.9	249.7		15.3	228.8	
Back of Queue	(Q), ve	eh/ln (95 th percent	ile)	11.6	0.9		2.8	2.1		2.0	9.8		0.6	8.9	
Queue Storage	Ratio (RQ) (95 th percen	tile)	0.91	0.00		1.00	0.00		0.12	0.00		0.05	0.00	
Uniform Delay ((d 1), s	/veh		49.9	37.5		45.5	49.3		12.2	15.0		13.3	16.2	
Incremental De	lay (d 2), s/veh		8.3	0.0		0.1	0.2		0.1	0.6		0.0	0.5	
Initial Queue De	elay (<i>d</i>	з), s/veh		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (Control Delay (d), s/veh					0.0	45.7	49.5	0.0	12.3	15.6	0.0	13.4	16.7	0.0
Level of Service	evel of Service (LOS)					Α	D	D	Α	В	В	Α	В	В	Α
Approach Delay	pproach Delay, s/veh / LOS				5	D	32.7	7	С	14.8	3	В	13.7	7	В
Intersection De	lay, s/ve	eh / LOS				23	3.3						С		
Multimodal Pa	Multimodal Results				EB			WB			NB			SB	
	Pedestrian LOS Score / LOS				-	В	2.47		В	2.09		В	2.26	-	В
Bicycle LOS Sc				2.46 1.43		A	0.73	_	A	1.21		A	1.17		A
DICYCIE LOS 30	JOIG / LC	,,,		1.40			0.73		^	1.2		$\overline{}$	1.17		

		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	ts Su	nmar	у				
General Inform	nation								Intersec	tion Inf	ormatic	nn .		14 2 6 1	
Agency	iation	Lee Engineering, L	1.0					_	Duration		1.000	-		ŢŢŢŢ	
Analyst		MP	LU	Analys	sic Dat	o Oct 1	0, 2022	_	Area Typ		Other				
Jurisdiction		CABQ		Time F		1 Hou			PHF	,e	1.00			wŤu	<u> </u>
Urban Street		Gibson		Analys			11	_	Analysis	Doriod	1> 17	.00			<u> </u>
Intersection		Gibson & Unser		File Na			boon 9 I		Horizon				- #		
Project Descrip	tion	Horizon Backgroun	d DM D		ame	06 GI	DSOII & I	Unser	HOHZOH	Баскуго	una Piv	1.XUS	_	111	NEW N
Project Descrip	uon	Honzon Backgroun	u FIVI F	z ak		-	-		-	-			192		12 29 8
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move	ement			L	T	R	L	Т	R	L	T	R	L	T	R
Demand (v), v	eh/h			204	24	80	55	18	32	127	516	59	80	714	363
				li-										بسف	
Signal Informa	tion				7		11.	1 2	1 2	"					
Cycle, s	130.0	Reference Phase	2		15	51	2⊪ <u>₹</u> ↑			\exists	E.	Y	\mathbf{Y}_{i}	3	V 4
Offset, s	0	Reference Point	Begin	Green	3.9	1.5	81.5	4.8	0.3	12.5	5				K.
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.5	3.5	3.0		\	<u> </u>	→	₹
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.0	1.0	3.5		5	6	7	8
	Timer Populte						1								
Timer Results				EBI 7	-	EBT 4	WB	L	WBT	NBI	-	NBT	SBI		SBT
Assigned Phase	-						3		8	5		2	1	\rightarrow	6
Case Number		2.0 14.1	_	3.0	1.1	-	3.0	1.1	_	3.0	1.1	_	3.0		
	Phase Duration, s						9.3	_	19.0	9.9		88.4	8.4		87.0
Change Period,		,		4.5	_	6.5	4.5	_	6.5	4.5	_	5.5	4.5		5.5
Max Allow Head				3.1	_	3.3	2.6	_	3.3	2.6	_	0.0	2.6		0.0
Queue Clearan		, - ,		9.5	_	7.9	5.5		4.4	5.3			4.1		
Green Extensio		(g e), s		0.1	_	0.3	0.0	_	0.3	0.1		0.0	0.1		0.0
Phase Call Prol				1.00	_	1.00	0.86		1.00	0.99			0.94		
Max Out Proba	bility			1.00)	0.00	0.00)	0.00	0.00)		0.00)	
Movement Gro	oup Res	sults		EB WB					NB			SB			
Approach Move				L	T	│ R	L	T	R	L	T	R	L	T	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F), veh/h		204	24	80	55	18	32	127	516	59	80	714	363
_		ow Rate (s), veh/h/	In	1743	1900		1810	1811	_	1795	1795		1810	1795	
Queue Service		· , ,		7.5	1.4	_	3.5	1.2	_	3.3	7.9		2.1	12.0	
Cycle Queue C		· · ·		7.5	1.4		3.5	1.2		3.3	7.9		2.1	12.0	
Green Ratio (g		(3 - 7)		0.07	0.13		0.13	0.10		0.67	0.64		0.66	0.63	
Capacity (c), v				258	254		258	175		526	2290		615	2250	
Volume-to-Capa		tio (X)		0.792	0.095	5	0.213	0.103	3	0.242	0.225		0.130	0.317	
		In (95 th percentile)	160.8	31		72.3	25.5		55.5	139.5		35.1	209.3	
	• ,	eh/ln (95 th percent	_	6.4	1.2		2.9	1.0		2.2	5.5		1.4	8.3	
	· · ·	RQ) (95 th percen		0.50	0.00		1.03	0.00		0.12	0.00		0.12	0.00	
Uniform Delay (, ,		59.2	49.4		50.4	53.6	_	8.4	10.0		8.3	11.3	
Incremental De	` '			7.3	0.1		0.2	0.1		0.1	0.2		0.0	0.4	
Initial Queue De	- 1	<i></i>		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (·		66.5	49.5	0.0	50.5	53.7	0.0	8.5	10.2	0.0	8.3	11.7	0.0
	evel of Service (LOS)					Α	D	D	Α	Α	В	Α	А	В	Α
	Approach Delay, s/veh / LOS					D	35.7	7	D	9.0		Α	7.8		Α
	ntersection Delay, s/veh / LOS					1	4.9						В		
	Multimodal Results							WB			NB			SB	
Pedestrian LOS				2.47	-	В	2.47	7	В	2.07	7	В	2.25		В
Bicycle LOS Sc	ore / LC	os .		1.00)	Α	0.66	6	Α	1.07	7	Α	1.44	1	Α

	HCS7 Signalized Intersection Results Summary														
								1					1 22	GIVETON TIMEVON (IV	01.900
General Inform	nation	Y						-	Intersec		- V				N 3.2
Agency		Lee Engineering, L	LC					$\overline{}$	Duration		1.000				
Analyst		MP		1		e Oct 1			Area Typ	е	Other				~ _₫
Jurisdiction		CABQ		Time F		1 Hou	ır		PHF		1.00			w∫t	→ ##
Urban Street		Gibson		Analys					Analysis		1> 7:0	00			
Intersection		Gibson & Unser		File Na	ame	09 Gi	bson & l	Unser	Horizon	Total AM	1.xus			1117	
Project Descrip	tion	Horizon Total AM P	eak	_		_	_		_	_	_	_	3		F 47
Demand Inform	nation				EB			W	 В		NB		1	SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v				459	22	102	58	43	3 45	102	760	24	26	658	147
	4.						h 11:								
Signal Informa		5 (5)	1 0	4	7		11/1/2	La	الجالي		\exists		rt »		
Cycle, s	120.0	Reference Phase	2		5	17	2 1 5 1	7	ľ 🖹		E	1	2	3	> 4
Offset, s	0	Reference Point	Begin	Green		3.3	63.5	4.7	8.8	12.5	5				<u> </u>
Uncoordinated	No	Simult. Gap E/W	On	Yellow	-	0.0	4.0	3.5		3.0		\	P _	⋰ │	
Force Mode	Fixed	Simult. Gap N/S	On	Red						5	6	7	8		
Timer Results				EBI		EBT	WB	L	WBT	NBI	_	NBT	SBI	_	SBT
Assigned Phase	======================================			7	\neg	4	3		8	5		2	1		6
Case Number				2.0		3.0	1.1		3.0	1.1		3.0	1.1		3.0
Phase Duration		22.5	5	32.3	9.2	_	19.0	9.5		72.3	6.2		69.0		
Change Period,		c). S		4.5		6.5	4.5	_	6.5	4.5	_	5.5	4.5		5.5
Max Allow Head				3.1		3.3	2.6	_	3.3	2.6	_	0.0	2.6	_	0.0
Queue Clearan				17.3	3	8.5	5.5	_	5.2	5.1		0.0	2.9		0.0
Green Extensio		· - /		0.7		0.4	0.0	_	0.4	0.1		0.0	0.0		0.0
Phase Call Prob		(3 - 7)		1.00		1.00	0.86	_	1.00	0.97	-		0.58	-	
Max Out Probal				0.11	\neg	0.00	0.0	1	0.00	0.00)		0.00		
Movement Gro	-	sults			EB			WB			NB			SB	
Approach Move				L	Т	R	L	Т	R	L	T	R	L	T	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F		<u>, </u>		459	22	102	58	43	45	102	760	24	26	658	147
		ow Rate (s), veh/h/	In	1757	1900	<u> </u>	1781	1856		1781	1766		1697	1766	
Queue Service		- ,		15.3	1.1	+	3.5	2.6	+	3.1	14.6		0.9	12.9	
Cycle Queue C		e lime (<i>g c</i>), s		15.3	1.1	+	3.5	2.6	+	3.1	14.6		0.9	12.9	
Green Ratio (g				0.15	0.22	+	0.14	0.10		0.58	0.56		0.54	0.53	
Capacity (c), w				527	409		274	193		461	1965		365	1869	
Volume-to-Capa			\	0.871	0.054		0.211	0.22		0.221	0.387		0.071	0.352	
		/In(95 th percentile eh/In(95 th percent	_	292.8	23.2 0.9		70.1	54.7	+	54.5	250.1		15.4	229.8 9.0	
		RQ) (95 th percen		11.7 0.91	0.00		2.8 1.00	0.00		2.1 0.12	9.8		0.6	0.00	
Uniform Delay (•	, , , ,	uic)	49.9	37.4		45.5	49.3		12.3	15.1		13.5	16.4	
Incremental De				8.6	0.0		0.1	0.2		0.1	0.6		0.0	0.5	
	- '	,		0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	
	nitial Queue Delay (d 3), s/veh Control Delay (d), s/veh					0.0	45.7	49.5	0.0	12.4	15.6	0.0	13.5	16.9	0.0
	evel of Service (LOS)					A	D	D	A	В	В	A	В	В	A
	pproach Delay, s/veh / LOS				D I	D	32.7		C	14.8		В	13.8		В
Intersection Del							3.3						С		
	Multimodal Results				EB		0.15	WB		0.00	NB		0.00	SB	
Pedestrian LOS				2.45		В	2.47	_	В	2.09		В	2.26	_	В
Bicycle LOS Sc	ore / LC	72		1.45)	Α	0.73	5	Α	1.22	<u> </u>	Α	1.17		Α

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		HCS	7 Sig	nalize	d Int	ersec	tion F	Resul	ts Sui	nmar	у				
General Inform	nation								Intersec	tion Inf	ormatic	nn	2	4.4.4	k E
Agency	iation	Lee Engineering, L	1.0						Duration		1.000			1111	
Analyst		MP	.LC	Analye	sis Date	Oct 1	0, 2022		Area Typ		Other				
Jurisdiction		CABQ		Time F		1 Hou			PHF		1.00			wŤı	~ _
Urban Street		Gibson			sis Yea		!!		Analysis	Dorind	1> 17	.00			∠
Intersection		Gibson & Unser		File Na			boon 9 I		Horizon T			.00			
	tion	Horizon Total PM P) o olk	File IN	ame	10 GI	DSOII & I	Unseri	HOHZOH	TOLAI PI	ı.xus				CH ST
Project Descrip	uon	Honzon Total PIN P	reak			_	_		_	_			100	is consistent and sole is	10 sts
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v				208	24	84	55	18	_	131	516	59	80	714	367
Demand (V), V	CHIT			200		04	- 00	10	02	101	010	00	00	714	007
Signal Informa	tion					\top	IJI.		\top	-					
Cycle, s	130.0	Reference Phase	2		E	F.A.			43	\vdash	£	_	V		
Offset, s	0	Reference Point	Begin								_	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		0.0	81.2 4.0	4.8 3.5	0.5 3.5	12.5 3.0				я	→
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.0	1.0	3.5	-	5	6	7	8
1 Gree Wede	Тихоч	Cirriait: Cap 14/C	Oii	Ttou	1.0	10.0	1.0	1.0	1.0	0.0					
Timer Results	Timer Results						WB	L	WBT	NB		NBT	SBI	L	SBT
Assigned Phase	е			EBI 7		EBT 4	3		8	5		2	1		6
Case Number				2.0		3.0	1.1		3.0	1.1		3.0	1.1		3.0
Phase Duration		14.3		24.0	9.3	_	19.0	10.0)	88.3	8.4	_	86.7		
Change Period,	·	c) s		4.5		6.5	4.5		6.5	4.5		5.5	4.5	_	5.5
Max Allow Head	•	•		3.1		3.3	2.6	_	3.3	2.6	-	0.0	2.6	_	0.0
Queue Clearan		· · · · · · · · · · · · · · · · · · ·		9.6		8.2	5.5	_	4.4	5.4	_	0.0	4.1		0.0
Green Extensio		, - ,		0.1		0.3	0.0		0.3	0.1	_	0.0	0.1	_	0.0
Phase Call Prol		(9 €), 3		1.00		1.00	0.86		1.00	0.99		0.0	0.94		0.0
Max Out Proba				1.00	_	0.00	0.00		0.00	0.00			0.00		
Wax Out 1 10ba	Dility			1.00	,	0.00	0.00		0.00	0.00	,		0.00	,	
Movement Gro	up Res	sults		EB WB						NB			SB		
Approach Move				L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F), veh/h		208	24	84	55	18	32	131	516	59	80	714	367
_		ow Rate (s), veh/h/	ln l	1743	1900		1810	1811		1795	1795		1810	1795	
Queue Service				7.6	1.4		3.5	1.2	1	3.4	7.9		2.1	12.1	
Cycle Queue C		- ,:		7.6	1.4		3.5	1.2		3.4	7.9		2.1	12.1	
Green Ratio (g		- · · · · · · · · · · · · · · · · · · ·		0.08	0.13		0.13	0.10	1	0.67	0.64		0.65	0.62	
Capacity (c), v				262	256		258	175		526	2285		614	2242	
Volume-to-Capa		atio (X)		0.795	0.094		0.213	0.103		0.249	0.226		0.130	0.318	
		/In (95 th percentile)	165	30.9		72.3	25.5		57.5	140.2		35.4	210.7	
	` '	eh/ln (95 th percent	_	6.5	1.2		2.9	1.0		2.3	5.6		1.4	8.4	
	• , ,	RQ) (95 th percen	,	0.52	0.00		1.03	0.00		0.13	0.00		0.12	0.00	
Uniform Delay (,	59.1	49.3		50.4	53.6		8.5	10.0		8.4	11.4	
Incremental De				7.9	0.1		0.2	0.1		0.3	0.2		0.0	0.4	
Initial Queue De	- '	,		0.0	0.0		0.2	0.0		0.0	0.2		0.0	0.0	
Control Delay (67.0	49.4	0.0	50.5	53.7	0.0	8.6	10.2	0.0	8.4	11.8	0.0
Level of Service				E	D	A	D	D	A	A	B	Α	A	В	A
	Approach Delay, s/veh / LOS					D	35.7		D	9.1		A	7.8		A
							5.0			3.1			B		, (
microection De	ntersection Delay, s/veh / LOS					1	J.U						<u>ر</u>		
Multimodal Re	lultimodal Results							WB			NB			SB	
	Pedestrian LOS Score / LOS					В	2.47	-	В	2.07		В	2.25		В
Bicycle LOS Sc				2.47 1.01	_	A	0.66	_	A	1.07		A	1.45	_	A
210,010 200 00	.5,5 / LC			1.0		, (0.00		, ,	1.07		, ,	1.40		, ,

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		HCS	7 Sig	nalize	d In	tersec	tion F	Resu	ılts	Sun	nmar	y				
														Y e		NATION NO.
General Inform	nation	v							Inte	rsect	ion Inf	ormatic	n]	
Agency		Lee Engineering, L	LC						Dura	ation,	h	1.000			* * * '	
Analyst		MP		Analys	is Dat	e Oct 1	0, 2022		Area	а Тур	е	Other				<u>₹</u>
Jurisdiction		CABQ		Time F	Period	1 Hou	ır		PHF	:		1.00		22 L 22 L 22 L 22 L	w ∳ t	←
Urban Street		Gibson		Analys	is Yea	ar 2023			Anal	lysis	Period	1> 7:0	00			
Intersection		Gibson & Unser		File Na	ame	05 Gi	bson &	Unser	⁻ Build	d-Out	Mitigat	ed AM.:	xus		<u>ጎ</u> ††ሰ	
Project Descrip	tion	Build-Out Mitigated	I AM Pea	ak										5		好很
Demand Inform	nation				EB			W	/B			NB			SB	
Approach Move				L	T	R	T	1	ГΙ	R	L	T	R	L	T	R
Demand (v), v				422	20	_	54	_	9	41	94	698	22	24	604	135
Bernaria (V), V	CHIT			722	20	34	04			7,	J-1	000		24	004	100
Signal Informa	tion						ĮĮ,	Т								
Cycle, s	120.0	Reference Phase	2	1	E	54	al R4			≓	\vdash	Ş	≥	$ \Psi $		→
Offset, s	0	Reference Point	Begin	Croon	1 7	3.0	64.9			9.1	12.5	-	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		0.0	64.8 4.0	3.5		8.1 3.5	12.5 3.0	_			7	}
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.0		1.0	3.5		5	6	7	8
Timer Deculte				EDI	_		W/D		\A/D	т	NDI	_	NDT	SBI	_	CDT
Timer Results				EBL	-	EBT	WB	L	WB	_	NBI	-	NBT		-	SBT
Assigned Phase	e			7 2.0	_	4	3	\rightarrow	8		5	_	2	1		6
Case Number						3.0	1.1	_	3.0	_	1.1	_	3.0	1.1	_	3.0
Phase Duration		21.5 4.5	,	31.6	8.9	\rightarrow	19.	_	9.2	_	73.3	6.2		70.3		
-	Change Period, (Y+R c), s					6.5	4.5	-	6.5	_	4.5	_	5.5	4.5	_	5.5
	Max Allow Headway (<i>MAH</i>), s				+	3.3	2.6	_	3.3	-	2.6	_	0.0	2.6		0.0
Queue Clearan		, = ,		16.1	_	8.0	5.2	_	4.9	_	4.8			2.8		
Green Extensio		(g e), s		1.0	_	0.4	0.0	_	0.4	-	0.1		0.0	0.0		0.0
Phase Call Prol	•			1.00		1.00	0.83	-	1.0	_	0.96			0.55		
Max Out Proba	bility			0.00		0.00	0.00	0	0.0	0	0.00)		0.00)	
Mayramant Cua	Dag				EB			WE	,			NB			SB	
Movement Gro	-	Suits				T D				Б	1			- -		
Approach Move				L	T	R	L	T	\rightarrow	R	L	T	R	L	Т	R
Assigned Move		·		7	4	14	3	8	_	18	5	2	12	1	6	16
Adjusted Flow F		,·	l.a.	422	20	94	54	39	_	41	94	698	22	24	604	135
,		ow Rate (s), veh/h/	III	1757	1900	'	1781	185 2.3	\rightarrow		1781	1766 12.8		1697	1766 11.4	-
Queue Service		- /		14.1	1.0		3.2	2.3	\rightarrow		2.8			0.8	_	
Cycle Queue C		e fille (g c), S		14.1	1.0		3.2	0.10	\rightarrow		2.8	12.8		0.8	11.4 0.54	
Green Ratio (g				0.14	0.21	_	0.14	_	_		0.58	0.57		0.55		
Capacity (c), v		atio (V)		499	398		270	193	_		492	1997		398	1908	
Volume-to-Capa		ITIO(X) /In(95 th percentile)	0.846 257.9	0.050		0.200	0.20 49.	_		0.191 49.1	0.350		0.060	0.317	_
	. ,	eh/In (95 th percentile	,	10.3	0.8		2.6	1.9	_		1.9	8.8		0.5	8.1	
	,,	RQ) (95 th percen	,	0.81	0.00		0.93	0.00	_		0.11	0.00		0.05	0.00	
Uniform Delay (, , , , , , , , , , , , , , , , , , , ,	,	50.2	37.9		45.7	49.	_		11.7	14.1		12.7	15.3	
Incremental De	` ,			1.6	0.0	1	0.1	0.2	_		0.1	0.5		0.0	0.4	
Initial Queue De				0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0	
Control Delay (51.8	37.9	0.0	45.8	49.4	\rightarrow	0.0	11.7	14.6	0.0	12.8	15.8	0.0		
	Level of Service (LOS)					Α	D	D	_	Α	В	В	Α	В	В	А
	Approach Delay, s/veh / LOS					D	32.8	8	С	_	13.9)	В	12.9		В
Intersection De	ntersection Delay, s/veh / LOS					2	1.4							С		
Multimodal Da	Multimodal Deculto				ED			\^/5	2			NID			SB	
	Multimodal Results Pedestrian LOS Score / LOS				EB	В	2.4	WE 7	<u>В</u>		2.00	NB	D	2.00		D
				2.46 1.37			2.47	_		_	2.09		В	2.26		В
Bicycle LOS Sc	cycle LOS Score / LOS					Α	0.7	I	Α		1.16)	Α	1.12	<u> </u>	Α

		HCS	7 Sig	nalize	d Int	ersec	tion F	Resul	ts Sui	mmar	у				
General Inform	nation								Intersec	tion Inf	ormatic	on .	2	11 2 5 (1)	314
Agency	iation	Lee Engineering, L	С					_	Duration		1.000			1111	
Analyst		MP		Analys	sis Date	Oct 1	0, 2022		Area Typ		Other				
Jurisdiction		CABQ		Time F		1 Hou		_	PHF		1.00			w]t	~ 选 ← 差
Urban Street		Gibson			sis Yea				Analysis	Period	1> 17	.00			√
Intersection		Gibson & Unser		File Na			hean & I		Build-Ou						
Project Descrip	tion	Build-Out Total PM	Peak	T IIC IV	anic	00 01	03011 & 1	OHSCI I	Bullu-Ou	it iviitigai	CU I IVI.	AU3			5 6
1 Tojout Buddinp		Bana Gat Total i III	- Guit												
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			191	22	78	51	16	29	120	474	55	74	655	337
Ciamal Informa	41			1			h 113				<u>, m</u>				
Signal Informa		D (D)			7		1		ا جــاب				KŤ2		
Cycle, s	130.0	Reference Phase	2	-	5	151	2 1 5 1	7	* 🖹		E	1	2	3	> 4
Offset, s	0	Reference Point	Begin	Green		1.4	81.9	4.5	0.5	12.5	5				<u> </u>
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.5	3.5	3.0	^		P _	- ∕ ∣	Z
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.5	1.0	1.0	3.5		5	6	7	8
Timer Results		EBI	T	EBT	WB	ī	WBT	NBI		NBT	SBI		SBT		
	Assigned Phase					4	3	_	8	5		2	1		6
Case Number		7 2.0		3.0	1.1		3.0	1.1		3.0	1.1		3.0		
	Phase Duration, s					24.0	9.0		19.0	9.6		88.8	8.2		87.4
Change Period,		c). s		13.9 4.5		6.5	4.5		6.5	4.5		5.5	4.5		5.5
Max Allow Head				3.1		3.3	2.6	_	3.3	2.6	_	0.0	2.6	-	0.0
Queue Clearan				9.0		7.7	5.3		4.2	5.1			3.9		-
Green Extensio		, - ,		0.4	_	0.3	0.0		0.3	0.1		0.0	0.1	-	0.0
Phase Call Pro		(3 - //		1.00		1.00	0.84		1.00	0.99	_		0.93	3	
Max Out Probal	bility			0.00		0.00	0.00)	0.00	0.00)		0.00		
Movement Gro		ults		EB				WB			NB			SB	
Approach Move				L	T	R	L	Т	R	L	T	R	L	T	R
Assigned Move				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F		,·		191	22	78	51	16	29	120	474	55	74	655	337
		ow Rate (s), veh/h/	n	1743	1900	-	1810	1811	-	1795	1795		1810	1795	
Queue Service		- , .		7.0	1.3	-	3.3	1.0	-	3.1	7.1		1.9	10.7	
Cycle Queue C		e Time (<i>g c</i>), s		7.0	1.3	-	3.3	1.0	-	3.1	7.1		1.9	10.7	
Green Ratio (g				0.36	0.13	-	0.13	0.10	-	0.67	0.64		0.66	0.63	
Capacity (c), v				253	256	-	254	175		556	2301		640	2261	
Volume-to-Capa				0.756	0.086		0.201	0.092	2	0.216	0.206		0.116	0.290	
	· ,	In (95 th percentile		142	28.4		67.1	22.7	+	51.8	125.1		32.1	191	
	• ,	eh/ln (95 th percent RQ) (95 th percen		5.6 0.44	0.00		2.7 0.96	0.9	-	2.1 0.12	5.0 0.00		1.3 0.11	7.6	
Uniform Delay (, ,	uie)	59.2	49.3		50.5	53.5	+	8.1	9.6		8.2	10.9	
				1.8	0.1		0.1	0.1	+	0.1	0.2		0.2	0.3	
	ncremental Delay (d 2), s/veh nitial Queue Delay (d 3), s/veh					1	0.0	0.0	+	0.0	0.0		0.0	0.0	
	Control Delay (d), s/veh					0.0	50.7	53.6	0.0	8.2	9.8	0.0	8.2	11.2	0.0
	evel of Service (LOS)					A	D	D D	A	A	9.0 A	Α	A	B	Α
	Approach Delay, s/veh / LOS				D 7	D	35.9		D	8.7		A	7.5		Α
	ntersection Delay, s/veh / LOS						1.2		· ·	J.,			B		
	/ultimodal Results				EB			WB			NB			SB	
Pedestrian LOS				2.47 0.97	-	В	2.47	_	В	2.07	_	В	2.24		В
Bicycle LOS Sc	cycle LOS Score / LOS					Α	0.65	5	Α	1.02	2	Α	1.37	7	Α

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