# Project Orion Traffic Impact Study

**DRAFT Report** 

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Prepared for:

Bohannan Huston, Inc.

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Prepared By:



## **EXECUTIVE SUMMARY**

The following Traffic Impact Analysis (TIA) evaluates a proposed multi-phase development to be located at the southeast corner of Gibson Blvd SE and Girard Blvd SE in Albuquerque, New Mexico, identified as Project Orion. Two phases are planned that will include manufacturing and assembly facilities, a laboratory building, office buildings and a parking garage. This report has been completed by Lee Engineering for Bohannan Huston, Inc. All analyses and items contained herein conform to scoping requirements set forth in a virtual scoping meeting held on August 4, 2020, that included representatives from New Mexico Department of Transportation (NMDOT), the Mid-Region Council of Governments (MRCOG), Bernalillo County, and the City of Albuquerque.

This report has been revised to address written comments received from the NMDOT (dated 3/1/2021) as well as from a conference call on 3/17/2021. A copy of the NMDOT comments and Lee Engineering comment responses are contained in the Appendix. Written comments from other jurisdictional agencies were not received; however, comments from pre-submittal and a Phase 1 traffic report were included as part of the original November 2020 TIA submittal.

The following, reproduced from the end of this report, provides a summary of conclusions and recommendations:

## SUMMARY OF CONCLUSIONS

#### SITE

- Two phases of development are planned. Phase 1 is to consist of an assembly facility, laboratory building, and ancillary developments accommodating about 2,575 employees. Phase 1 is planned for construction starting in 2021 and be complete and operating at full capacity in 2025. Phase 2 has no specific development timeline, but is anticipated for construction once an understanding of Phase 1 operations are known. Phase 2 is to possibly consist of a 1M SF office building to be fully occupied by 2030. Based on approximately 2.7 employees per 1,000 SF of office space, a total of 2,700 employees are anticipated or a grand total of 5,275 employees for both site phases.
- The owners have identified the site to be operating 24-hour a day during the weekdays in three work shifts beginning at 6AM, 3PM, and 10PM. The owners have stated the work shifts are flexible to a certain extent, however, the shifts identified place the majority of employee traffic outside of the traditional peak-hours of the roadway.
- The site is to have multiple access points, either gated with a security check point to the main (visitor) parking area and truck access or via gate mechanism or other type system at the garage/parking facility areas.
- A single site access is planned off of Gibson Blvd east of Girard Blvd (and one off of Girard Blvd) to a
  parking facility of approximately 220 spaces. Only a limited number of vehicles are planned to enter
  at this location.
- The majority of site-generated trips will be to and from the parking facilities located on the west side of Girard, south of Miles Road. A total of 5 access points to the parking area are planned.
- A secured truck access is planned off of Girard and a gated emergency access on the east side of the property to/from Gibson is also proposed.

#### TRIP GENERATION

Phase 1 is anticipated to generate a total of 7,493 trips of which 1,030 trips are anticipated to occur
via alternative travel mode and/or via TDM strategies that have not been determined at this time.
 Peak-hour of trips entering the site are anticipated to occur prior to the 6AM day shift start time,



equal to 1,160 trips. About 108 trips are estimated during the typical peak-hour of the roadway. In the evening the 680 employee-based trips are to arrive in the 2PM hour while 1,160 employee-based trips are to exit during the 3PM hour. During the identified 4PM peak-hour of the roadway, only 239 total trip ends are anticipated to be generated by the site and placed onto the adjacent road network

- Phase 2 is to generate an estimated 6,544 vehicle trip ends following the same shift schedule as Phase
   Being an office building, additional employee trips are anticipated during the traditional peak periods.
- Overall, the entire site when full developed and operational is projected to generate a total of 13,010 vehicle trip ends per day. Due to the shift times planned, the peak-hour of the facility is to begin at 5AM and 3PM, outside of the traditional roadway peak hours. During the site's 5AM peak, 1,821 trip ends (1,728 entering, 93 exiting) are anticipated and during the site's 3PM peak, 2,396 trips are estimated (386 in, 2,010 out). During the peak-hours of the roadway (6:45 to 7:45 AM and 4:00 to 5:00 PM), about 600 morning trips (203 entering, 388 exiting) and 725 evening trips (249 entering, 476 exiting) are estimated.
- As analyzed, a 20% reduction to employee trips was applied to account for alternative travel modes (transit, bike, pedestrian, and travel demand management options) that are in-place or could be enhanced. At this time, TDM strategies are being considered by the site owners.

#### TRIP DISTRIBUTION AND ASSIGNMENT

- Site trips were distributed onto the adjacent roadway network based on standard gravity model methodology using socio-economic data originally obtained from MRCOG. The distribution was estimated from population estimates within the 25 subarea Albuquerque Metropolitan Planning Area.
- Vehicles were assigned to site driveways and routes based on logical travel routes, site driveways, engineering judgement, and limited travel between the site and I-25 south using the local roadway network and the Sunport corridor through the AIS.

#### TRAFFIC VOLUMES

- Intersection turning movement counts and freeway volumes were not collected for this study, but relied upon previously collected counts, count data obtained from other traffic studies, and data provided by MRCOG.
- Count data was adjusted to a 2019 base-year condition and increased by 1% to account for 1 year of ambient traffic growth.
- Count data available for only peak hour time periods were adjusted/expanded to 15-minute intervals outside of the peak hour based on 24-hour count data on Gibson Blvd provided by MRCOG.
- To estimate background traffic conditions for the analysis years, existing traffic volumes were increased by 1% per year (based on MRCOG model forecast volumes between 2014 and 2040) and added to the planned EUL development traffic volumes. Along the Sunport corridor, volumes were estimated based on 2020 forecast volumes with the extension of Sunport Blvd to the west and increased by 1% per year.
- 2025 Total traffic added Phase 1 site trips to the 2025 Background volumes
- 2030 Background traffic included Phase 1 site trips.
- 2040 Horizon Year estimates included Phase 1 and Phase 2 site trips.

#### INTERSECTION CAPACITY ANALYSIS

All intersection analyses were performed using the Vistro software package. Analyses were conducted in 15-minute intervals from 5:00 to 8:00AM and from 3:00 to 6:00PM. Mitigation analyses were performed allowing the software to adjust the green splits and offsets, no attempt to modify the cycle lengths or hand-



adjust the green splits to better accommodate the left-turn or side street movements were made. Results of the analyses indicated (excluding site driveways):

		Number of Inter			
Analysis Scenario	<b>Time Period</b>	LOS E	LOS F	Total LOS E/F	<b>Total Movements</b>
2020 Existing	AM Period	152	5	157	
	PM Period	127	41	168	1320
2025 Background	AM Period	216	32	248	
	PM Period	185	63	248	1548
2025 Total	AM Period	217	27	244	
	PM Period	182	73	255	1548
2025 Mitigation	AM Period	213	27	240	
	PM Period	173	73	246	1548
2030 Background	AM Period	228	52	280	
	PM Period	182	111	293	1681
2030 Total	AM Period	240	48	288	
	PM Period	188	120	308	1681
2040 Horizon	AM Period	234	74	308	
	PM Period	185	141	326	1681

Note: Total number of movements analyzed in the 3 AM and 3 PM periods vary per analysis scenario based on intersection/traffic control changes. Movements exclude site driveway locations

#### GIBSON BOULEVARD ROADWAY CAPACITY ANALYSIS

Analysis of Gibson Boulevard and other roadway segments is typically based on the intersections ability to accommodate the traffic movements at the signalized intersections, typically the capacity constraint along a corridor. To estimate the capacity of Gibson Boulevard, a simplified method was utilized, based on an FHWA article using the speed limit of a roadway, percent green time afforded to the through traffic, and the number of lanes. The analysis was conducted for the eastbound Gibson Blvd roadway segment between University and Yale (highest volume condition) assuming peak-hour traffic is 8% of daily trips. Results indicate the following:

- Analysis indicates eastbound Gibson through traffic is provided 56% of the effective green time within its 120 second cycle length.
- Gibson currently accommodates about 970 vphpl during the AM peak hour. Based on the FHWA table, this is slightly below the LOS E threshold of 982 vphpl. The performance of Gibson Blvd (intersection LOS shows LOS C) shows operational conditions better than the FHWA table indicates. This may be due, in part, to good signal progression along the corridor, minimizing the number of stops vehicles would typically be exposed to.
- The following table highlights the roadway conditions in the other traffic volume scenarios using the FHWA table. Results indicate an 8-lane Gibson Blvd facility could operate at LOS:



				FHWA Estimate of LOS E	Percent Exceeding	FHWA LOS Estimate
	Analysis	AM Peak-Hour	Vehicles per	Upper Threshold Value,	LOS E as a 6-Lane	Under an 8-Lane Gibson
Roadway Segment (Eastbound)	Scenario	Traffic Volume	Hour per Lane	6-lanes (vphpl)	Facility	Blvd cross-section
Gibson Bet. Univeristy and Yale	2020 Existing	2908	969	982	-1.3%	В
	2025 No Build	3451	1150	982	17.1%	В
	2025 Build	3500	1167	982	18.8%	В
	2030 No Build	3655	1218	982	24.0%	В
	2030 Build	3703	1234	982	25.7%	В
	2040 Horizon	4039	1346	982	37.1%	В

Note: Under an 8-lane facility, vphpl increases as compared to a 6-lane facility

#### **I-25 FREEWAY ANALYSIS**

Freeway volumes were analyzed assuming 2020 Existing volume conditions, grown at 1% per year plus the addition of the EUL site trips and the Project Orion trips. No adjustments the volumes to match 2040 forecast volumes were made. Overall, 2020 volumes exceed 2040 forecast volumes at the Gibson Blvd locations. Therefore, the analysis conducted may overestimate capacity concerns on the freeway. The 2020 and 2025 analyses assume the existing freeway condition while the 2030 and 2040 scenarios assume the programmed facility. Results indicate the following:

- Under 2020 Existing Conditions, all northbound freeway segments operate at LOS D or better
  conditions, while in the southbound direction all segments operate at LOD D or better except the
  diverge segment to eastbound Gibson Blvd which indicates LOS F operation from 6:30AM to 7:30AM.
  Notes identified within the HCS software states that the diverge capacity is less than the diverge
  demand at the off-ramp to eastbound Gibson Blvd and may result in off-ramp queue that affects
  mainline flow.
- In the 2025 Build scenario, segment operations show deterioration, with more southbound segments and time periods showing LOS D conditions along with increased LOS F operation (8 total 15-minute time periods beginning at 6:30AM) for the off-ramp to eastbound Gibson Blvd. In the northbound direction, only 1 segment in 1 15-minute time period (On-Ramp from westbound Gibson Blvd at 4:15PM) indicates LOS E operation. All other segments and time periods indicate LOS D or better conditions in the AM and PM peak periods.
- Under the I-25 improved freeway design, the 2040 Horizon year analysis indicates only 1 time period and 1 segment operating at LOS D (northbound on-ramp from Gibson Blvd) in the PM period while all other sections in the northbound and all segments in the southbound direction show LOS C or better conditions.
- Noting volume estimates used in the analysis may over-estimate volumes conditions on the mainline and entering/exiting the on/off ramps, the freeway design as analyzed is anticipated to operate in an acceptable manner through 2040.

#### 2025 MITIGATION OPTIONS

Under Existing 2020 traffic volume conditions, some side-street approach movements and Gibson Blvd eastbound/westbound left-turn movements show LOS E/F conditions. Most of the locations have low V/C ratios indicating the elevated delays associated with these movements are due to the longer cycle lengths and the movement demand volumes. The only signalized movements showing poor operation and high traffic volumes are at the northbound approach from Truman and Carlisle, the two approaches serving the Kirtland Airforce Base.

By 2025 with the addition of the EUL site traffic, additional movements begin to along Gibson and at San Mateo. With Phase 1 site traffic added, more movements show LOS E/F operation. To help mitigation conditions, the following improvements were identified that could simply be conducted:



- Utilize the unused left-turn pavement on the northbound Girard Blvd approach to Gibson Blvd to accommodate dual left-turn lanes. A signal phasing change to protected only is recommended.
- Perform corridor signal timing optimization to better accommodate traffic demand in the AM and PM peak hours.

Outside of the above changes, the ability to add capacity to the Gibson Blvd corridor is not possible due to ROW or physical constraints. Repeat motorists that perceive excessive and/or repetitive travel delays may look to alternative travel routes. Site-related vehicles originating or destined to/from I-25 south may choose to travel the Sunport Blvd corridor to by-pass the conditions along Gibson. No simple mitigation options are offered to alleviate the poor conditions along Gibson. It is recommended that a comprehensive analysis of the Gibson Blvd corridor be conducted to determine the best design options to accommodate vehicle demand.

#### 2030 MITIGATION OPTIONS

Without improvement to the Gibson Blvd corridor, site and non-site traffic may use the Sunport Blvd/Girard Blvd corridor to by-pass bottleneck locations along Gibson Blvd. Additional concerns east of Girard Blvd, including the intersections with the EUL site and eastbound left-turn movements at San Mateo Blvd in the afternoon peak period exist.

To mitigate conditions associated with the site, potential considerations to utilize parking facilities outside of the study area or to improve access to/from the Sunport Blvd corridor are being considered. A potential ingress improvement considers adding a roadway from Sunport Blvd, prior to the exiting toward the AIS parking garage, following the westbound/southbound AIS Loop roadway, and connecting to Girard Blvd or straight into the site's parking garage. Significant study will be required to determine the feasibility and the ability to add and construct to design standards. As an alternative option, it may be more beneficial and cost effective to improve the existing local street network to accommodate increased site traffic.

## RECOMMENDATIONS

The following recommendations are made based on the analysis and conclusions of this report:

#### **Review Agencies**

• It is recommended that a comprehensive Gibson Boulevard corridor study be developed to identify potential alternatives that could be implemented to improve the operations of the corridor. At this time, AM and PM peak period conditions appear to be operating near acceptable threshold levels. Future year conditions that include ambient traffic growth and new site development along Gibson Blvd could place demand volumes above capacity levels by 2025. Improvements to alleviate one issue by one developer (say westbound left-turn movements into the Orion site at Girard Blvd) via widening or signal phasing changes, could have significant impacts to other intersections along corridor. The ability to provide options that can be vetted by stakeholders or cost-shared though some type of mechanism would be beneficial. As part of the corridor study, analysis of Sunport Blvd options to accommodate additional traffic or to act as a Gibson Blvd reliever, should be included.

#### Other Agency Stakeholders

correct spelling, shirt should be shift

- To help reduce the number of vehicle trips on Gibson Blvd, a review of bike, pedestrian, transit or other ride-share options is recommended.
- ABQ Ride is currently evaluating options and costs of adding additional service to the site as current transit schedules do not provide service to allow arrival for the 6 AM shirt.



#### Site Owners

- It is recommended that the site consider staffing and work shift changes that would benefit site operations as well as roadway conditions.
- It is recommended that the site consider TDM strategies that could be implemented to reduce the number of employees that travel to and from the site in single-occupancy vehicles, such as cash incentives for carpooling, subsidized transit passes, and guaranteed rides home.
- It is recommended that site access be reviewed for potential restrictions that would benefit site traffic in selection of their travel route to and from the site.
- It is recommended that the security check point at the Gibson entrance be considered for relocation further to the south, eliminating potential weaving/blockage conditions that may arise due to the limited distance between the check point and the merging of traffic streams south of the Gibson curb line
- It is recommended that the northbound Girard Blvd left-turn lane pavement markings be removed and a second left-turn lane be incorporated to mitigate long delays associated with this movement in Phase 1. Modifications may require signal equipment improvements.
- It is recommended that the site participate in the Gibson Blvd corridor study as the site is anticipated to generate a significant amount of vehicles trips onto a roadway that is near capacity.



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## INTRODUCTION

This report details the procedures and findings of a Traffic Impact Analysis (TIA) performed by Lee Engineering for Bohannan Huston and Project Orion. This report and the analyses contained herein were performed for a two-phase development that includes a proposed assembly facility, laboratory buildings, office space, and other ancillary land uses to supplement project operations as well as a parking structure. The purpose of this study is to examine the impacts of the development on the surrounding roadway network leading to and from the subject site.

The scope of this report and analyses performed were conducted in agreement with requirements set forth by the three review agencies. Scoping meeting notes from the August 4, 2020 meeting are included in Appendix A. Analysis procedures, conclusions, and recommendations for this study were developed according to the *Highway Capacity Manual*, 6<sup>th</sup> Edition and the Manual on Uniform Traffic Control Devices, 2009 Edition.

Site construction is anticipated to begin in 2021 with completion and full operational capacity of Phase 1 anticipated for a 2025 horizon year. Future development, if constructed, is anticipated to begin immediately thereafter but is dependent on factors currently being considered by the client. For the purposes of this report, a 2030 horizon for the future development (Phase 2) has been established. A 10-year, 2040 horizon-year analysis has been conducted to quantify site impacts per agency guidelines. Because of project scale and employee shift times that have been identified by the client to be flexible, multi-period AM and PM peak-hour analyses have been performed.

## PROJECT LOCATION & SITE PLAN

The subject site is to be located at the southeast corner of the Gibson Blvd SE and Girard Blvd SE intersection, extending south to the Albuquerque International Sunport (AIS) with parking and ancillary facilities situated on the west side of Girard Blvd south of Miles Road. Figure 1 shows the general location of the site. Figure 2 shows the conceptual site layout plan.

The site is located on approximately 110 acres of vacant property. Phase 1 development is planned to consist of a large assembly warehouse, a laboratory building, office space, ancillary development (food service, hotel, daycare), an electrical substation, and a parking facility. In total, about 2,575 employees are anticipated for the Phase 1 development. Phase 2 of the development is being considered for scale by the client, dependent upon future considerations, consisting of 1 to 3 new office buildings of 1M SF each. For the purposes of this report, Phase 2 is to consist of a single office building for completion in 2030.

## SITE ACCESS

Access to the site is planned from multiple driveways located on Gibson Blvd (1), Girard Blvd (4) and from an extension of Columbia Drive south of Alamo Avenue. The majority of employee trips will utilize the parking areas/structure on the west side of Girard Blvd, accessible from the east and west via Gibson Blvd and from the west via southbound travel from the Yale/Gibson Blvd intersection to access Alamo Avenue. Remaining employee and visitor trips are anticipated to utilize localized surface parking areas on the east side of Girard Blvd, accessible from Girard Blvd and directly from the site's main Gibson Blvd driveway. Truck traffic is planned to enter via a gated Girard Blvd access just south of Miles Road and exit at the same point. Site traffic is mostly anticipated to approach and depart the facility via Gibson Blvd; however, connection to and from the south via Sunport Blvd and the one-way roadway network serving the airport is an alternative. It is understood that entering traffic utilizing the airport circulation roadway is undesirable and will be discouraged. A gated emergency access is planned to/from Gibson located near the east property line.





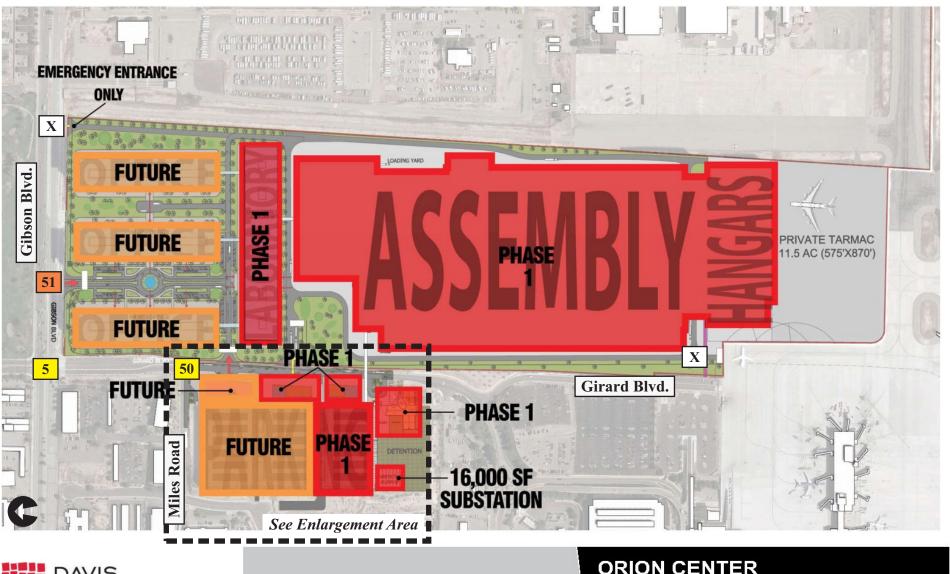
**Site Location** 





**Enlargement** 







MASTER PLAN LAYOUT - OPTION #5



**Conceptual Site Layout Plan** 

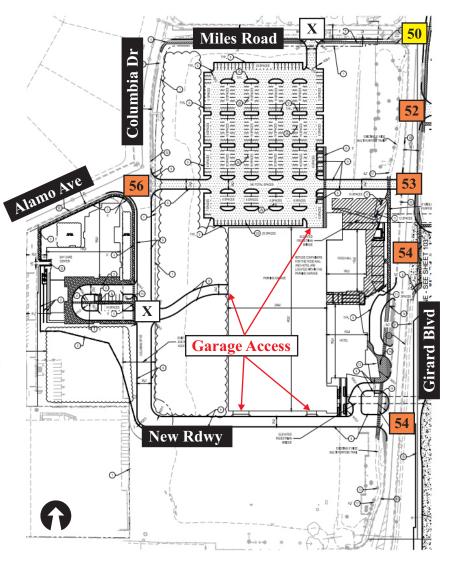


X Existing Intersection Designation Number

X Site Driveway Designation Number (analyzed in report)

X Site Driveway (not analyzed in report)

**Enlargement of the Garage Access Plan** 







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

## STUDY AREA

The study area consists of the Gibson and Sunport Blvd corridors as well as the I-25 corridor and the ramp network to and from Sunport Blvd north to Gibson Blvd. The following 15 intersections, excluding the site access points, are included within the study area:

- Gibson Blvd & I-25 SB Intersection
- Gibson Blvd & I-25 NB Intersection
- Gibson Blvd & University Blvd
- Gibson Blvd & Yale Blvd
- Gibson Blvd & Girard Blvd
- Gibson Blvd & Carlisle Blvd
- Gibson Blvd & Maxwell St
- Gibson Blvd & Quincy St

- Gibson Blvd & Truman St
- Gibson Blvd & San Mateo Blvd/Ridgecrest Dr
- Girard Blvd & Miles Rd
- Sunport Blvd Extension & 2<sup>nd</sup> St
- Sunport Blvd Extension & Broadway Blvd
- Sunport Blvd & I-25 SB Intersection
- Sunport Blvd & I-25 NB Intersection

#### AREA LAND USE

The site property is vacant with an existing local roadway network that will be replaced as shown on the site plan. Adjacent to and surrounding the project site are land uses consisting of the following:

- Aviation: The site is adjacent to and is proposed to accommodate aircrafts from the AIS located to its south.
- Military: A US Army facility is located directly to the east.
- Office/Industrial: The Airport Industrial Park, containing office and light industrial facilities, is located to the west of the site.
- Residential: A large area of single-family homes is located north of Gibson Blvd.

#### **STREETS**

The following details the characteristics and features of major streets included in the study area. Highlights are taken from the MRCOG Highway Functional Classification System Map (Feb 2015) as well as from analysis of Google Earth imagery:

**Interstate 25** is a six-lane north-south access-controlled facility located about 1.5 miles west of the subject site. This facility is anticipated to accommodate the majority of site-related traffic arriving at the site from longer distances. Its intersection ramps with Gibson Road are uncontrolled heading to and from the east, except for the westbound-to-southbound on-ramp, which is STOP controlled. At Sunport Blvd, a tight diamond interchange exists with intersections that are STOP controlled. A programmed extension of Sunport Blvd to the west will result in both the northbound and southbound intersections becoming signalized prior to the 2025 horizon year.

**Gibson Blvd** is a six-lane divided limited access east-west facility currently classified as a Principal Arterial. The roadway provides access to the Kirtland Air Force Base to the east and the I-25 corridor and beyond to the west. The roadway contains many signalized intersections and unsignalized access points serving commercial and residential developments. It also incorporates curb, gutter, and sidewalk on both sides of the road and is signed with a speed limit between 35 and 45 MPH within the study area. The Albuquerque/Bernalillo County (ABC) Comprehensive Plan designates this roadway as a commuter roadway. The ABC *Development Process Manual*, Section 7-3 (C) (3) states: "Commuter corridors are intended for long-distance trips across town by automobile, including limited-access streets, and development along



Commuter Corridors should be more auto-orientated". A goal of this corridor is to maintain a level of service (LOS) that provides progression and serves traffic with minimal delay.

**Sunport Blvd** is an east-west Principal Arterial between I-25 and the AIS. Programmed improvements to extend Sunport Blvd west from I-25 to Broadway Road at the Woodward Road alignment are planned by the 2025 horizon year. From the west, local traffic east of the Rio Grande River can utilize this roadway passing through the airport to access Girard Blvd and the site. Routing through the airport places entering motorists on a single travel lane adjacent to the arrivals frontage which is posted 15 MPH and has multiple pedestrian crossing areas between the terminal and parking structure that are STOP controlled. Return trips from the site to the I-25/Sunport intersections are more circuitous and can be accomplished along the local road network without travel through the airport. The City has indicated improvements through AIS will require access control improvements reducing the pedestrian conflict points and increasing the speed limit. The road alignment should be improved to provide efficient operation with minimal access points.

**Girard Blvd** is a north-south oriented facility classified as a Major Collector that bisects site facilities. Originating from its airport access to the south, the roadway is a two-lane undivided facility to Miles Road, where recent improvements have widened its approach to Gibson Blvd. Further to the north, the roadway continues as a four-lane undivided roadway for a half-mile before transitioning back down to a two-lane roadway with bike lanes through adjacent residential areas before intersecting with Central Avenue. The roadway has posted speed limits between 30 and 35 MPH within the study area.

**University Blvd** is a four-lane divided north-south Minor Arterial roadway originating in the Kirtland residential community south of Gibson Blvd north through the University of New Mexico campus and beyond. The roadway provides access to I-25 via Avenida Cesar Chavez and the local residential community west of the freeway. The speed limit on this roadway is 40 MPH

Yale Blvd is a variable lane north-south Minor Arterial roadway originating as a divided six-lane facility near the AIS, transitioning to a four-lane then two-lane roadway as it continues north to Central Avenue. This roadway provides access to Project Orion's structured parking via Alamo Avenue and is anticipated to accommodate trips generated from the residential areas around the University of New Mexico campus. The roadway is posted 35 MPH south of Gibson Blvd, 40 MPH north of Gibson, and eventually, 30 MPH further north.

Carlisle Blvd is a north-south two-lane Minor Arterial facility north of Gibson Blvd that has on-street parking and a posted 30 MPH speed limit as it provides local access to residential properties. The roadway intersects Central Avenue 1.5 miles north of Gibson Blvd and continues north to I-40 and beyond. The roadway is anticipated to accommodate site-related trips originating from the residential areas to the northeast south of I-40. The south leg of Carlisle's intersection with Gibson Blvd (as well as the Truman Street/Gibson Blvd intersection) currently services the Kirtland Air Force Base (AFB) gates only.

**San Mateo Blvd** is a divided north-south four-lane Principal Arterial north of Gibson Blvd. This roadway is anticipated to accommodate a portion of site generated trips to and from the east valley. The posted speed limit is 40 MPH.

#### INTERSECTIONS

Figures 3 and 4 show the existing lane configurations and traffic control for the Gibson and Sunport corridors within the study area, respectively. Pedestrian crosswalks are present on all approaches of the intersections and U-turn movements are not restricted at any location. Timing data provided by the City indicate the Gibson Blvd corridor is coordinated throughout the day, operating with a 120-second background cycle length during the AM peak period (6:00 to 9:00 AM) and a 130-second cycle length during the PM peak period



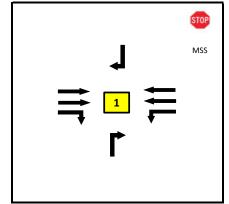
(2:00 to 6:30 PM). Most intersections consist of protected/permitted left turns with a few exceptions. Right turn overlaps are also hardwired at several of the intersections.

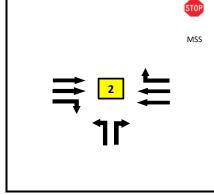
The following list identifies the study area intersections existing traffic control, detection, and left-turn phasing operation:

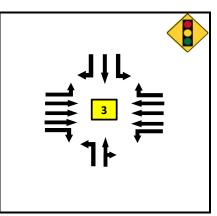
	Existing					Existing			
	Traffic		EB/WB	NB/SB		Traffic		EB/WB	NB/SB
Location	Control	Detection	Lefts	Lefts	Location	Control	Detection	Lefts	Lefts
Gibson & Interchange (SB)	MSS	None			Gibson & Truman	Signal	Loops	P/P, Perm	Perm
Gibson & Interchange (NB)	MSS	None			Gibson & San Mateo	Signal	Loops	P/P	Split
Gibson & University	Signal	Video	P/P	Perm	Sunport & 2nd St	MSS	None		
Gibson & Yale	Signal	Video	P/P	P/P	Sunport & Broadway	Signal	None	Perm	Perm
Gibson & Girard	Signal	Video	P/P	Perm	Sunport & Interchange (SB)	AWS	None		
Gibson & Carlisle	Signal	Loops	P/P	P/P	Sunport & Interchange (NB)	MSS	None		
Gibson & Maxwell	Signal	Loops	P/P	Perm	Girard & Miles	MSS	None		
Gibson & Quincy	MSS	None							

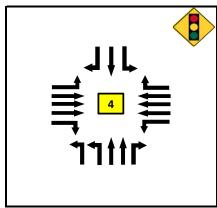


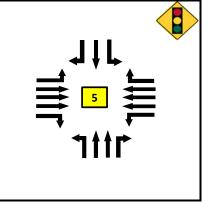


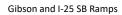










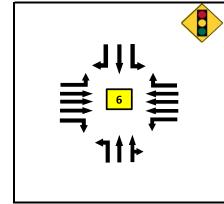


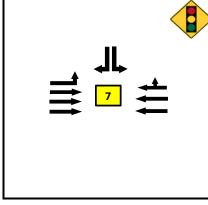
Gibson and I-25 NB Ramps

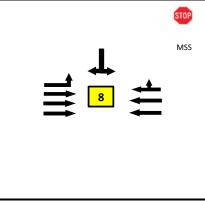
Gibson and University

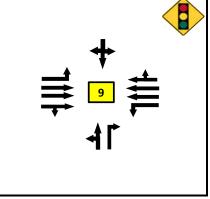
Gibson and Yale

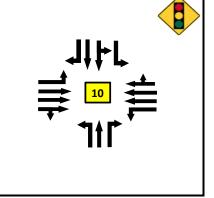
Gibson and Girard













Gibson and Carlisle\*

Gibson and Maxwell

Gibson and Quincy

Gibson and Truman\*

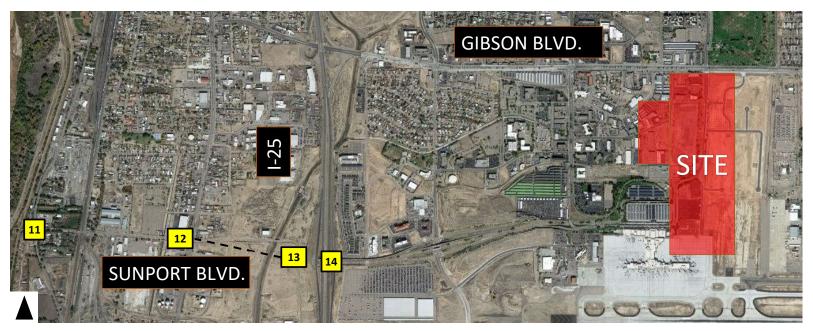
Gibson and San Mateo

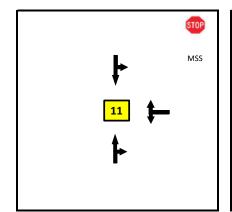


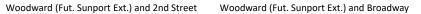
STUDY AREA LANE CONFIGURATIONS AND TRAFFIC CONTROL
GIBSON BOULEVARD CORRIDOR
2020 EXISTING CONDITIONS

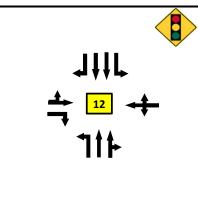
Note: " \* " the south leg of the intersection currently serves the AFB gates only.

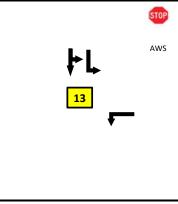
FIGURE 3



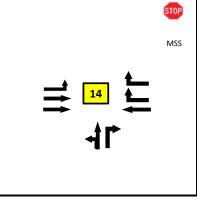








Sunport and I-25 SB Ramps



Sunport and I-25 NB Ramps



(MMS) Minor Street STOP Control (AWS) All-Way STOP Control

MSS / AWS



STUDY AREA LANE CONFIGURATIONS AND TRAFFIC CONTROL SUNPORT BOULEVARD CORRIDOR **2020 EXISTING CONDITIONS** 

FIGURE 4

## **TRANSIT**

The Albuquerque/Bernalillo County Comprehensive Plan indicates Gibson Blvd as a commuter corridor that accommodates faster and longer trips for personal vehicles, commuter bus service, freight movements and bicycles.

Transit stops exist throughout the corridor and at all north-south arterial street intersections for transfers to other service lines. Routes 16, 96, 217, and 222 travel the Gibson corridor with routes 92, 50, and 141 traveling the north/south arterials.

## MULTIMODAL CONNECTIVITY

Sidewalks are present on both sides of Gibson Blvd as well as all cross-street facilities to accommodate pedestrian travel.

Bicycle facilities are present along the Gibson corridor. Beginning in the east, no bike facility is provided from San Mateo Blvd to Truman Street. From Truman Street to Carlisle Blvd, a shared-use path is provided on the south side of the roadway while a bike lane is provided in the westbound direction. West of Carlisle Blvd, bike lanes are provided on both sides of the street to the I-25 corridor. Along the north-south corridors, only University Blvd has bike lanes, while Girard Blvd has bicycle shared-lane markings north of Thaxton Avenue (two-lane road segment).

## ADJACENT DEVELOPMENT PROJECTS

As discussed in the scoping meeting, one known project within the study area will generate significant traffic along the Gibson corridor: the Kirtland Air Force Base Enhanced Use Lease/Max Q project (EUL, Bohannan Huston, 2019). The TIA for this project was provided to Lee Engineering to account for the site-generated traffic and intersection improvements anticipated to accommodate the development. Although the study assumed a 2030 horizon year for site build-out, all trips and improvements were accelerated to the 2025 horizon year as part of this study for a conservative estimate of network operations.

## PROGRAMMED IMPROVEMENTS

Two major corridor projects are programmed for the study area that will impact traffic conditions within the study area. The projects and their improvement timelines are indicated below:

- A300162 I-25 and Sunport interchange improvements to include signalization of the on/off ramps.
   Complete by 2025.
- A300162 I-25 and Sunport interchange improvements to include Sunport extension to the west.
   Complete by 2025
- I-25 and Gibson IC reconstruction. To be completed by 2030.

A copy of the I-25 and Sunport interchange and roadway improvement plan was obtained to model its future lane configurations and was assumed to be in-place for the 2025 horizon year.

Graphics of the I-25 and Gibson IC project were obtained from the South I-25 Corridor Study Highway Improvement Plan Report. Improvements were assumed to be in-place for the 2030 horizon year. Plans for the projects can be found in Appendix A.

## DATA COLLECTION

Because of the current pandemic, no data collection activities were conducted for this project. Instead, traffic data was obtained from the project stakeholders and recent traffic studies conducted in the study area. The following information was supplied:



- Peak period intersection turning movement counts on Gibson Blvd, obtained from MRCOG, the ACE TIA, and the EUL TIA.
- Peak period intersection turning movement counts on Sunport Blvd, obtained from the Sunport Boulevard Extension and Woodward Road Improvements study (IACR report, AECOM, 2016).
- 24-hour volume data in 15-minute intervals along Gibson Blvd, provided by the County.
- 24-hour volume data in 15-minute intervals for I-25 and the on/off ramps at Gibson and Sunport, provided by MRCOG.
- Signal timing data within the study area, provided by the City.

Count data provided were from different years and required adjustments to develop a base-year condition where further uniform growth could be conducted to estimate current year volumes. Different study area locations required different development methodologies. The individual methodologies used for the study area locations can be found in Appendix B. Noting peak-hour conditions of the roadway may not correspond to the peak-hour of the generator (shift work times associated with the subject property is flexible) and potential movement volume/capacity (V/C) ratios along Gibson Blvd may exceed 1.0, additional volume adjustments to individual 15-minute intervals throughout the day (5:00 to 9:00 AM and 2:00 to 7:00 PM) were conducted.

Results of the volume adjustment process indicate system-wide peak-hour conditions occurring in the morning from 6:45 to 7:45 AM while the evening peak hour begins at 4:00 PM. Figures 5 and 6 display the AM and PM peak-hour turn movement volumes for the study area.

#### **HEAVY VEHICLES**

From historical count data provided by MRCOG (Gibson/Carlisle intersection, 5/29/2019), automobiles account for 98.7% of vehicle traffic along the Gibson corridor while trucks/buses account for approximately 1.3% of total vehicles in both the AM and PM peak hours. For the purposes of this study, heavy vehicle percentages along Gibson Blvd (also used for Sunport) were analyzed to be 2% in both AM and PM peak hours.

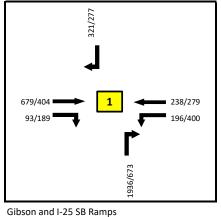
MRCOG also provided vehicle classification counts on the freeway. Data indicated 10% heavy trucks on the mainline and 3% on freeway on-off ramps. These percentages were used throughout the analysis process when analyzing the freeway operations.

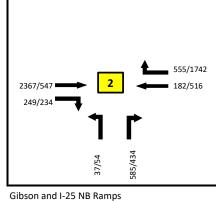
#### RIGHT TURN ON RED

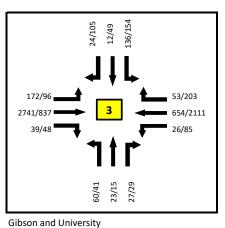
No information regarding right-turn-on-red (RTOR) traffic volume was provided for the study area. To account for this consideration, a 33% RTOR factor was utilized for analysis purposes based on a report from the International Journal of Transportation Science and Technology, *Right-Turn-On-Red Impact Assessment and Volume Estimation Model for Critical Intersections (April 2020)*.

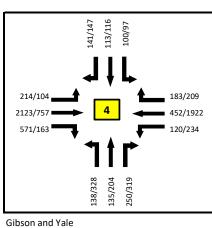


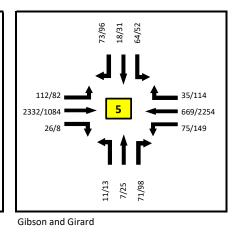


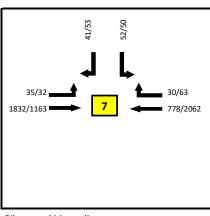


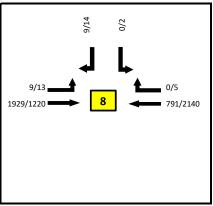


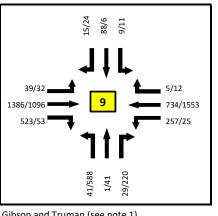


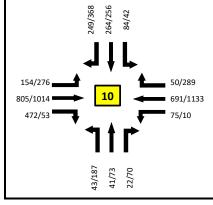












NOTES: 1. The south leg currently serves the AFB gates only.

Gibson and Carlisle (see note 1)

Gibson and Maxwell

Gibson and Quincy

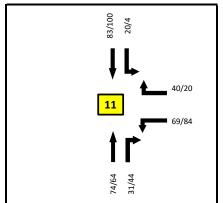
Gibson and San Mateo

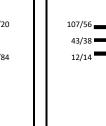


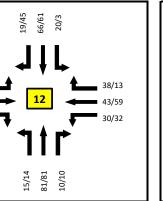
**2020 EXISTING PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **GIBSON BOULEVARD CORRIDOR** 

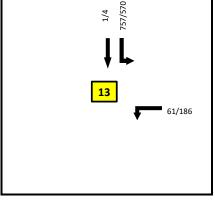
FIGURE 5

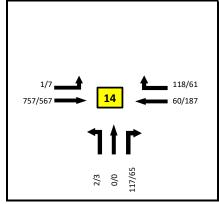












Woodward (Fut. Sunport Ext.) and 2nd Street

Woodward (Fut. Sunport Ext.) and Broadway

Sunport and I-25 SB Ramps

Sunport and I-25 NB Ramps



2020 EXISTING PEAK-HOUR VOLUMES
6:45AM to 7:45AM & 4:00PM to 5:00PM
SUNPORT BOULEVARD CORRIDOR

Legend AM / PM Volum

FIGURE 6

## EXISTING CONDITIONS LEVEL OF SERVICE ANALYSIS

## INTERSECTION ANALYSIS

Intersection capacity analyses were performed according to the methods and procedures provided in the *Highway Capacity Manual*, 6<sup>th</sup> Edition (HCM6). The PTV *Vistro 2020* software package was used to facilitate and produce the results of the intersection analysis. Lane configuration data shown in Figures 3 and 4 were used in conjunction with the volume data that was developed for the network to ascertain corridor performance. Signal timing data (provided in Appendix C) provided by the City were used to simulate the signal timing operations of the study area.

Per the HCM6, Level of Service (LOS) at intersections 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. In such cases, a narrative is offered in subsequent sections specific to the individual movement in question.

Additional performance measures, such as volume to capacity (v/c) ratios and queue lengths, also provide an indication of operation. The HCM6 offers the following in Chapter 19:

"For a typical major street with two lanes in each direction and an average traffic volume in the range of 15,000 to 20,000 vehicles/day (roughly equivalent to a peak hour flow rate of 1,500 to 2,000 vehicles/hour), the delay equation will predict greater than 50s of delay (LOS F) for many urban two-way-stop-controlled (TWSC) intersections that allow minor-street left-turn movements. LOS F will be predicted regardless of the volume of minor-street left-turning traffic. Even with a LOS F estimate, most low-volume minor-street approaches would not meet any of the volume or delay warrants for signalization noted in the Manual on Uniform Traffic Control Devices. As a result, analysts who use the HCM LOS thresholds as the sole measure to determine the design accuracy of TWSC intersections should do so with caution. In evaluating the overall performance of TWSC intersections, it is important to consider measures of effectiveness such as volume-to-capacity ratios for individual movements, average queue lengths, and 95<sup>th</sup> percentile queue lengths in addition to considering delay. By focusing on a single measure of effectiveness for the worst movement only, such as delay for the minor-street left-turn, users may make less effective traffic control decisions."

Table 1 below, reproduced from the HCM6, shows delay thresholds and the associated Level of Service assigned to delay ranges. As outlined in the NMDOT State Access Management Manual (SAMM) and for the purposes of this report, acceptable Levels of Service are defined to be a LOS D or better. Based on procedures outlined in the HCM6, 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.

Table 1: LOS Criteria and Descriptions

Level of Service	Average Control Dela	y (seconds/vehicle)				
LOS	Signalized	Unsignalized				
А	≤10.0	≤10.0				
В	>10.0 and ≤20.0	>10.0 and ≤15.0				



С	>20.0 and ≤35.0	>15.0 and ≤25.0
D	>35.0 and ≤55.0	>25.0 and ≤35.0
E	>55.0 and ≤80.0	>35.0 and ≤50.0
F	>80.0	>50.0

Source: Highway Capacity Manual, 6<sup>th</sup> Edition, Transportation Research Board, 2017.

## **ANALYSIS METHODOLOGY**

With agency representatives noting the potential of V/C ratios to exceed 1.0, capacity analyses were conducted in 15-minute periods. To properly reflect results, individual 15-minute volumes were multiplied by 4 and a peak-hour factor (PHF) of 1 was utilized.

Table 2 summarizes the intersection LOS conditions for the 2020 AM Peak-Hour Existing Conditions. Individual movements and the overall intersection operation, if applicable, are provided for each of the four 15-minute periods that constitute the peak hour of the roadway. Table 3 presents the PM peak hour results using the same format. Detailed output sheets of each intersection and additional time periods can be found in Appendix D. In addition, summary results including LOS, delay, V/C, and 95th-percentile vehicle queue in feet for each 15-minute period (5:00 to 8:00 AM and 3:00 to 6:00 PM) can be found in Appendix D. Some movement values are represented with a "0" or "-" to indicate analysis results are not provided for that movement. For the purposes of analysis, off-peak periods (5:00AM to 6:30AM) were analyzed assuming the time of day traffic signal timing pattern for the morning peak.

## 2020 Existing Intersection Analysis Results

Results indicate all signalized intersections in the AM peak-hour operate with overall LOS C or better condition. Although a handful of minor-street approach movements operate at LOS E, no movements operate at LOS F. When reviewing the higher delay side-street movements, most of the poor performing movements can be attributed to a long cycle length where side street vehicles must wait for the majority of the cycle length prior to receiving a green indication (low volume to capacity ratio) as opposed to high-volume conditions. At the STOP-controlled intersections, only the northbound to westbound left-turn movement at the Gibson/I-25 northbound off-ramp operates at LOS F. All other unsignalized movements operate in an acceptable manner. In the PM peak hour, all intersections operate with an overall LOS C or better condition except for the intersection of Gibson and Truman which operates at an overall LOS E/F during all four 15minute periods. This is due to high northbound approach volumes (nearly 600 left-turn vehicles) leaving the AFB during this time period. The only other signalized movement showing LOS F operation is at the Gibson/Carlisle intersection, the other AFB exit to Gibson Blvd, where left-turn demand of 430 vehicles result in poor service. The only unsignalized approach movement operating at LOS F is at the Gibson/Quincy intersection where 2 vehicles at the southbound Quincy Street approach to Gibson and the 13 left-turn vehicles for the eastbound to northbound left-turn movement (V/C = 0.25) operate poorly. Overall, the intersections within the study area are identified to operate in an acceptable manner during peak-hour conditions, although some individual movements operate with elevated delays.



Table 2: 2020 Intersection LOS Analysis Summary, AM Peak Hour

7:15																
Ministration   Mini			Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
Marchage		611 0	6:45	-	-	-	В	-	-	-	-	-	-	-	-	-
Marchand	Int 1		7:00	-	-	-	В	-	-	-	-	-	-	-	-	-
March   Marc		Interchange (SB)		_	_	-	Α	-	_	_	_	_	-	_	_	_
Martin													_			_
The Count of the C																Intercection
Marchage																
		Gibson &														
17-20   1-1-	Int 2			-	-	-	-	-	-	F	-	-	-	-	-	-
			7:15	-	-	-	-	-	-	F	-	-	-	-	-	-
March   Marc			7:30	-	-	-	-	-	-	F	-	-	-	-	-	-
Math			Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL		NBR	SBL	SBT	SBR	Intersection
Part			6:45	Α	С	Α	С	В	В	D	D	-	D	D	-	С
Part	Int 3	Gibson & University		Α	В	Α	С	Α	Α	D	D	-	Е	D	-	В
Mine   Parcel   Responsibility   Respo												_			-	
Int												_			_	
Int																
10.1																
Time																
1.15   1.15	Int 4	Gibson & Yale														
Int S			7:15	Α	С	Α	С	В	Α	D	D	С	D	D	D	С
Int 5			7:30	Α	С	Α	С	В	Α	D	D	С	D	D	D	С
Int 5   Glbson & Girard   7:00   A   B   A   B   A   A   D   D   D   D   D   D   D   D			Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL		NBR	SBL	SBT	SBR	Intersection
Int 5   Glbson & Girard   7:00   A   B   A   B   A   A   D   D   D   D   D   D   D   D			6:45	А	В	Α	С	Α	Α	D	D	D	D	D	D	В
17.5   A   B   A   B   A   B   A   B   A   B   A   A	Int 5	Gibson & Girard														
Table   Tabl																
Int																
Int 6	_															
Int 6																
Part	1	C'han a a di h														
T-30	Int 6	Gibson & Carlisle			A		A			A	С	D	D		D	
Int			7:15	Α	В	Α		Α	Α	D	D	D	D		D	В
Fig.			7:30	Α	В	Α	В	Α	Α	D	D	D	D	E	D	В
Int 7   Gibson & Maxwell   7:00			Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
Int 7   Gibson & Maxwell   7:00			6:45	Α	Α	-	-	Α	А	-	-	-	Е	-	Е	Α
101	Int 7	Gibson & Maxwell				_	-			-	_	_		-		
Time Period   Fish						-	_			-	-	_		_		
Time   Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection																
Int B							AA/DI					NDD				
Int 8   Gibson & Quincy   7:00   B							WBL				MBT	INBK		281		intersection
Title		0.0					-				-	-		-		-
Time   Ferrical   EBI   EBR   WBI   WBT   WBR   NBI   NBR   SBI   SBI   SBR   Intersection   SBI   S	Int 8	Gibson & Quincy				-	-	-		-	-	-		-		-
Int   Part   Fine   F					-	-	-	-		-	-	-		-		-
He			7:30	В	-	-	-	-	Α	-	-	-	D	-	В	-
Int 10   Figure   F			Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
T:15			6:45	Α	Α	Α	D	Α	Α	D	D	D	Е	Е	Е	В
T:15	Int 9	Gibson & Truman	7:00	Α	Α	А	В	Α	А	D	D	D	Е	Е	Е	В
Time   Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection										D	D		D	D	D	
Time   Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection   G6.45   B   C   C   B   C   C   E   E   E   E   E   E   C   C																
Int 10   Gibson & San Mateo																
Int 10   Gibson & San Mateo									WDN	INDL	INDI	INDIV	ODL			intersection
Title		00 11		В	C	(	в в		_	-	-	_	-			_
Time   Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection	int 10	Gibson & San Mateo			_									Е	С	
Time   Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection		oluson & San Mated				С	С	С	С	Е	E	Е	Е	E E	C C	D
Int 11   Sunport & 2nd St	1		7:15	С	С	C C	C C	C C	C C	E E	E E	E E	E E	E E E	C C	D C
Sunport & 2nd St			7:15 7:30	C C	C C	C C C	C C	C C	C C	E E E	E E E	E E E	E E E	E E E	C C C	C C
Title			7:15 7:30	C C	C C	C C C	C C	C C	C C	E E E	E E E	E E E	E E E	E E E	C C C	C C
Title			7:15 7:30 Time Period	C C EBL	C C EBT	C C C EBR	C C C WBL	C C C	C C C WBR	E E E NBL	E E E NBT	E E E NBR	E E E SBL	E E E E SBT	C C C SBR	C C Intersection
Time	Int 11	Sunport & 2nd St	7:15 7:30 Time Period 6:45	C C EBL	C C EBT	C C C EBR	C C C WBL	C C C WBT	C C C WBR	E E E NBL	E E E NBT	E E E NBR	E E E SBL	E E E E SBT	C C C C SBR -	C C Intersection
Time   Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection	Int 11	Sunport & 2nd St	7:15 7:30 Time Period 6:45 7:00	C C EBL	C C EBT -	C C C EBR	C C C WBL B	C C C WBT	C C C WBR A	E E E NBL	E E E NBT A	E E E NBR A	E E E SBL A	E E E E SBT A	C C C C SBR	D C C Intersection
Support & Broadway   From Period   FBL   FBT   FBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection	Int 11	Sunport & 2nd St	7:15 7:30 Time Period 6:45 7:00 7:15	C C EBL - -	C C EBT - -	C C C EBR	C C C WBL B B	C C C WBT	C C C WBR A A	E E E NBL	E E E NBT A A	E E E NBR A A	E E E SBL A A	E E E SBT A A	C C C SBR -	D C C Intersection
Int 12   Sunport & Broadway   7:00   C   C   C   C   C   C   C   C   A   A	Int 11	Sunport & 2nd St	7:15 7:30 Time Period 6:45 7:00 7:15 7:30	C C EBL - -	C C EBT - -	C C C EBR	C C WBL B B B B	C C C WBT	C C C WBR A A A	E E NBL	E E E NBT A A A	E E E NBR A A A	E E E SBL A A A	E E E SBT A A A A	C C C SBR	D C C Intersection
11   14	Int 11	Sunport & 2nd St	7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period	C C EBL EBL EBL	C C EBT EBT EBT	C C C EBR EBR	C C C WBL B B B WBL	C C C WBT - - - WBT	C C C WBR A A WBR	E E NBL NBL NBL	E E NBT A A A NBT	E E NBR A A NBR	E E SBL A A A SBL	E E E SBT A A A SBT	C C C SBR SBR	D C C Intersection Intersection
1			7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45	C C EBL EBL C	C C EBT EBT C	C C C EBR EBR C	C C C WBL B B B WBL C	C C C WBT WBT C	C C C WBR A A A WBR C	E E NBL NBL - NBL A	E E NBT A A A NBT A	E E NBR A A A NBR	E E SBL A A A SBL A	E E E SBT A A A SBT A	C C C SBR SBR A	D C C Intersection Intersection B
Int 14   Sunport &   Sunport			7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45 7:00	C C EBL EBL C C C	C C EBT EBT C C	C C C EBR EBR C C C	C C C WBL B B B WBL C C C	C C C WBT WBT C C C	C C C WBR A A A WBR C C C	E E NBL NBL A A	E E NBT A A A NBT A A A A A A A A A A A A A A A A A A A	E E NBR A A A A NBR	E E SBL A A A SBL A A A A A A A A A A A A A A A A A A A	E E E SBT A A A SBT A	C C C SBR SBR A A	C C Intersection Intersection B B
Support &			7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45 7:00 7:15	C C EBL EBL C C C C	C C EBT EBT C C C	C C C EBR EBR C C C C	C C C WBL B B B B C C C C C C C C	C C C WBT WBT C C C C	C C C WBR A A A WBR C C C C	E E E NBL NBL A A A	E E NBT A A A NBT A A A A A A A A A A A A A A A A A A A	E E NBR A A A A NBR A A A A A A A A A A A A A A A A A A A	E E SBL A A A SBL A A A A A A A A A A A A A A A A A A A	E E E SBT A A A SBT A A A A SBT A A	C C C C SBR - - - - SBR A A	D C C Intersection Intersection B B B
1nt 13			7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45 7:00 7:15 7:30	C C C C C C	C C C C C C C	C C C EBR EBR C C C C C C C	C C C WBL B B B C C WBL C C C C C C C C C C C C C C C C C C C	C C C WBT WBT C C C C C C	C C C WBR A A A C C C C C C C C C C C C C C C C	E E E NBL NBL A A A	E E NBT A A A A A A A A A A A A A A A A A A A	E E E NBR A A A A A A A A A A A A A A A A A A A	E E SBL A A A A A A A A A A A A A A A A A A A	E E E SBT A A A A SBT A A A A	C C C SBR SBR A A A	C C Intersection Intersection B B B B B
Interchange (SB)			7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45 7:00 7:15 7:30	C C C C C EBL	C C EBT	C C C EBR EBR C C C C C EBR	C C C WBL B B B WBL C C C C WBL	C C C WBT WBT C C C WBT	C C C WBR A A A A C C C C C C WBR	E E NBL NBL A A A NBL	E E NBT A A A A A A A A A A A A A A A A A A A	E E NBR A A A A NBR A A NBR	E E SBL A A A A SBL A A A SBL SBL	E E E SBT A A A SBT A A SBT A A SBT	C C C SBR SBR A A A SBR	D C C Intersection Intersection B B B B
Time   Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection		Sunport & Broadway	7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 7:15 7:30 Time Period	C C C C C EBL	C C EBT	C C C EBR EBR C C C C C EBR	C C C WBL B B B WBL C C C C WBL	C C C WBT WBT C C C WBT	C C C WBR A A A A C C C C C C WBR	E E NBL NBL A A A NBL	E E NBT A A A A NBT A A NBT A A NBT A A NBT	E E NBR A A A A NBR A A NBR	E E SBL A A A A SBL A A A SBL SBL	E E E SBT A A A SBT A A SBT A A SBT	C C C SBR SBR A A A SBR	C C Intersection Intersection B B B B B
Time   Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection		Sunport & Broadway  Sunport &	7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45	C C EBL EBL C C C C EBL A	C C C C C C EBT O	C C C EBR C C C C EBR O 0	C C C WBL B B B B C C C C C C C C WBL A	C C C WBT WBT C C C C WBT O	C C C WBR A A A A WBR C C C C WBR O	E E NBL NBL A A A NBL A	E E E NBT A A A A NBT A A NBT O	E E E NBR A A A A NBR A A NBR O	E E E SBL A A A A SBL A A SBL B	E E E E SBT A A A A SBT A A SBT O	C C C C SBR SBR A A A A SBR 0	D C C Intersection Intersection B B B B Intersection
Int 14   Sunport &	Int 12	Sunport & Broadway  Sunport &	7:15 7:30 Time Period 6:45 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45 7:00	C C EBL EBL C C C C C C A A	C C C C C C C C C C C C C C C C C C C	C C C EBR C C C C C C C C C C C C C C C C C C C	C C C WBL B B B B WBL C C C C WBL A A	C C C WBT WBT C C C C C C O O O O O O O O O O O O O	C C C WBR A A A A WBR C C C C C C O O O O O O O O O O O O O	E E E NBL NBL A A A NBL A A	E E E NBT A A A A NBT A A O NBT O O	E E E NBR A A A A NBR A A O O O O	E E E SBL A A A A SBL A A A B B B B	E E E E SBT A A A A SBT A A C C C C C C C C C C C C C C C C C	C C C C SBR	D C C Intersection Intersection B B B Intersection
Int 14 Support & 6:45 A A A A C C B Interchange (NB) 7:00 A A A A C C B	Int 12	Sunport & Broadway  Sunport &	7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45 7:00 7:15 7:30	C C EBL EBL C C C C EBL A A	C C C EBT C C C C C C C C C C C C C C C C C C C	C C C EBR C C C C C C C C C C C C C C C C C C C	C C C WBL B B B B C C C C C C C WBL A A	C C C WBT	C C C WBR A A A A WBR C C C C C O O O O	E E B NBL NBL A A NBL A A A NBL A	E E E NBT A A A A A NBT A A O O O O	E E E NBR A A A A NBR A A O O O O	E E SBL A A A A SBL A A A B B B B	E E E E E SBT A A A A A SBT A A A C SBT O O O O	C C C C SBR	D C C Intersection Intersection B B B Intersection
Int 14 Interchange (NB) 7:00 A A A A C C B 7:15 A A A A C C B	Int 12	Sunport & Broadway  Sunport &	7:15 7:30 Time Period 6:45 7:00 7:15 7:30	C C EBL EBL C C C C C A A A	C C C EBT C C C C C C C C C C C C C C C C C C C	C C C EBR C C C C C C C C C C C C C C C C C C C	C C C WBL B B B B C C C C C C C C A A A	C C C WBT C C C C C C C C C C C C C C C C C C C	C C C WBR A A A A WBR C C C C O O O O	E E B NBL NBL A A A A A A A A A A A A A A	E E E NBT A A A A NBT A A O O O O	E E E NBR A A A A NBR A A O O O O	E E SBL A A A A SBL A A A B B B B	E E E E E E E E E E E E E E E E E E E	C C C C SBR	D C C Intersection Intersection B B B Intersection
1nterchange (NB) 7:15 A A A A C C B	Int 12	Sunport & Broadway Sunport & Interchange (SB)	7:15 7:30 Time Period 6:45 7:00 7:15	C C EBL EBL C C C C C A A A EBL	C C C C C C C C C C C C C C C C C C C	C C C EBR C C C C C C C C C C C C C C C C C C C	C C C WBL B B B B WBL C C C C WBL A A A WBL	C C C WBT WBT C C C C C WBT 0 0 0 WBT	C C C WBR A A A A WBR C C C C C WBR 0 0 0 WBR	E E B NBL NBL A A A A NBL A A NBL A A A NBL	E E E NBT A A A A NBT A A A O O O O NBT	E E E NBR A A A A NBR A A O NBR O O O NBR	E E SBL A A A A SBL A A B B B B B SBL	E	C C C C SBR	D C C Intersection Intersection B B B Intersection Intersection - Intersection - Intersection
7:15 A A A A C C B	Int 12	Sunport & Broadway  Sunport &  Interchange (SB)	7:15 7:30 Time Period 6:45 7:00 7:15 7:30 Time Period 6:45	C C EBL EBL C C C C C EBL A A A A EBL	C C EBT C C C C C C EBT O O O EBT A	C C C EBR C C C C C C C C C C C C C C C C C C C	C C C WBL B B B B WBL C C C C WBL A A A WBL	C C C WBT WBT C C C C C WBT 0 0 0 WBT A	C C C WBR A A A A WBR C C C C C WBR O O O WBR A	E E B NBL NBL A A A A NBL A A A NBL C	E E E NBT A A A A NBT O O O NBT C	E E E NBR A A A A NBR A A O O O NBR B	E E E SBL A A A A SBL A A B B B B B B SBL	E E E E SBT A A A A SBT O O O SBT	C C C C SBR	D C C Intersection Intersection B B B Intersection Intersection - Intersection - Intersection - Intersection - Intersection - Intersection
7:30 A A -   -   A   A   C   C   B   -   -   -	Int 12	Sunport & Broadway Sunport & Interchange (SB) Sunport &	7:15 7:30 Time Period 6:45 7:30 Time Period 6:45 7:00 7:15	C C EBL EBL C C C C EBL A A A A EBL A	C C EBT	C C C EBR C C C C C EBR O O O EBR	C C C WBL B B B B WBL C C C C C WBL A A A WBL	C C C WBT WBT C C C C WBT 0 0 WBT A A	C C C WBR A A A A WBR C C C C C WBR O O WBR A A A	E E E NBL NBL A A A NBL A A NBL C C	E E E NBT A A A NBT A A O NBT C C	E E E NBR A A A NBR A O NBR B B B	E E E SBL A A A SBL B B B B SBL -	E E E E SBT A A A A SBT A A A SBT O O SBT -	C C C C SBR	D C C Intersection Intersection B B B Intersection
	Int 12	Sunport & Broadway Sunport & Interchange (SB) Sunport &	7:15 7:30 Time Period 6:45 7:30 Time Period 6:45 7:00 7:15 7:30	C C EBL EBL C C C C EBL A A A A A EBL A A A	C C EBT C C C C EBT O O O EBT A A A	C C C EBR C C C C C EBR O O O C EBR C C C C C C C C C C C C C C C C C C C	C C C WBL B B B B B WBL C C C C WBL A A A A A	C C C WBT WBT C C C C C O WBT O O O A A A	C C C WBR A A A A WBR C C C C WBR O O O WBR A A A	E E E NBL NBL A A A NBL A C C C C	E E E NBT A A A A NBT A A O O O O O O O C C C C	E E E NBR A A A NBR A A O O O O O NBR B B B	E E E SBL A A A SBL A A SBL B B B C B C C C C C C C C C C C C C C	E E E E E SBT A A A A A SBT A A A A SBT O O O SBT	C C C C SBR	D C C Intersection Intersection B B B Intersection Intersection Intersection



Table 3: 2020 Intersection LOS Analysis Summary, PM Peak Hour

		Time Daried	EDI	EDT	EDD	WDI	M/DT	WDD	NDI	NDT	NDD	CDI	CDT	CDD	Interception
		Time Period	EBL -	EBT -	EBR -	WBL A	WBT	WBR -	NBL -	NBT -	NBR -	SBL	SBT	SBR	Intersection
Int 1	Gibson &	16:00	-	-	-	A	-		-	-	_	-	-	-	-
1111.1	Interchange (SB)	16:15 16:30	-	-	-	A	-		-	-	_	-	-	-	-
		16:45	-	-	-	Α	-	-	-	-	-	-	-	-	
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
	Gibson &	16:00	-	-	-	-	-	-	В	-	-	-	-	-	-
Int 2	Interchange (NB)	16:15	-	-	-	-	-	-	В	-	-	-	-	-	-
		16:30	-	-	-	-	-	-	C	-	-	-	-	-	-
		16:45	-	-	-	-	-	-	В	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		16:00	В	A	A	A	В	В	D	0	-	E	D -	-	В
Int 3	Gibson & University	16:15	В	Α	Α	Α	В	Α	D	0	-	E	D	-	В
		16:30	С	Α	Α	Α	В	В	D	0	-	E	D	-	В
		16:45	С	В	Α	Α	В	В	D	0	-	E	D	-	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		16:00	В	В	Α	В	В	Α	D	D	С	D	E	E	С
Int 4	Gibson & Yale	16:15	С	В	Α	В	В	Α	D	D	D	D	D	E	С
		16:30	С	В	Α	В	В	Α	D	D	С	D	E	E	С
		16:45	С	В	Α	В	В	A	D	D	D	D	Е	E	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		16:00	В	A	A	A	В	A	D	E	D	D	E -	D	В
Int 5	Gibson & Girard	16:15	В	A	A	A	В	A	D	E	D	D	D	D	В
		16:30	В	В	Α	Α	В	Α	D	E	D	D	D	D	В
		16:45	В	Α	Α	Α	В	Α	D	E	D	D	D	D	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		16:00	В	Α	Α	Α	В	Α	F	D	D	D	Α	D	С
Int 6	Gibson & Carlisle	16:15	В	Α	Α	Α	В	Α	F	D	D	D	Α	D	С
		16:30	В	Α	Α	Α	В	Α	F	D	D	D	Α	D	С
		16:45	С	Α	Α	Α	В	Α	E	D	D	D	Α	D	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		16:00	Α	Α	-	-	Α	Α	-	-	-	E	-	E	Α
Int 7	Gibson & Maxwell	16:15	Α	Α	-	-	Α	Α	-	-	-	E	-	E	Α
		16:30	Α	Α	-	-	Α	Α	-	-	-	E	-	E	Α
		16:45	Α	Α	-	-	Α	Α	-	-	-	Е	-	E	Α
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		16:00	E		-	-		Α	-	-	-	F	-	С	-
Int 8	Gibson & Quincy	16:15	E		-	-		Α	-	-	-	F	-	D	-
		16:30	F		-	-		Α	-	-	-	F	-	E	-
		16:45	E		-	-		Α	-	-	-	F	-	D	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		16:00	С	С	С	В	В	В	F	F	С	D	D	D	E
Int 9	Gibson & Truman	16:15	D	С	С	В	С	С	F	F	С	D	D	D	F
		16:30	D	С	С	В	С	С	F	F	С	С	С	С	F
		16:45	D	С	С	В	В	С	F	F	С	D	D	D	F
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		16:00	С	В	В	Α	С	С	E	E	E	D	D	D	С
Int 10	Gibson & San Mateo	16:15	С	В	В	В	С	С	E	D	D	D	D	D	С
		16:30	С	В	С	Α	С	С	E	D	D	D	D	D	С
		16:45	С	В	В	В	С	С	Е	Е	Е	D	D	D	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		16:00	-	-	-	В	-	Α	-	Α	Α	Α	Α	-	-
Int 11	Sunport & 2nd St	16:15	-	-	-	В	-	Α	-	Α	Α	Α	Α	-	-
		16:30	-	-	-	В	-	Α	-	Α	Α	Α	Α	-	-
		16:45	-	-	-	В	-	Α	-	Α	Α	Α	Α	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
1			_	С	С	С	С	С	Α	Α	Α	Α	Α	Α	В
		16:00	С							Α	Α	Α	Α	Α	В
Int 12	Sunport & Broadway	16:15	С	С	С	С	С	С	Α						
Int 12	Sunport & Broadway	16:15 16:30	C C	C C	С	С	С	С	Α	Α	А	Α	Α	Α	В
Int 12	Sunport & Broadway	16:15 16:30 16:45	C C	C C	C C	C C	C C	C C	A A	A A	A A	A A	A A	A A	В
Int 12	Sunport & Broadway	16:15 16:30 16:45 Time Period	C C C EBL	C C C EBT	C C EBR	C C WBL	C C WBT	C C WBR	A A NBL	A A NBT	A A NBR	A A SBL	A A SBT	A A SBR	
	Sunnort &	16:15 16:30 16:45 Time Period 16:00	C C C EBL	C C C EBT 0	C C EBR 0	C C WBL	C C WBT	C C WBR O	A A NBL A	A A NBT 0	A A NBR 0	A A SBL B	A A SBT 0	A A SBR 0	В
Int 12	Sunport &	16:15 16:30 16:45 Time Period	C C C EBL A	C C C EBT 0	C C EBR	C C WBL	C C WBT O O	C C WBR O O	A A NBL A	A A NBT	A A NBR O O	A A SBL	A A SBT O O	A A SBR	B Intersection
	Sunnort &	16:15 16:30 16:45 Time Period 16:00 16:15 16:30	C C C EBL A A	C C C EBT O O O	C C EBR 0 0 0	C C WBL A A	C C WBT 0 0 0	C C WBR 0 0 0	A A NBL A A	A A NBT 0 0 0	A A NBR O O O	A A SBL B B B	A A SBT 0 0 0	A A SBR O O O	B Intersection
	Sunport &	16:15 16:30 16:45 Time Period 16:00 16:15	C C C EBL A	C C C EBT 0	C C EBR O O	C C WBL A	C C WBT O O	C C WBR O O	A A NBL A	A A NBT 0 0	A A NBR O O	A A SBL B	A A SBT O O	A A SBR O O	B Intersection -
	Sunport &	16:15 16:30 16:45 Time Period 16:00 16:15 16:30	C C C EBL A A	C C C EBT O O O	C C EBR 0 0 0	C C WBL A A	C C WBT 0 0 0	C C WBR 0 0 0	A A NBL A A	A A NBT 0 0 0	A A NBR O O O	A A SBL B B B	A A SBT 0 0 0	A A SBR O O O	B Intersection - -
Int 13	Sunport & Interchange (SB)	16:15 16:30 16:45 Time Period 16:00 16:15 16:30 16:45	C C C EBL A A A	C C C EBT O O O O	C C EBR 0 0 0	C C WBL A A A	C C WBT 0 0 0	C C WBR 0 0 0	A A NBL A A A A	A A NBT O O O O O	A A NBR O O O O O	A A SBL B B B B	A	A A SBR 0 0 0 0 0 0	B Intersection - - - -
	Sunport & Interchange (SB) Sunport &	16:15 16:30 16:45 Time Period 16:00 16:15 16:30 16:45 Time Period	C C C EBL A A A EBL	C C C EBT O O O EBT	C C EBR O O O EBR	C C WBL A A A WBL	C C WBT O O O O WBT	C C WBR O O O O WBR	A A NBL A A A NBL NBL	A A NBT O O O NBT NBT	A A NBR 0 0 0 NBR	A A SBL B B B SBL	A A SBT O O O O SBT	A A SBR O O O SBR	B Intersection - - - - Intersection
Int 13	Sunport & Interchange (SB)	16:15 16:30 16:45 Time Period 16:00 16:15 16:30 16:45 Time Period 16:00	C C C EBL A A A EBL	C C C EBT O O O EBT A	C C EBR O O O C EBR -	C C WBL A A A WBL	C C WBT O O O WBT A	C C WBR 0 0 0 WBR A	A A NBL A A A NBL C	A A NBT O O O O NBT C	A A NBR O O O NBR B	A A SBL B B B SBL -	A A SBT O O O O SBT -	A A SBR O O O SBR -	B Intersection - - - Intersection



## ROADWAY ANALYSIS

A review of the Gibson Blvd corridor was conducted to estimate the operational capacity of the roadway, although the signalized intersection operations typically control capacity. The FHWA published a report titled Simplified Highway Capacity Calculation Method for the Highway Performance Monitoring System (October 2017). In that report, Table 15 provides a generalized service volume table based on the number of lanes, percent green time, and speed limit of a corridor. Table 15 of that report has been condensed and provided

at right based on the Gibson Blvd roadway characteristics. Currently, 6-lane Gibson Blvd has an AM peak-hour K-factor of 8% (actual K factor for the AM is around 7.6% and the PM about 8.5%) and an existing AM peak-hour corridor signal timing that provides approximately 56% of the cycle length to the Gibson Blvd through movement (67 seconds of effective green time out of the 120 second cycle length). Converting the table into a vehicles per hour per lane value (vphpl), the Gibson corridor can accommodate up to 757 vphpl at LOS B, 824 vphpl at LOS C, 884 vphpl at LOS D, 982 vphpl at LOS E during the AM peak hour.

			Level of Service							
			В	С	D	E				
Number	Percent	Speed	Service	Service	Service	Service				
of Lanes	<b>Green Time</b>	Limit	Volume	Volume	Volume	Volume				
6	50	45	51100	55000	59000	64400				
6	55	45	56800	61800	66300	73700				
6	60	45	62300	67700	72500	80600				
6	65	45	67800	73600	78800	87500				
6	70	45	72900	78100	83600	91100				
8	50	45	68900	74800	80200	89100				
8	55	45	76100	82600	88500	98300				
8	60	45	83300	90400	86800	107500				
8	65	45	90700	98200	105200	116800				
8	70	45	98000	106100	113600	126100				

Example: Threshold value at LOS D for 55% of green time = 66,300 \* 0.08 \*(1/6) = 884 vphpl

Noting the existing 2020 eastbound Gibson Blvd approach to Yale Blvd accommodates about 970 vphpl, the roadway is estimated to operate near the upper LOS E threshold. For comparison, the intersection capacity results displayed in Table 2 indicate the eastbound through movement operating at LOS C during this time period. The discrepancy in LOS values may be due to good vehicle progression currently provided along the Gibson corridor not reflected in the above service volume table.

Although the above values indicate some traffic volume growth along the Gibson Blvd corridor is possible, an increase to major street left-turn movements, additional minor-street approach volumes, or increased pedestrian crossings of Gibson Blvd will reduce the percent of green time available to the through movement, reducing the amount of unused capacity available. With or without favorable progression, Gibson Blvd is likely approaching its capacity level.

## FREEWAY ANALYSIS

A methodology similar to the intersection analysis was utilized to analyze the I-25 corridor from north of Gibson Blvd to south of the Sunport interchange. Freeway segment and ramp volumes provided by MRCOG were used to develop a base 2019 volume condition. The base volumes were then increased by 1% to estimate 2020 conditions.

LOS analysis was performed according to the methods and procedures provided in the HCM6. The McTrans Highway Capacity Software (HCS), Version 7.8.5, was used to analyze the northbound and southbound operation of the freeway. A summary of all results is provided in Appendix E.

The performance measure used by the HCS to evaluate the effectiveness of a freeway facility is based on the operational performance of the individual segments of the freeway. Freeway segments can be divided into three categories; basic segments, weaving segments, and merge and diverge segments which may overlap in certain scenarios. The segmentation of the I-25 northbound and southbound corridor analyzed is depicted in Figure 7. The HCM utilizes density in the form of passenger cars equivalents per mile per lane to translate average density results into a parallel measure of LOS. The urban freeway density/LOS table, taken from the



HCM6 (Exhibit 10-6) is provided below. Tables 4 and 5 present the AM and PM peak period LOS results in 15-minute increments for the northbound and southbound directions, respectively.

	Freeway Facility Density (pc/mi/ln)						
LOS	Urban	Rural					
Α	≤11	≤6					
A B	>11-18	>6-14					
C	>18-26	>14-22					
D	>26-35	>22-29					
E	>35-45	>29-39					
F	>45 or	>39 or					
	any component segment $v_d/c$ ratio > 1.00	any component segment $v_d/c$ ratio >1.00					

Source: HCM 6th edition, Exhibit 10-6, p. 10-15.

Overall, the results presented for the northbound direction indicate LOS D or better conditions exist on all freeway segments for the identified 2020 existing volume condition. The most congested time period in the morning is at 7:15 AM with 5 segments operating at LOS D while in the PM period, only segment N7 (westbound Gibson on-ramp) is identified to operate at LOS D, occurring in three 15-minute periods.

In the southbound direction, segment S3 (off-ramp to eastbound Gibson) indicates over-capacity conditions (LOS F) from 6:30 AM to 7:30 AM. All other segments and time periods indicate LOS D or better operations. Informational notes identified within the software identify the following warning regarding the S3 segment:

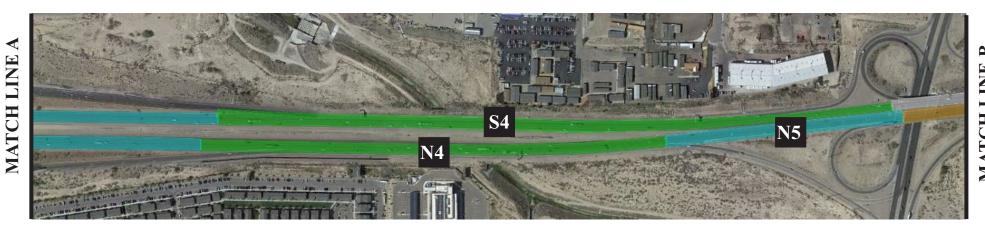
<u>Southbound I-25 AM Peak Period:</u> Diverge capacity is less than diverge demand on Segment S3 (off-ramp to EB Gibson Blvd) and may result in off-ramp queue affecting mainline flow.



## **SUNPORT**



# **GIBSON**



## **AVENIDA CESAR CHAVEZ**



## Legend

- S6 FREEWAY SEGMENT N/S #
- BASIC SEGMENT
- MERGE SEGMENT
- DIVERGE SEGMENT
- WEAVE SEGMENT
- MERGE/DIVERGE OVERLAP SEGMENT

## **Segment Lengths**

Deginent Lei	120113
N1 = 1500'	S1 = 1500'
N2 = 1500'	S2 = 1500'
N3 = 2600'	S3 = 1100'
N4 = 2250'	S4 = 3225'
N5 = 1150'	S5 = 2500'
N6 = 1200'	S6 = 1500'
N7 = 1500'	S7 = 1500
N8 = 1500'	

#### Note:

Distance of end segments may not be appropriately displayed.





Table 4: 2020 Freeway LOS Analysis Summary, Northbound I-25

					Lev	el of Servi	ice			
	Segment	N1	N2	N3	N4	N5	N6	N7	N7	N8
	5:00	А	Α	Α	А	Α	Α	Α	Α	Α
	5:15	Α	В	Α	Α	Α	В	В	В	Α
	5:30	Α	В	Α	А	Α	В	В	В	Α
	5:45	Α	В	А	А	Α	В	В	В	Α
	6:00	В	В	В	В	В	В	В	В	В
	6:15	В	С	В	В	В	В	С	С	В
р	6:30	С	С	С	В	С	С	С	С	С
Time Period	6:45	В	С	В	В	В	В	С	С	В
Je P	7:00	С	С	С	С	С	С	С	С	С
Tim	7:15	D	D	D	С	С	С	D	D	С
	7:30	С	С	С	С	С	С	С	С	С
	7:45	В	С	В	В	В	В	В	В	В
	8:00	В	С	В	В	В	В	В	В	В
	8:15	В	С	В	В	В	В	В	В	В
	8:30	В	С	В	В	В	В	В	В	В
	8:45	В	В	А	В	А	В	В	В	В
	14:00	Α	В	А	В	В	В	В	В	В
	14:15	В	В	Α	В	В	В	В	В	В
	14:30	В	В	Α	В	В	В	В	В	В
	14:45	В	В	В	В	В	В	С	В	В
	15:00	В	В	В	В	В	В	С	С	С
	15:15	В	В	Α	В	В	В	С	С	С
	15:30	В	В	В	В	В	В	С	С	С
	15:45	В	В	В	В	В	В	С	С	С
рc	16:00	В	В	В	В	В	В	D	С	С
eric	16:15	В	В	В	В	В	В	D	С	С
Time Period	16:30	В	В	В	В	В	В	С	С	С
⊨ i=	16:45	В	В	В	В	В	В	С	С	С
	17:00	В	В	Α	В	В	В	D	С	С
	17:15	Α	В	Α	В	В	В	С	С	В
	17:30	Α	В	Α	В	Α	В	В	В	В
	17:45	Α	В	Α	В	Α	Α	В	В	Α
	18:00	Α	В	Α	В	Α	В	В	В	В
	18:15	Α	В	Α	Α	Α	В	В	В	Α
	18:30	Α	В	Α	Α	Α	В	В	В	Α
	18:45	Α	В	Α	А	Α	Α	В	В	А
									rlap	
Туре	Туре		Diverge	Basic	Weave	Basic	Merge	Merge	Diverge	Basic
	Length, ft		1500	26 00	2250	1150	1200	1500	1500	1500
Segmer	Segment ID		N2	N3	N4	N5	N6	N7	N7	N8
	Northbound Locations		Off-Ramp to Sunport	Btw SunportOff and On Ramps	Btw Sunport On and Gibson Off Ramp	Btw Gibson Off and EB On Ramps	Gibson EB On-Ramp	Gibson WBOn- Ramp	Cease r Chavez Off- Ramp	North of Ceaser Chavez



Table 5: 2020 Freeway LOS Analysis Summary, Southbound I-25

		Level of Service							
	Segment	S1	S2	S2	S3	S4	S5	S6	S7
	5:00	Α	Α	В	Α	Α	Α	А	Α
	5:15	Α	Α	В	Α	Α	Α	Α	Α
	5:30	В	В	В	В	Α	Α	Α	Α
	5:45	В	В	С	В	Α	Α	Α	Α
	6:00	В	В	С	В	Α	Α	Α	Α
	6:15	С	С	С	С	В	Α	В	Α
ъ	6:30	С	С	D	F	В	Α	В	Α
erio	6:45	D	С	D	F	В	В	В	В
Time Period	7:00	С	С	D	F	В	Α	Α	Α
Ξ	7:15	С	С	D	F	В	Α	В	Α
	7:30	С	С	D	С	В	Α	В	Α
	7:45	С	С	D	С	В	Α	В	Α
	8:00	С	С	С	С	В	Α	В	Α
	8:15	С	С	С	С	В	Α	В	A
	8:30	С	С	С	С	В	Α	В	Α
	8:45	В	В	С	В	В	Α	В	Α
	14:00	В	В	С	В	В	В	В	В
	14:15	В	В	С	В	В	В	В	В
	14:30	С	С	С	С	В	В	В	В
	14:45	С	С	D	С	В	В	В	В
	15:00	С	С	D	С	В	В	В	В
	15:15	С	С	С	С	В	В	В	В
	15:30	С	С	С	С	В	В	В	В
	15:45	С	С	С	С	В	В	В	В
٥	16:00	С	С	С	С	В	В	В	В
Time Period	16:15	С	С	D	С	В	В	В	В
e Po	16:30	С	С	С	В	В	В	В	В
Tim	16:45	С	С	С	С	В	В	В	В
	17:00	С	С	С	С	В	В	В	В
	17:15	С	С	С	С	В	В	В	В
	17:30	С	С	С	С	В	В	В	В
	17:45	С	С	С	С	В	В	В	В
	18:00	С	С	С	С	В	В	В	В
	18:15	В	С	С	В	В	В	В	В
	18:30	В	В	С	В	В	В	В	В
	18:45	В	В	С	В	В	В	В	В
			Ove	rlap					
Туре	Туре		Merge	Diverge	Diverge	Weaving	Basic	Merge	Basic
Length, ft		Basic 1500	1500	1500	1100	3225	2500	1500	1500
Segment ID		S1	S2	S2	S3	S4	S5	S6	<b>S</b> 7
Southbound Locations		N of Cesar Chavez On-Ramp	On-Ramp from Ceasr Chave z	Off-Ramp to W B Gibson	Off-Ramp to EB Gibson	Btw Gibson On and Sunport Off Ramps	Btw Gibson and Sunport	Btw Sunport Off and On Ramps	On-Ramp from Sunport



## **BUILD YEAR ANALYSIS**

The following sections detail the methods and calculations used to obtain traffic volumes for each analysisyear scenario.

Site construction is anticipated to begin in 2021 with a Phase 1 opening scheduled for 2023 with operational capacity anticipated for year 2025. Future construction phases, if favorable market conditions exist, assume a Phase 2 build-out for year 2030. Therefore, the following analysis periods have been analyzed. All horizon years assume the Sunport Boulevard Extension project constructed.

- 2025 No-Build (2020 Existing conditions plus 5 years of background traffic growth plus non-site development traffic.)
- 2025 Build (2025 No-Build conditions plus Phase 1 site-generated trips)
- 2030 No-Build (2020 Existing conditions plus 10 years of background traffic growth plus non-site development traffic)
- 2030 Build (2030 No-Build conditions plus Phase 1 and Phase 2 site generated trips)
- 2040 Build (2020 Existing Conditions plus 20 years of background traffic growth plus non-site development traffic plus Phase 1 and Phase 2 site traffic).

## Non-Site Traffic Forecasting

Development of background traffic growth is comprised of two components: traffic growth due to the ambient growth of the community and additional traffic due to site-adjacent development.

**Background Traffic Growth.** Traffic volumes on study-area roadways were provided by MRCOG from their 2016 and 2040 transportation model. The AM and PM peak-hour load volumes were compared for each study area intersection approach and a yearly growth rate between values calculated. An average yearly growth rate for the Gibson and I-25 corridors was calculated noting programmed improvements along the Sunport corridor made its growth calculations inappropriate to use. Growth calculations were then rounded downward to the next whole number noting the site and non-site development traffic are contained within the model forecasts. Table 6 shows these volumes and calculations. Based on table results, a background traffic growth rate of 1% per year was used to adjust 2020 study area traffic volumes to horizon year conditions.

**Non-Site Generated Trips.** One non-site development was identified to be constructed prior to the 2025 analysis year that may result in significant traffic volume impact for the study intersections, the EUL project. Although the EUL project assumed a 2030 build-out year, all site-generated traffic was assumed for the 2025 horizon year. For intersections west of Carlisle Blvd, site traffic was distributed based on the distribution percentages calculated for Project Orion. Figure 8 shows the AM and PM peak-hour trips estimated for the EUL site with an assumption very few site-generated trips utilize the Sunport corridor.

**Other Considerations.** Traffic volumes along the Sunport corridor were developed based on the 2020 forecast traffic volumes provided in Figures 3 and 4 of the *Sunport Boulevard Extension and Woodward Road Improvements Project* (Appendix A). Volumes were increased by 1% per year to account for future year scenarios.

When reviewing the peak-hour volumes associated with the background growth and comparing them to the 2020 Existing conditions, the following item is noted for the Gibson Corridor:

• At a representative intersection near the Orion site (Yale intersection), the eastbound through movement volume increases by 500 vehicles in the AM peak hour. During the PM peak hour, the westbound through movement volume increases by 600 vehicles. The high increase in volumes is associated with the current volumes travelling the Gibson corridor (over 2,600 vehicles at the



eastbound Yale approach) while the EUL development contributes nearly 400 eastbound vehicles in the AM peak-hour and nearly 500 westbound vehicles in the PM peak-hour. Background traffic on eastbound Gibson is calculated to be about 3,450 vehicles or 1,150 vphpl during the morning peak, 17% above the LOS E threshold level of 982 vphpl calculated earlier using the *Simplified Highway Capacity Calculation Method* data.

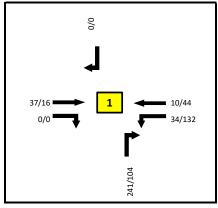


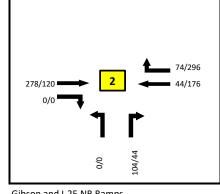
Table 6: Study Area Background Traffic Growth

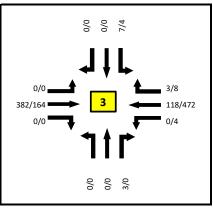
Roadway			MRCOG 2016 Model "Peak Hour Load"	MRCOG 2040 Model "Peak Hour Load"	Yearly Growth Rate	Average Yearly Growth	Growth Rate for Analysis					
			GIBSON	CORRIDOR								
San Mateo North of	AM	РН	954	963	0.04%		1.00%					
Gibson Blvd	PM	РН	473	685	1.55%							
San Mateo South of	AM	РН	345	383	0.44%							
Gibson Blvd	PM	РН	863	973	0.50%	0 770/						
Gibson Blvd East of	AM	PH	1512	1981	1.13%	0.77%						
San Mateo Blvd	PM	PH	1967	2311	0.67%							
Gibson Blyd West of	AM	РН	2045	2186	0.28%							
San Mateo Blvd	PM	РН	1759	2521	1.51%							
Gibson Blvd East of	AM	РН	2045	2186	0.28%							
Truman St	PM	РН	1759	2521	1.51%							
Gibson Blvd West of	AM	PH	1420	1876	1.17%	1.00%	1.00%					
Truman St	PM	PH	1324	1703	1.05%							
Gibson Blvd East of	AM	PH	1420	1876	1.17%							
Quincy St	PM	PH	1324	1703	1.05%							
Gibson Blvd West of	AM	РП	1420	1876	1.05% N/A	1.11%	1.00%					
Quincy St	PM	PH	1324	1703	N/A							
Gibson Blvd East of	AM	РП	1420	1876	1.17%							
	-	РП										
Maxwell St	PM	PH	1324	1703	1.05%	1.11%	1.00%					
Gibson Blvd West of Maxwell St	AM PM	PH	1420	1876	1.17% 1.05%							
			1324	1703			<del>                                     </del>					
Gibson Blvd East of	AM	PH	1420	1876	1.17%							
Carlisle Blvd	PM	PH	1324	1703	1.05%	0.97%	1.00%					
Gibson Blvd West of	AM		2272	2484	0.37%							
Carlisle Blvd	PM	РН	1724	2348	1.30%		1.00%					
Girard Blvd North of	AM	РН	459	283	-1.99%							
Gibson Blvd	PM	РН	380	464	0.84%	0.12%						
Girard Blvd South of	AM	РН	133	163	0.85%							
Gibson Blvd	PM	РН	102	123	0.78%							
Gibson Blvd East of	AM	PH	2179	2484	0.55%							
Girard Blvd	PM	РН	1653	2374	1.52%	1.03%	1.00%					
Gibson Blvd West of	AM	PH	1986	2244	0.51%	2.0070						
Girard Blvd	PM	PH	1275	1835	1.53%							
Yale Blvd North of	AM		338	540	1.97%							
Gibson Blvd	PM	PH	344	748	3.29%	2.46%	1.00%					
Yale Blvd South of	AM		689	975	1.46%							
Gibson Blvd	PM	РН	698	1465	3.14%							
Gibson Blvd East of	AM		1986	2244	0.51%							
Yale Blvd	PM	РН	1275	1835	1.53%	0.68%	1.00%					
Gibson Blvd West of	AM	РН	2202	2117	-0.16%	0.0070						
Yale Blvd	PM	РΗ	1460	1783	0.84%							
University Blvd North	AM	РН	320	399	0.92%							
of Gibson Blvd	PM	PH	675	1132	2.18%	0.82%	1.00%					
University Blvd South	AM	РН	171	206	0.78%	0.02/0	1.00/0					
of Gibson Blvd	PM	РН	292	253	-0.60%							
Gibson Blvd East of	AM	РН	2134	2043	-0.18%							
University Blvd	PM	PH	1390	1694	0.83%	0.49%	1.00%					
Gibson Blvd West of	AM	PH	2645	2781	0.21%	0.43/0	1.00/0					
University Blvd	PM	РН	1644	2141	1.11%							
Gibson Blvd East of I-	AM	РН	2645	2781	0.21%	0.91%	1.00%					
25	PM	PH	1644	2141	1.11%							
Gibson Blvd West of I-	AM	РΗ	989	1194	0.79%							
25	PM	РН	744	1074	1.54%		<u></u>					
			i-25 C	ORRIDOR								
I-25 NB Bet Gibson &	AM	РН	3816	5288	1.37%							
Sunport	PM	РН	3279	4746	1.55%	1 220/	1 000/					
I-25 SB Bet Gibson &					AM		РН	3072	3946	1.05%	1.23%	1.00%
1 23 3D DC L GIDSOII G												

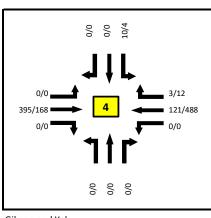


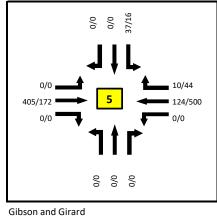










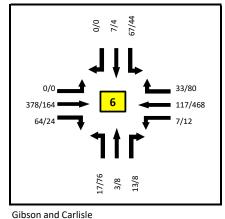


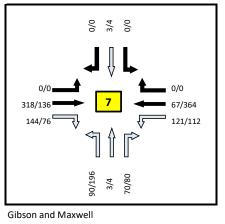
Gibson and I-25 SB Ramps

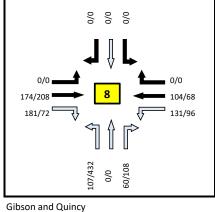
Gibson and I-25 NB Ramps

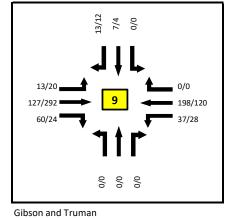
Gibson and University

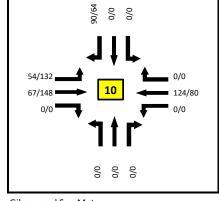
Gibson and Yale











Gibson and San Mateo

**PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **EUL SITE GENERATED TRIPS** 

NOTES:

1. The EUL site has access to Gibson from Carlisle, Maxwell, Quincy, Truman, and other driveways. Therfore, trips may not flow between intersections.

2. Site traffic was flowed west of Carlisle based on existing distribution

AM / PM Volumes

New EUL Intersection movements.

FIGURE 8



# SITE-GENERATED TRAFFIC FORECASTING

### PHASE 1

The trip generation forecast for Phase 1 of the subject site was discussed during an August 18, 2020, virtual scoping meeting conducted with the project stakeholders. As discussed, it was determined that:

- Three work shifts are proposed by the client; 6 AM to 3 PM, 3 to 10 PM, and 10 PM to 6 AM. These shifts are flexible within reason.
- The land use most representative of the Phase 1 development is ITE Land Use Code 130, Industrial Park.
- Due to the work hours associated with the site, generated site trips would be developed in a 2-step manner. Employee trips would be developed by the number of employees per shift, arriving in the 60-minute period prior to shift start and exiting in the 60-minute period after their shift. Nonemployee trips would arrive throughout the normal work-day hours, 6 AM to 7 PM.

In addition, site-related trips were to be developed in 15-minute intervals due to the potential impact of site trips on peak-hour traffic conditions within the study area. Because of locale, availability of transit options, ride-sharing opportunities, work from home, other travel demand management considerations, on-site interactions, and options available in the future, it was assumed employee vehicular trips could be reduced by 20 percent. Opportunities to achieve these levels of reductions are possible with a mix of employer sponsored options such as carpool incentives, subsidized bus passes, and guaranteed rides home. Employee trips were assumed to occur evenly within the four 15-minute periods prior to and after their shifts since no information is available to indicate different peaking characteristics exist. Non-employee trips were assumed to be the difference between the daily trips estimated using the ITE average rates (based on number of employees) minus the employee trips. The non-employee trips were distributed through the day based on existing hourly volumes on Gibson Blvd.

Table 7 provides the Phase 1 trip generation estimate for the subject site.

Truck traffic to and from the site is assumed to only be associated with Phase 1 of the development. No identification as to truck activity was provided by the client, therefore, total truck trips were estimated assuming 5% of the Phase 1 non-employee trips. Consequently, the total number of daily truck trip ends is estimated to be 118, 58 entering and 60 exiting per day, or 2% of total Phase 1 trips. The time period for trucks entering and exiting is based on the ITE LUC 140, 24-hour truck trip percentages. Table 10 shows the site's estimated hourly truck activity. A review of the table indicates a maximum 13 trip ends (7 in, 6 out) occurring in any one 60-minute period.

### PHASE 2

Phase 2 of the subject site was also discussed during the August 18 meeting. Construction timing and development scale are currently being discussed internally by the client. Ultimately, plans to construct up to three additional office buildings of 1M SF each, located between the Phase 1 laboratory building and Gibson Blvd have been under consideration. However, noting this may be aggressive in the near-term, in addition to traffic operations concerns, only 1 office building is being considered constructed and operational for the 2030 horizon year. The need for the other 2 buildings will be considered once operations can be better assessed. The following information is to be used for Phase 2 analysis of the site:

- The office building operation will be similar to Phase 1, where three work shifts are anticipated with similar start and end times.
- The land use associated with the office building is ITE Land Use Code 710, General Office Building.



- Trip estimates are based on the ITE *Trip Generation* average trip rates, the higher of the fitted curve equation or average rates.
- Trip ends have been estimated for employee and non-employee trips. Because many office
  employees may not have a "hard" start/end time as compared to the Phase 1 assembly worker and
  may have other requirements outside of the office environment, employee-related entering and
  exiting trips were permitted.
- Other employee-based trips associated with the office building will be difficult to control to "hard start and end times" and have been assumed as part of the non-employee trips. Typically, about 3 employees per 1,000 SF of office space is considered about an average rate.

For the purposes of the Phase 2 trip development, the client has indicated 70% of the building to be occupied by day shift employees, 20% by the evening shift, and 10% by over-night shift employees. Daily trips associated with Phase 2 were calculated based on the maximum occupancy of the building at any one time, or 700,000 SF (during the day shift). To estimate employee trips, the values associated with the percent of building occupied were used. Employee-related vehicles 60-minutes prior to their shift utilized the ITE rates and in/out percentages associated with the AM peak-hour of the roadway. Post-shift, trips were based on the rates and percentages associated with the PM peak-hour of the roadway occurring in the 60-minute period after the shift. Similar to Phase 1, employee-based trips also considered a 20% trip reduction based on alternative travel modes and/or travel demand management practices they may be in place. The difference between the daily trips and the employee trips were assumed to be non-employee trips, occurring over a 24-hour time period based on percentages presented by ITE.

Table 8 provides the Phase 2 trip generation estimate for the site.

Table 9 provides a summary of the total Project Orion trip estimate for Phase 1 plus Phase 2.



Table 7: Trip Generation, Phase 1

				Estimated Employee Trips				
			ITE Daily	Pre Shift		Post Shift		
Shift Time	Shift	Employees	Trips*	In	Out	In	Out	
6A-3P	Day Shift	1450		1160	0	0	1160	
3P-10P	Evening Shift	850		680	0	0	680	
10P-6A	Night Shift	275		220	0	0	220	
Total Phase 1		2575	7493	2060	0	0	2060	

Total Trip Ends	
Employee Veh. Trips =	4120
Employee Alt. Travel Mode Trips =	1030
Non-Employee Veh. Trips =	2343
Total Trip Ends (all modes) =	7493
Total Vehicle Trip Ends =	6463

<sup>\*</sup> ITE Trip Generation 10th Edition, ITE LUC 130, Total Employees,

Average Rate.	Trip Values Prior to Trav	vel Mode Adjustm	ents.

	Ef	MPLOYEE TR	IPS (EMPLO	YEE MINU	S CAR POO	L & TRANS	SIT TRIPS)		NON-EMPL	OYEE TRIPS	SITE T	OTAL Veh	. Trips
									Daily Trip B	Ends Minus			
									Employe	e Trips &			
			Evening	Shift Trip	Night S	hift Trip	Total En	nployee	Employee	Alt. Mode			
	Day Shift	Trip Ends	En	ıds	Er	ıds	Based V	eh. Trips	Tri	ips			
Time	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
12-1 AM							0	0	0	0	0	0	0
1-2 AM							0	0	0	0	0	0	0
2-3 AM							0	0	0	0	0	0	0
3-4 AM							0	0	0	0	0	0	0
4-5 AM							0	0	0	0	0	0	0
5-6 AM	1160						1160	0	0	0	1160	0	1160
6-7 AM						220	0	220	80	79	80	299	379
7-8 AM							0	0	108	107	108	107	215
8-9 AM							0	0	97	97	97	97	194
9-10 AM							0	0	72	71	72	71	143
10-11 AM							0	0	72	72	72	72	144
11-12 PM							0	0	81	80	81	80	161
12-1 PM							0	0	87	87	87	87	174
1-2 PM							0	0	81	80	81	80	161
2-3 PM			680				680	0	88	87	768	87	855
3-4 PM		1160					0	1160	109	109	109	1269	1378
4-5 PM							0	0	120	119	120	119	239
5-6 PM							0	0	107	106	107	106	213
6-7 PM							0	0	74	73	74	73	147
7-8 PM							0	0	0	0	0	0	0
8-9 PM							0	0	0	0	0	0	0
9-10 PM					220		220	0	0	0	220	0	220
10-11 PM				680			0	680	0	0	0	680	680
11-12 AM							0	0	0	0	0	0	0
Total	1160	1160	680	680	220	220	2060	2060	1176	1167	3236	3227	6463
	232	20	13	60	4	40	41	.20	23	343	64	63	

ime Period	Raw Gibson Traffic % *	Conversion, All Non-Employee Trips Throughout Day (%)		Trip Distribution of Non-Employee	
			TOTAL	IN	OUT
12-1 AM 1-2 AM	0.0077 0.0039	0	0	0	0
		0			0
2-3 AM 3-4 AM	0.0028	0	0	0	0
3-4 AM 4-5 AM	0.0034	0	0	0	0
4-5 AM 5-6 AM	0.0076	0	0	0	0
	0.0251				-
6-7 AM 7-8 AM	0.0564	0.0679 0.0916	159 215	80 108	79 107
7-8 AIVI 8-9 AM	0.0761	0.0916	194	97	97
	0.0508	0.0830	143		71
9-10 AM			143	72	71 72
10-11 AM 11-12 PM	0.0511	0.0615 0.0686	161	72 81	80
12-12 PM	0.0570	0.0686	174	87	87
1-2 PM	0.0570	0.0742	161	81	80
2-3 PM	0.0570	0.0687	175	88	87
3-4 PM	0.0620	0.0747	218	109	109
4-5 PM	0.0772	0.1020	239	120	119
5-6 PM	0.0847	0.1020	213	107	106
6-7 PM	0.0522	0.0628	147	74	73
7-8 PM	0.0322	0.0028	0	0	0
8-9 PM	0.0291	0	0	0	0
9-10 PM	0.0231	0	0	0	0
10-11 PM	0.0170	0	o	0	0
11-12 AM	0.0126	0	0	0	0
Tot		1	2343	1176	1167

\* From Gibson Road Corridor 24-hour Volumes. Time period to distribute non-employee traffic
Start Time 6
End Time 18



Table 8: Trip Generation, Phase 2

				Estimated Employee Trips			
		Bldg Area	ITE Daily	Pre Shift**		Post Shift**	
Shift Time	Shift	Used, SF	Trips*	In**	Out	In	Out**
6A-3P	Day Shift	700	7006	559	91	103	541
3P-10P	<b>Evening Shift</b>	200		160	26	29	155
10P-6A	Night Shift	100		80	13	15	77
Total	Phase 2		7006				

Employee Carpool and Transit % =	20%
, , , , , , , , , , , , , , , , , , , ,	
Shift Employee Veh. Trips =	1849
Employee Alt. Travel Mode Trips =	462
Non-Shift Employee Veh. Trips =	4695
Total Trip Ends (all modes) =	7006
Total Vehicle Trip Ends =	6544

	EMPI	OYEE TRIPS	(EMPLOYE	E TRIPS MI	NUS EMPL	OYEE ALT. I	MODE TRIP	'S)	OTHER	TRIPS	SITE 1	OTAL Veh	. Trips
			_	Shift Trip	-	hift Trip	Total En						
	Day Shift			nds		nds		eh. Trips					
Time	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
12-1 AM							0	0	5	2	5	2	7
1-2 AM							0	0	0	2	0	2	2
2-3 AM							0	0	5	0	5	0	5
3-4 AM							0	0	0	2	0	2	2
4-5 AM							0	0	2	5	2	5	7
5-6 AM	559	91					559	91	9	2	568	93	661
6-7 AM					15	77	15	77	108	12	123	89	212
7-8 AM							0	0	308	45	308	45	353
8-9 AM							0	0	338	82	338	82	420
9-10 AM							0	0	150	101	150	101	251
10-11 AM							0	0	127	139	127	139	266
11-12 PM							0	0	146	242	146	242	388
12-1 PM							0	0	239	244	239	244	483
1-2 PM							0	0	211	157	211	157	368
2-3 PM			160	26			160	26	192	153	352	179	531
3-4 PM	103	541					103	541	174	200	277	741	1018
4-5 PM							0	0	129	357	129	357	486
5-6 PM							0	0	99	366	99	366	465
6-7 PM							0	0	40	68	40	68	108
7-8 PM							0	0	21	52	21	52	73
8-9 PM							0	0	16	31	16	31	47
9-10 PM					80	13	80	13	12	35	92	48	140
10-11 PM			29	155			29	155	7	47	36	202	238
11-12 AM							0	0	9	5	9	5	14
Total	662	632	189	181	95	90	946	903	2347	2349	3293	3252	6545
	12	94	3	70	1	85	18	349	46	96	65	45	

Time Period	ITE % of 24-Hour Vehides Inbound LUC 710*	ITE % of 24-Hour Vehides Outbound LUC 710*		Trip distribution of Non-Employee Trips	
		' '	TOTAL	IN	OUT
12-1 AM	0.2%	0.1%	9	5	2
1-2 AM	0.0%	0.1%	0	0	2
2-3 AM	0.2%	0.0%	9	5	0
3-4 AM	0.0%	0.1%	0	0	2
4-5 AM	0.1%	0.2%	5	2	5
5-6 AM	0.4%	0.1%	19	9	2
6-7 AM	4.6%	0.5%	216	108	12
7-8 AM	13.1%	1.9%	615	308	45
8-9 AM	14.4%	3.5%	676	338	82
9-10 AM	6.4%	4.3%	300	150	101
10-11 AM	5.4%	5.9%	254	127	139
11-12 PM	6.2%	10.3%	291	146	242
12-1 PM	10.2%	10.4%	479	239	244
1-2 PM	9.0%	6.7%	423	211	157
2-3 PM	8.2%	6.5%	385	192	153
3-4 PM	7.4%	8.5%	347	174	200
4-5 PM	5.5%	15.2%	258	129	357
5-6 PM	4.2%	15.6%	197	99	366
6-7 PM	1.7%	2.9%	80	40	68
7-8 PM	0.9%	2.2%	42	21	52
8-9 PM	0.7%	1.3%	33	16	31
9-10 PM	0.5%	1.5%	23	12	35
10-11 PM	0.3%	2.0%	14	7	47
11-12 AM	0.4%	0.2%	19	9	5
Total	1.000	1.000	4694	2347	2349
* From ITE	Trip Genera	ation Appe	ndix		

 ${\bf Employee} \ {\bf vehicle} \ {\bf trip} \ {\bf ends} \ {\bf \&} \ {\bf daily} \ {\bf trips} \ {\bf = Employees} \ {\bf *(1-\% using alternative travel modes, TDM Strategies)}$ 

Table 9: Trip Generation, Total Site

	TOTAL SITE TRIPS (PHASE 1 PLUS PHASE 2 TRIP ESTIMATES)								
	Total En	nployee	Total Non-I	mployee	Total Tr	uck Trips			
	Based V	eh. Trips	Based Ve	h. Trips	(Phase	1 only)	To	tal Trip En	ıds
Time	In	Out	In	Out	In	Out	In	Out	Total
12-1 AM	0	0	4	2	1	0	5	2	7
1-2 AM	0	0	0	1	0	1	0	2	2
2-3 AM	0	0	5	0	0	1	5	1	6
3-4 AM	0	0	0	1	1	1	1	2	3
4-5 AM	0	0	1	5	1	0	2	5	7
5-6 AM	1719	91	9	2	0	0	1728	93	1821
6-7 AM	15	297	186	89	2	2	203	388	591
7-8 AM	0	0	413	150	3	2	416	152	568
8-9 AM	0	0	431	174	4	5	435	179	614
9-10 AM	0	0	216	166	6	6	222	172	394
10-11 AM	0	0	192	205	7	6	199	211	410
11-12 PM	0	0	221	317	6	5	227	322	549
12-1 PM	0	0	322	325	4	6	326	331	657
1-2 PM	0	0	287	233	5	4	292	237	529
2-3 PM	840	26	277	235	3	5	1120	266	1386
3-4 PM	103	1701	278	303	5	6	386	2010	2396
4-5 PM	0	0	246	473	3	3	249	476	725
5-6 PM	0	0	204	470	2	2	206	472	678
6-7 PM	0	0	112	140	2	1	114	141	255
7-8 PM	0	0	20	51	1	1	21	52	73
8-9 PM	0	0	15	30	1	1	16	31	47
9-10 PM	300	13	11	35	1	0	312	48	360
10-11 PM	29	835	7	46	0	1	36	882	918
11-12 AM	0	0	9	4	0	1	9	5	14
Total	3006	2963	3466	3457	58	60	6530	6480	13010
	59	69	692	23	1	18	130	010	

 $Note: Truck\ Trips\ were\ calculated\ based\ on\ different\ methodology,\ therefore\ hourly\ volumes\ may$ not add up exactly to Phase 1 and Phase 2 results.



# TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution for all site-generated trips was based on a standard gravity model using socioeconomic data provided by Bohannan Huston previously obtained from MRCOG. The site trips were distributed based on population estimates for the 25 subareas within the Albuquerque Metropolitan Planning Area. Routing to and from the subject site was based on the logical routes available for the 2025 horizon year. Figure 9 shows the distribution and routing map for the site.

All site trips generated by the development were assigned to site driveways and the adjacent street network as indicated in Figure 9 based on garage/parking lot access, the amount and location of available parking spaces, and assumption that repeat drivers (both employee and non-employee) have an understanding of the local street network and may chose an Alamo/Yale routing if originating from or destined to the west. As currently assumed, 2% of entering and 4% of exiting traffic are estimated to use Sunport Boulevard through the AIS road network if originating or departing to the south. Although undesirable, travel through the AIS would become more attractive (to both northbound and southbound I-25 motorists) if delays along the Gibson corridor and/or the I-25/Gibson intersections become excessive and predictable. Options to reduce capacity constraints along Gibson include TDM strategies, increasing transit service frequency, improving bicycle/pedestrian corridors, signal timing strategies, physical roadway improvements or other such measures. Ultimately, consideration to minimize site trips using the AIS roadway network through a new direct connection or alternative roadway scheme may be an alternative considered in Phase 2 or if additional site development beyond Phase 2 construction is anticipated.

Figures 9A and 9B have been developed to provide an intersection level of detail on how site vehicles are anticipated to arrive and depart the site. In conjunction with Figure 2 and the Garage Access Plan detail in the bottom right of that figure, the peak-hour percentage and volume estimates to and from each of the driveways serving the site parking areas is presented below in tabular format for Phase 1 of the site.

Phase 1 Employee Site Arrival/Departure Percentages to/from Site Parking Areas (Peak-Hour of Employee Traffic)

		Arri	val	Departure	
<b>Access Point</b>	Description	Percent	Volume	Percent	Volume
Int 50	Northwest Surface Lot (Miles Rd)	5%	58	5%	58
Int 51	Northeast Surface Lot (Gibson Blvd)	4%	46	2%	23
Int 52	Northeast Surface Lot (Girard Blvd)	2%	23	4%	46
Int 53	Northwest Surface Lot/Garage (Girard Blvd)	58.5%	679	37%	429
Int 54	Truck Access (Girard Blvd)	2%	23	2%	23
Int 55	South Garage Access (South Access Roadway)	12%	139	25%	290
Int 56	North Surface Lot (Alamo Ave)	5%	58	5%	58
Int 56	West Garage Access (Columbia Dr)	11.5%	134	20%	233
_	Phase 1 Total =	100%	1160	100%	1160

For presentation purposes, site trips generated for two AM and two PM peak-hour time periods (peak of the generator and peak of the roadway) have been developed and are shown in the figures listed below. It is noted that all site trips were assigned in 15-minute intervals such that any 15-minute period could be analyzed from 5:00 to 9:00 AM and from 2:00 to 7:00 PM.

### Phase 1 Site Trips

- Figure 10. Peak Hour of the Generator (5:00 to 6:00 AM and 3:00 to 4:00 PM), Gibson Corridor
- Figure 11. Peak Hour of the Roadway (6:45 to 7:45 AM and 4:00 to 5:00 PM), Gibson Corridor
- Figure 12. Peak Hour of the Generator (5:00 to 6:00 AM and 3:00 to 4:00 PM), Sunport Corridor



Figure 13. Peak Hour of the Roadway (6:45 to 7:45 AM and 4:00 to 5:00 PM), Sunport Corridor

## Phase 2 Site Trips

- Figure 14. Peak Hour of the Generator (5:00 to 6:00 AM and 3:00 to 4:00 PM), Gibson Corridor
- Figure 15. Peak Hour of the Roadway (6:45 to 7:45 AM and 4:00 to 5:00 PM), Gibson Corridor
- Figure 16. Peak Hour of the Generator (5:00 to 6:00 AM and 3:00 to 4:00 PM), Sunport Corridor
- Figure 17. Peak Hour of the Roadway (6:45 to 7:45 AM and 4:00 to 5:00 PM), Sunport Corridor

## Phase 1+2 Site Trips

- Figure 18. Peak Hour of the Generator (5:00 to 6:00 AM and 3:00 to 4:00 PM), Gibson Corridor
- Figure 19. Peak Hour of the Roadway (6:45 to 7:45 AM and 4:00 to 5:00 PM), Gibson Corridor
- Figure 20. Peak Hour of the Generator (5:00 to 6:00 AM and 3:00 to 4:00 PM), Sunport Corridor
- Figure 21. Peak Hour of the Roadway (6:45 to 7:45 AM and 4:00 to 5:00 PM), Sunport Corridor

Overall, peak employee day shift traffic is to occur outside of the higher volume peak of the roadway. At full build-out in the morning arrival period, eastbound Gibson Blvd is to accommodate 680 new site trips (Phase 1+2 trips, eastbound approach at University Blvd) while westbound Gibson is to accommodate no new vehicles. In contrast, the site is estimated to generate only 94 new eastbound and 91 new westbound vehicles during the current peak of the roadway. Similar benefit is noted for the PM peak condition with the day-shift ending at 3:00 PM, an hour prior to the roadway peak.

Other interesting notes regarding the site-related trips during the AM and PM peak hour include the following:

- Employee Day-Shift Arrivals: 228 vehicles directed southbound on Yale, 472 eastbound right-turn and 648 westbound left-turn vehicles onto Girard from Gibson, and a total of just 36 vehicles directed through the airport.
- Employee Day-Shift Departures: 380 northbound left-turns and 552 northbound right-turns from Girard Blvd onto Gibson Blvd, 352 left-turn vehicles at the northbound Yale Blvd approach to Gibson Blvd, and 60 vehicles using the local roadway network to access the Sunport/I-25 intersections.





## **Study Area Intersections**

- 1. Gibson Blvd. and I-25 SB On/Off Ramps
- 2. Gibson Blvd. and I-25 NB On/Off Ramps
- 3. Gibson Blvd. and University Blvd.
- 4. Gibson Blvd. and Yale St.
- 5. Gibson Blvd. and Girard Blvd.
- 6. Gibson Blvd. and Carlisle Blvd.
- 7. Gibson Blvd. and Maxwell St.
- 8. Gibson Blvd. and Quincy St.
- 9. Gibson Blvd. and Truman St.
- 10. Gibson Blvd. and San Mateo Blvd / Ridgecrest Dr. 55. Girard Blvd and Roadway to S. Garage Access

- 11. Sunport Extension and 2nd St.
- 12. Sunport Extension and Broadway Blvd.
- 13. Sunport Extension and I-25 SB On/Off Ramps
- 14. Sunport Extension and I-25 NB On/Off Ramps
- 50. Girard Blvd and Miles Rd.
- 51. Gibson Blvd and Site Driveway to East Bldgs.
- 52. Girard Blvd and Site Driveway to East Bldgs.
- 53. Girard Blvd and N Site Driveway to Parking
- 54. Girard Blvd and S Site Driveway (Truck Access)
- 56. Alamo/Columbia/Surface Lot/W. Garage Access

### Legend



Intersection #



Intersection # / Site Driveway



To/From AM/PM Distribution Percentage



**Routing Percentage** 



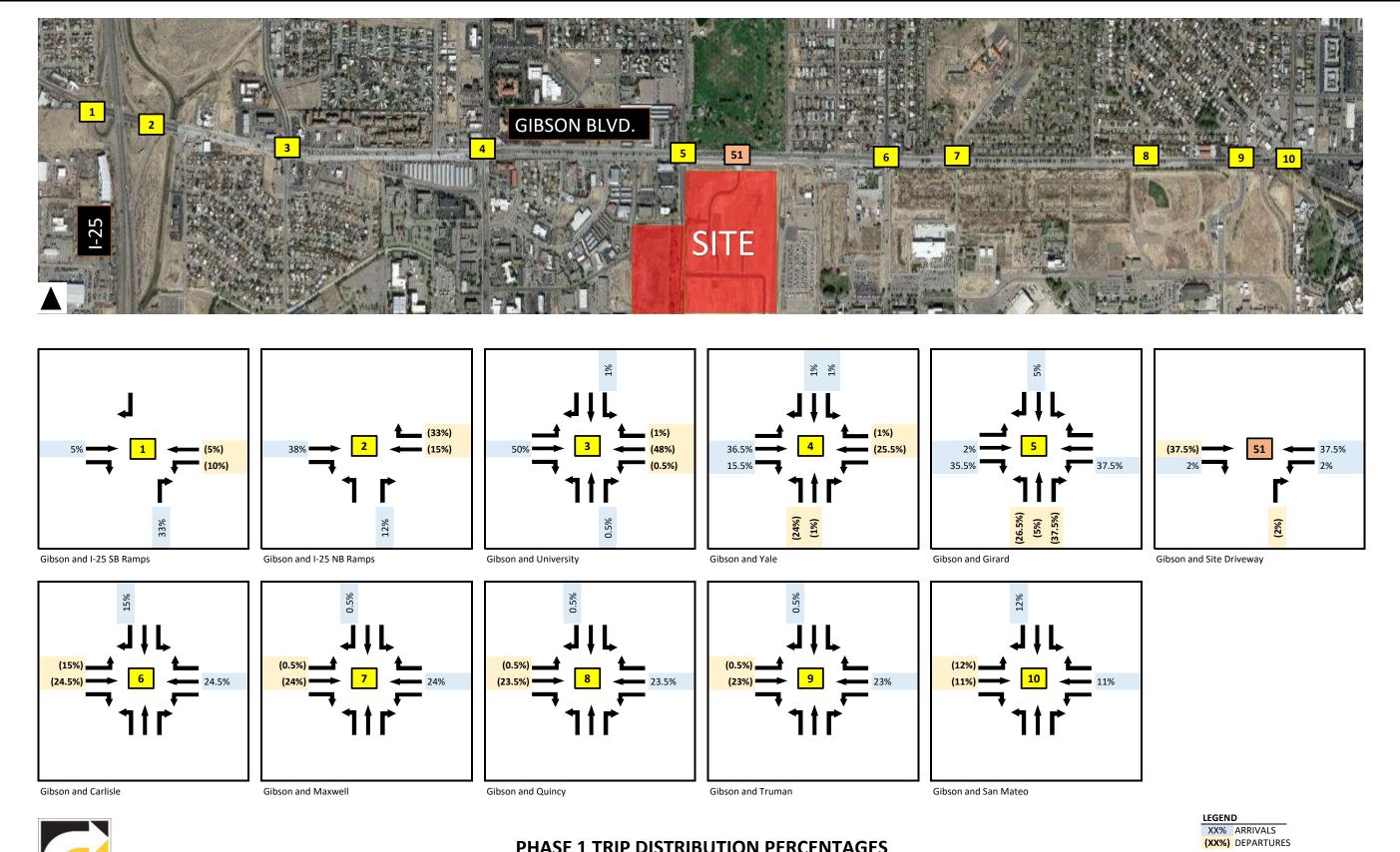
To Site Routing





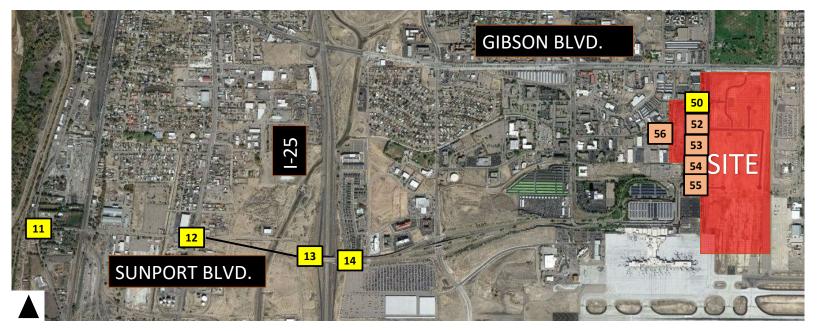


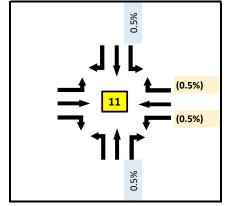
Project Orion - TIA



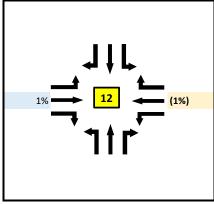
PHASE 1 TRIP DISTRIBUTION PERCENTAGES
GIBSON BOULEVARD CORRIDOR

**FIGURE 9A** 

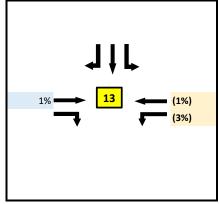




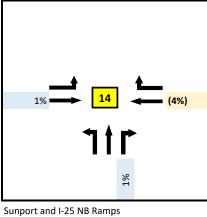
Woodward / Sunport Ext. and 2nd Street

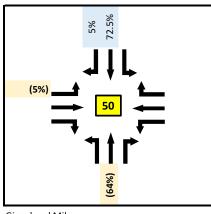


Woodward / Sunport Ext. and Broadway

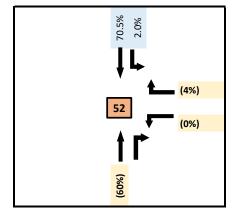


Sunport and I-25 SB Ramps

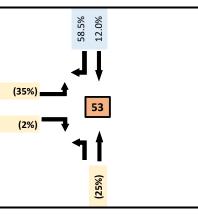




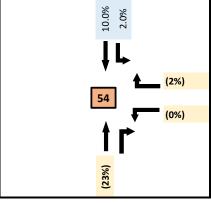
Girard and Miles



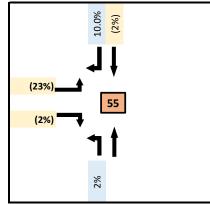
Girard Site Driveway to East



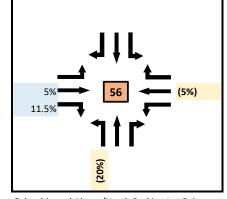
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



Columbia and Alamo/North Parking Lot Driveway

# Notes:

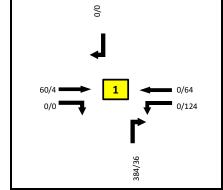
- 1 Vehicles to/from Int 50 West (5%) to north surface lot access off of Miles Rd.
- 2 Vehicles to/from Int 55 West to Garage access off of South Site Roadway.
- 3 Vehicles to/from Int 56 South to Garage access off of Columbia Rd.

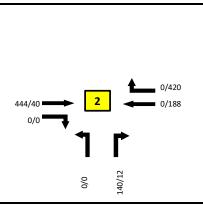
XX% ARRIVALS
(XX%) DEPARTURES

FIGURE 9B

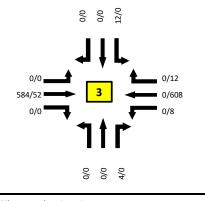




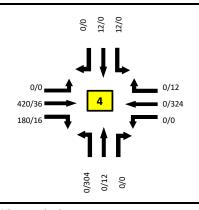




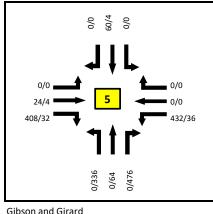
Gibson and I-25 NB Ramps



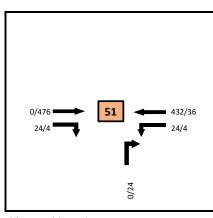
Gibson and University



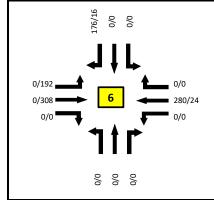
Gibson and Yale



Gibson and Girard

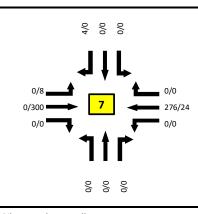


Gibson and Site Driveway

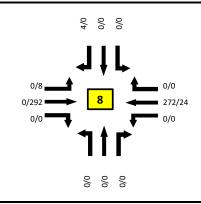


Gibson and Carlisle

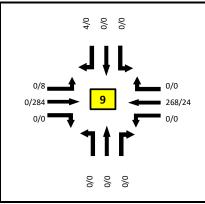
Gibson and I-25 SB Ramps



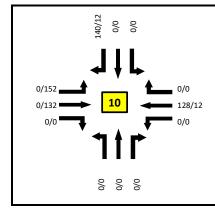
Gibson and Maxwell



Gibson and Quincy



Gibson and Truman

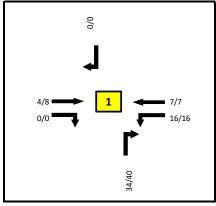


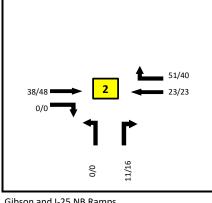
Gibson and San Mateo

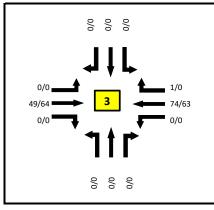


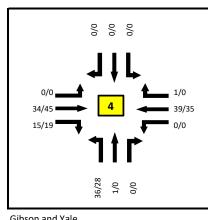
**PHASE 1 SITE TRIPS** 5:00AM to 6:00AM & 3:00PM to 4:00PM **GIBSON BOULEVARD CORRIDOR** 

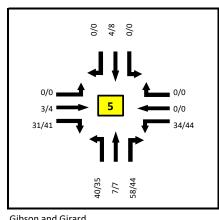


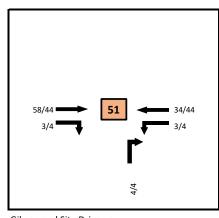












Gibson and I-25 SB Ramps

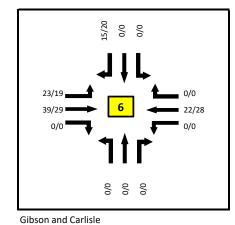
Gibson and I-25 NB Ramps

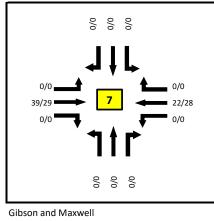
Gibson and University

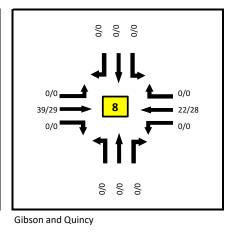
Gibson and Yale

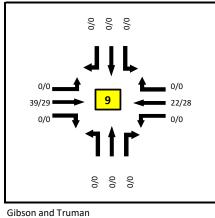
Gibson and Girard

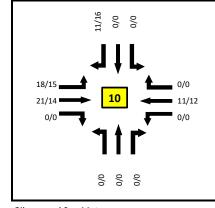
Gibson and Site Driveway







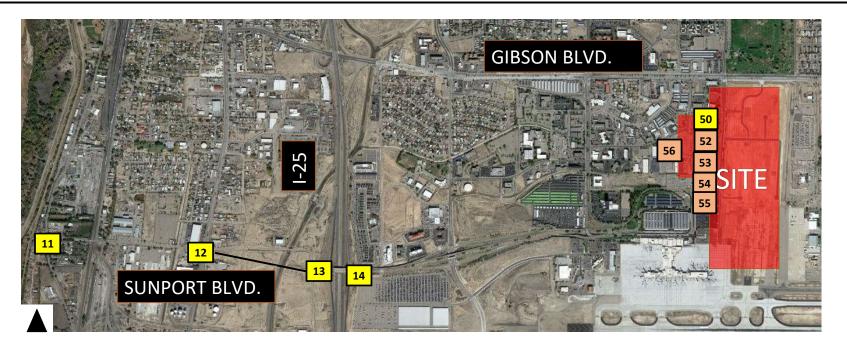


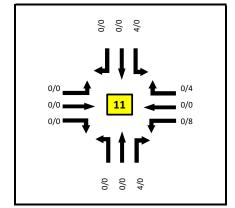


Gibson and San Mateo

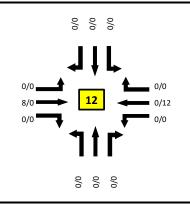


**PHASE 1 SITE TRIPS** 6:45AM to 7:45AM & 4:00PM to 5:00PM **GIBSON BOULEVARD CORRIDOR** 

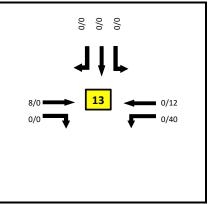




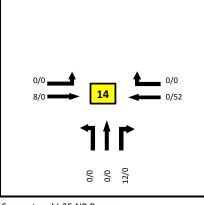
Woodward / Sunport Ext. and 2nd Street



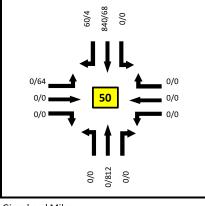
Woodward / Sunport Ext. and Broadway



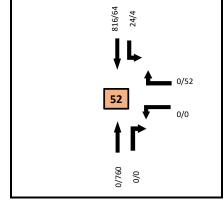
Sunport and I-25 SB Ramps



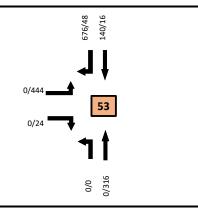
Sunport and I-25 NB Ramps



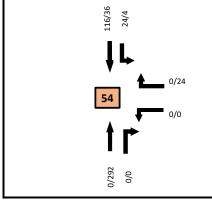
Girard and Miles



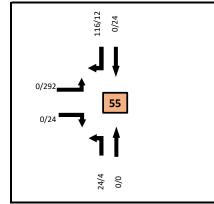
Girard Site Driveway to East



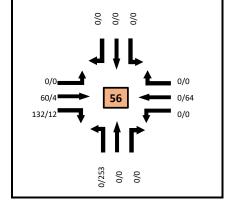
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



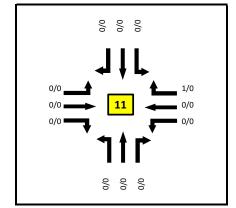
Columbia and Alamo/North Parking Lot Driveway



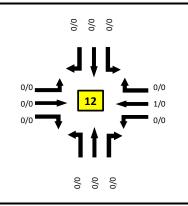
**PHASE 1 SITE TRIPS** 5:00AM to 6:00AM & 3:00PM to 4:00PM **SUNPORT BOULEVARD CORRIDOR** 

AM / PM Volumes

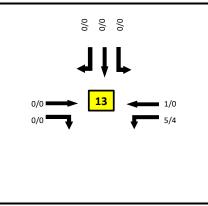




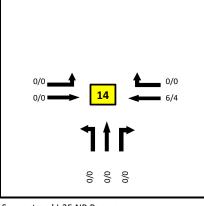
Woodward / Sunport Ext. and 2nd Street



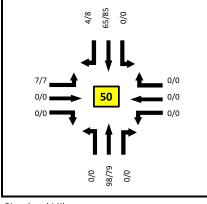
Woodward / Sunport Ext. and Broadway



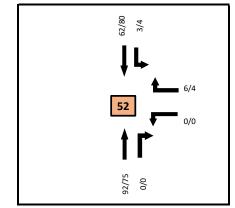
Sunport and I-25 SB Ramps



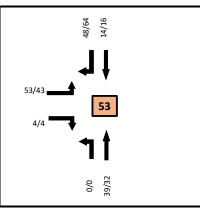
Sunport and I-25 NB Ramps



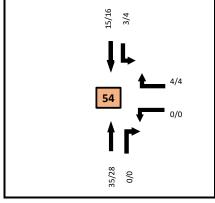
Girard and Miles



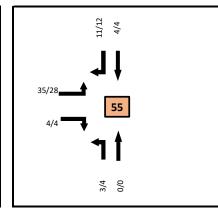
Girard and Site Driveway to East



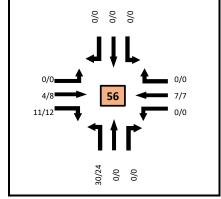
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



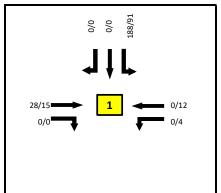
Columbia and Alamo/North Parking Lot Driveway

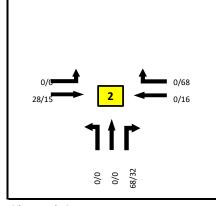


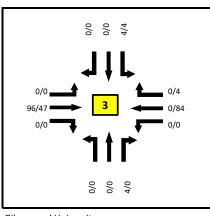
**PHASE 1 SITE TRIPS** 6:45AM to 7:45AM & 4:00PM to 5:00PM **SUNPORT BOULEVARD CORRIDOR** 

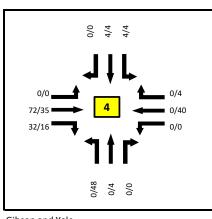
AM / PM Volumes

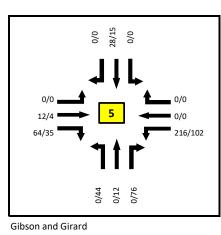


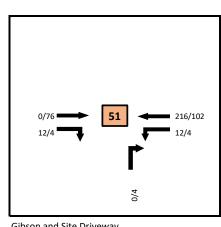












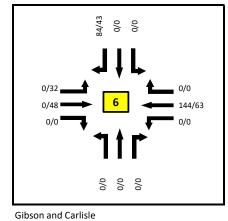
Gibson and I-25 SB Ramps

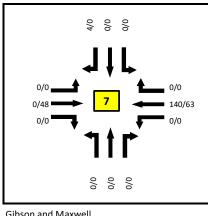
Gibson and I-25 NB Ramps

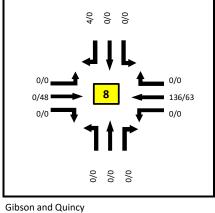
Gibson and University

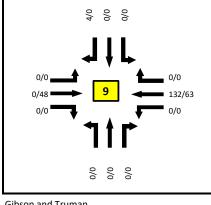
Gibson and Yale

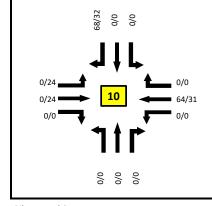
Gibson and Site Driveway











Gibson and Maxwell

Gibson and Truman

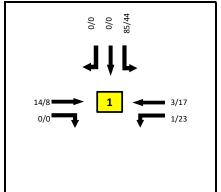
Gibson and San Mateo

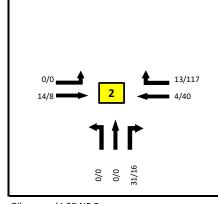


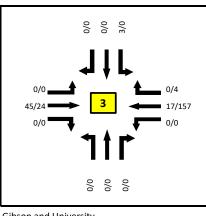
**PHASE 2 SITE TRIPS** 5:00AM to 6:00AM & 3:00PM to 4:00PM **GIBSON BOULEVARD CORRIDOR** 

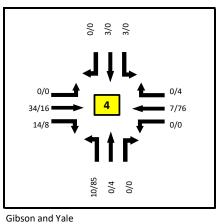
Legend Volumes

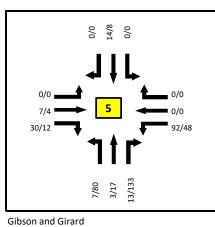


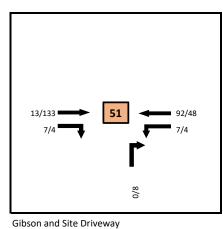








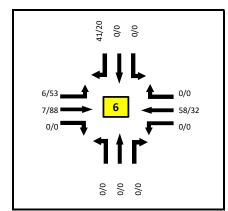


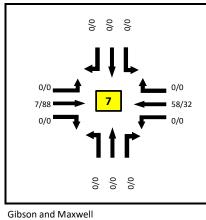


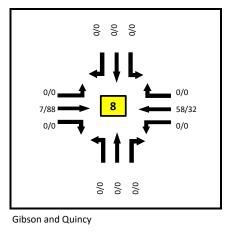
Gibson and I-25 SB Ramps

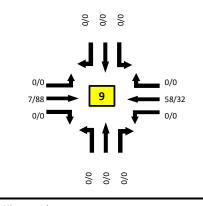
Gibson and I-25 NB Ramps

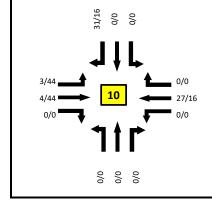
Gibson and University











Gibson and Carlisle

Gibson and Truman

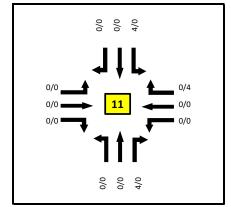
Gibson and San Mateo



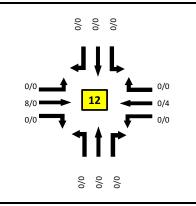
**PHASE 2 SITE TRIPS** 6:45AM to 7:45AM & 4:00PM to 5:00PM **GIBSON BOULEVARD CORRIDOR** 

Legend Volumes

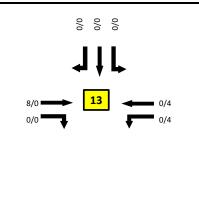




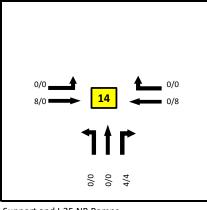
Woodward / Sunport Ext. and 2nd Street



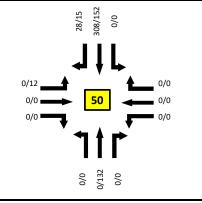
Woodward / Sunport Ext. and Broadway



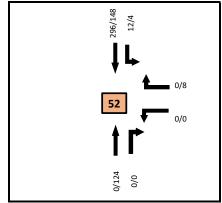
Sunport and I-25 SB Ramps



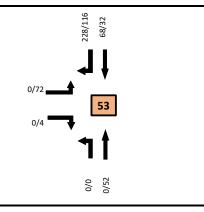
Sunport and I-25 NB Ramps



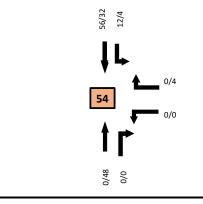
Girard and Miles



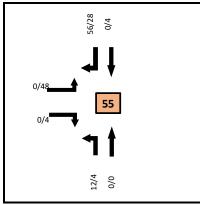
Girard Site Driveway to East



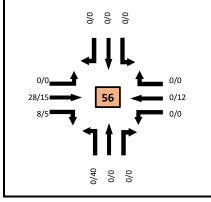
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



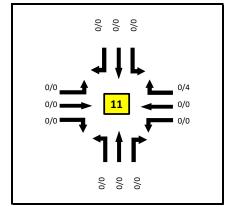
Columbia and Alamo/North Parking Lot Driveway



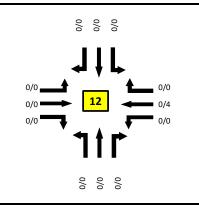
PHASE 2 SITE TRIPS
5:00AM to 6:00AM & 3:00PM to 4:00PM
SUNPORT BOULEVARD CORRIDOR

LEGEND
AM / PM Volumes

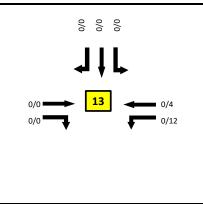




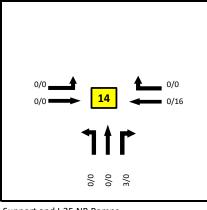
Woodward / Sunport Ext. and 2nd Street



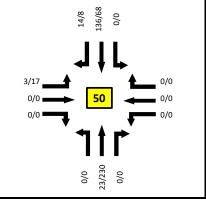
Woodward / Sunport Ext. and Broadway



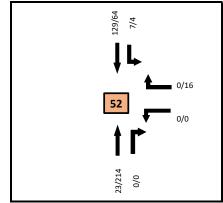
Sunport and I-25 SB Ramps



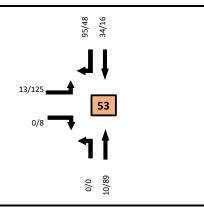
Sunport and I-25 NB Ramps



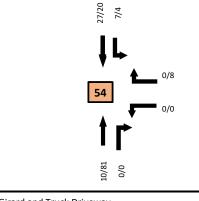
Girard and Miles



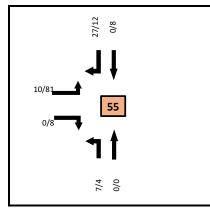
Girard Site Driveway to East



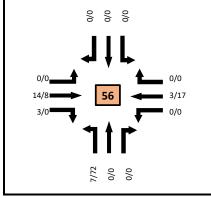
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



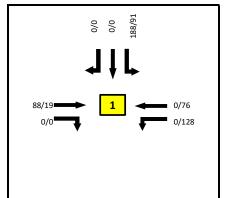
Columbia and Alamo/North Parking Lot Driveway

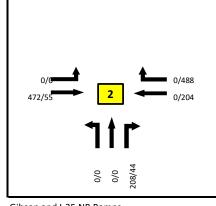


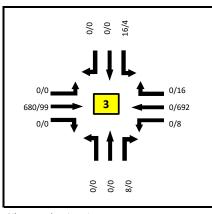
PHASE 2 SITE TRIPS
6:45AM to 7:45AM & 4:00PM to 5:00PM
SUNPORT BOULEVARD CORRIDOR

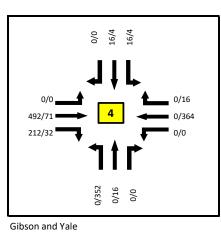
LEGEND
AM / PM Volumes

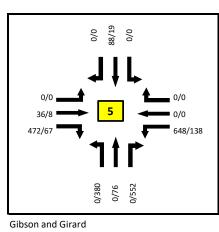










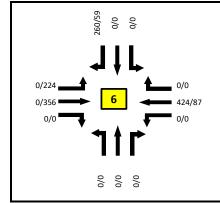


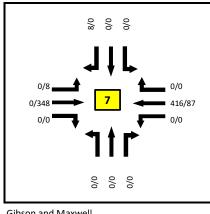


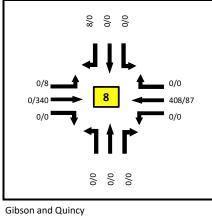
Gibson and I-25 SB Ramps

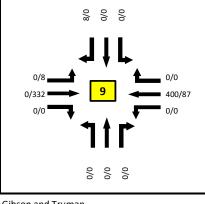
Gibson and I-25 NB Ramps

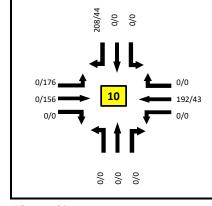
Gibson and University











Gibson and Carlisle

Gibson and Maxwell

Gibson and Truman

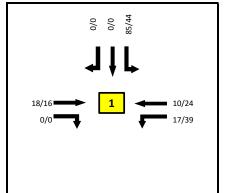
Gibson and San Mateo

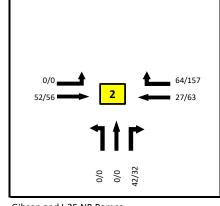


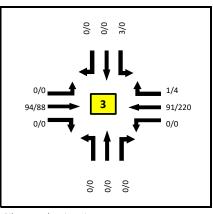
PHASE 1 + PHASE 2 SITE TRIPS 5:00AM to 6:00AM & 3:00PM to 4:00PM **GIBSON BOULEVARD CORRIDOR** 

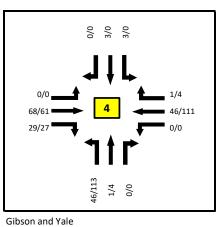
Legend
AM / PM Volumes

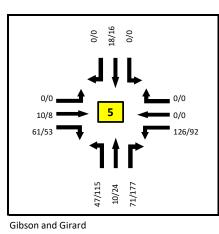


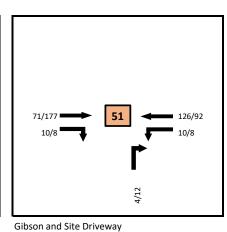








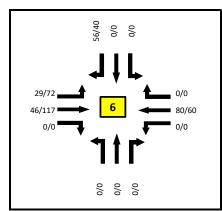


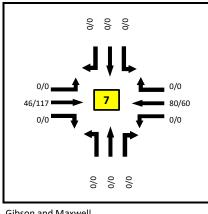


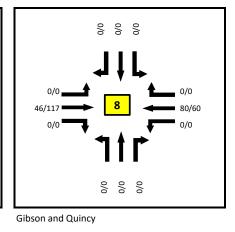
Gibson and I-25 SB Ramps

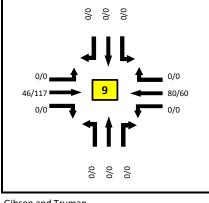
Gibson and I-25 NB Ramps

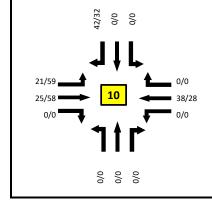
Gibson and University











Gibson and Carlisle

Gibson and Maxwell

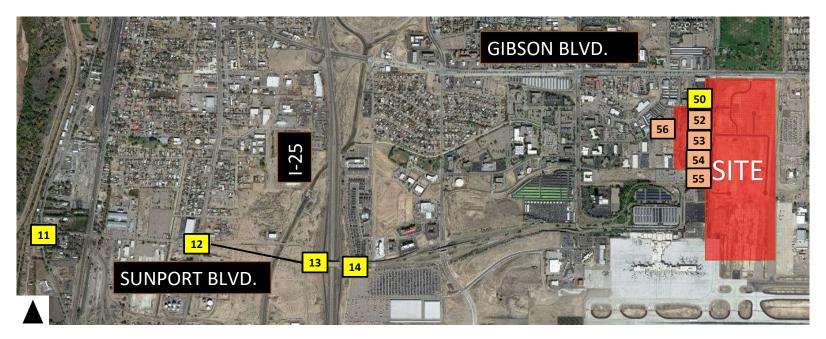
Gibson and Truman

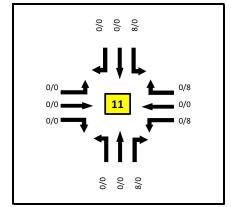
Gibson and San Mateo



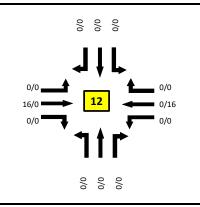
PHASE 1 + PHASE 2 SITE TRIPS 6:45AM to 7:45AM & 4:00PM to 5:00PM **GIBSON BOULEVARD CORRIDOR** 

Legend Volumes

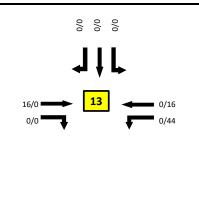




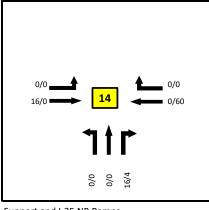
Woodward / Sunport Ext. and 2nd Street



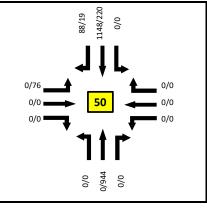
Woodward / Sunport Ext. and Broadway



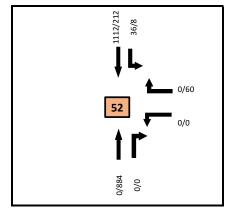
Sunport and I-25 SB Ramps



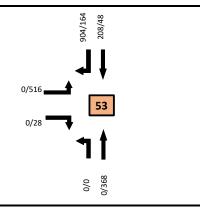
Sunport and I-25 NB Ramps



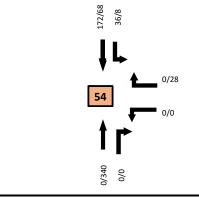
Girard and Miles



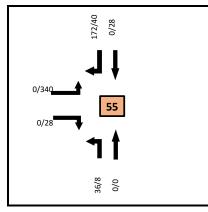
Girard Site Driveway to East



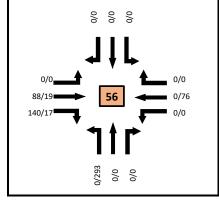
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



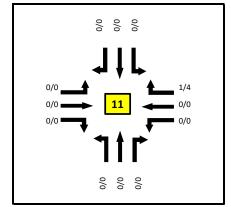
Columbia and Alamo/North Parking Lot Driveway



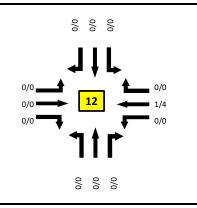
PHASE 1 + PHASE 2 SITE TRIPS 5:00AM to 6:00AM & 3:00PM to 4:00PM **SUNPORT BOULEVARD CORRIDOR** 

AM / PM Volumes

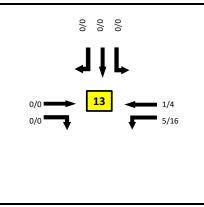




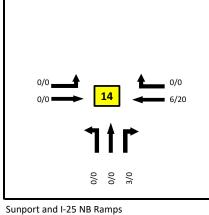
Woodward / Sunport Ext. and 2nd Street

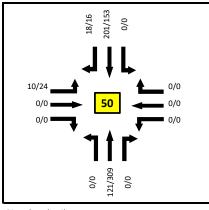


Woodward / Sunport Ext. and Broadway

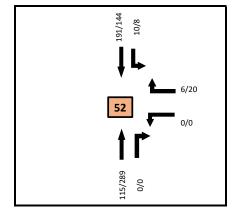


Sunport and I-25 SB Ramps

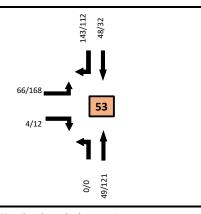




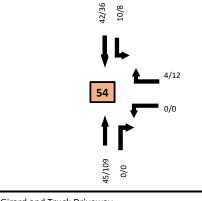
Girard and Miles



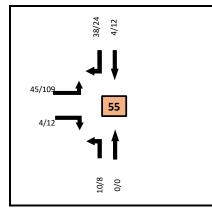
Girard Site Driveway to East



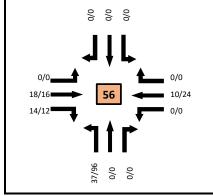
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



Columbia and Alamo/North Parking Lot Driveway



PHASE 1 + PHASE 2 SITE TRIPS 6:45AM to 7:45AM & 4:00PM to 5:00PM **SUNPORT BOULEVARD CORRIDOR** 

AM / PM Volumes

# FUTURE YEAR NO-BUILD AND BUILD INTERSECTION TRAFFIC VOLUMES

**2025 No-Build Traffic Volumes.** When adding a 1% per year growth factor to the 2020 Existing condition for 5 years (growth factor = 1.01<sup>5</sup>) plus the EUL trips, the 2025 No-Build traffic volumes for the study area can be determined. Figures 22 and 23 show the 2025 No-Build AM and PM peak-hour volumes for the Gibson and Sunport corridors, respectively, during the typical roadway peak hour. It is noted that the EUL project will add signalization at the Gibson/Quincy intersection, add south legs to the Maxwell and Quincy intersections, and have access to Gibson Blvd via driveways on Carlisle Blvd and Truman St.

In addition to the EUL site, the Sunport Blvd Extension west of the I-25 interchange is assumed to be completed by 2025. Traffic volumes are anticipated to change with the roadway opening. Volume estimates along the 4-intersection corridor are based on the 2020 build volumes identified in the Sunport Boulevard Extension *Technical Memorandum* (Figures 3 and 4 of that report) and increased at a rate of 1% per year for 5 years to estimate 2025 conditions. A copy of the 2020 AM and PM peak-hour forecasted volumes are provided in Appendix B.

**2025 Build Traffic Volumes.** When adding the Phase 1 site-generated trips to the 2025 No-Build traffic volumes, the 2025 Build scenario volumes can be estimated. Figures 24 through 27 show the 2025 Build volume conditions for AM and PM peak hours of the generator and roadway, respectively, for the Gibson and Sunport/Girard corridors.

**2030 No-Build Traffic Volumes.** Like the 2025 No-Build condition, the 2030 No-Build volumes were determined by increasing the 2025 traffic volumes (minus EUL trips) by 1% per year for 5 years (growth factor = 1.051) and added the EUL traffic and Phase 1 site traffic. The only base roadway network changes to the 2030 horizon year are the improvements associated with the I-25 corridor, which modify the ramp configurations at Gibson Blvd while also adding signal control at the ramp intersections. Figures 28 through 31 show the AM and PM peak-hour volumes for the generator and roadway along the Gibson and Sunport corridors, respectively.

**2030 Build Traffic Volumes.** Phase 2 trips were added to the 2030 No-Build scenario to develop the traffic volumes for the 2030 Build condition. Figures 32 through 35 show the peak-hour volumes associated with full site build-out in the 2030 horizon year.

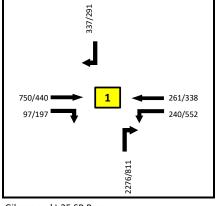
**2040 Horizon Year, Build-out Plus 10 Years.** Peak-hour volumes were estimated by adding 10 years of 1% traffic growth to the 2030 year background traffic volumes and adding the volume increase to the 2030 Build traffic volumes. Figures 36 through 39 show the estimated peak-hour volumes for this scenario.

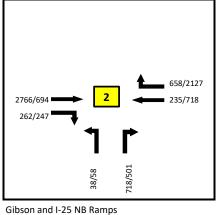
## **VOLUME DEVELOPMENT COMMENTARY.**

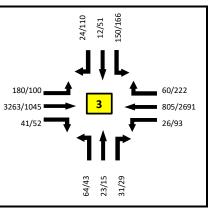
The methodology used in this report to develop future year volumes applied a flat growth rate to 2020 base volumes. No attempt has been made to adjust volumes based on 2040 traffic forecasts identified in the South I-25 Corridor Study for the Gibson or Sunport Ramp locations. For example, as shown in the 2040 forecasts, AM peak-hour volume at the Gibson Blvd and I-25 Southbound Ramp shows a southbound to eastbound left-turn volume of 1,340 vehicles. In 2020, AM peak-hour volume for this movement per data provided by MRCOG (2017 data assumed for 2020 existing conditions) is over 1,900 vehicles. It is therefore noted that the results in this report may overestimate background traffic volumes (especially along the Gibson corridor) by growing existing volumes by 1% per year.

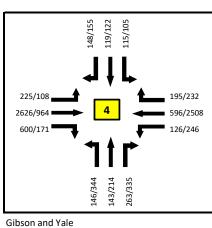


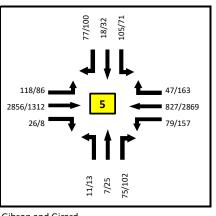








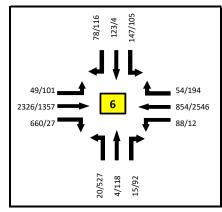


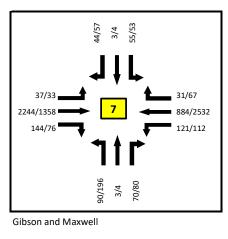


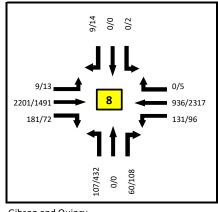
Gibson and I-25 SB Ramps

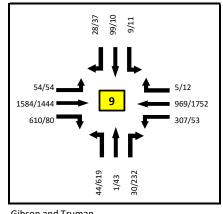
Gibson and University

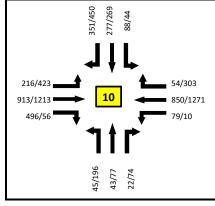
Gibson and Girard











Gibson and Carlisle

Gibson and Quincy

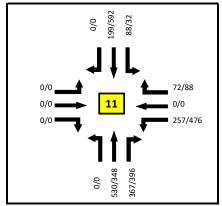
Gibson and San Mateo



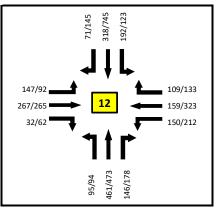
**2025 NO-BUILD PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **GIBSON BOULEVARD CORRIDOR** 

Includes 1% growth for 5 years plus EUL Site Traffic

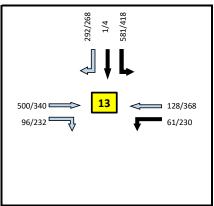




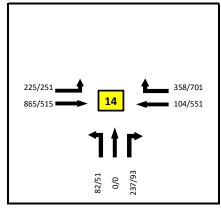




Woodward / Sunport Ext. and Broadway



Sunport and I-25 SB Ramps



Sunport and I-25 NB Ramps



2025 NO-BUILD PEAK-HOUR VOLUMES
6:45AM to 7:45AM & 4:00PM to 5:00PM
SUNPORT BOULEVARD CORRIDOR

Legend

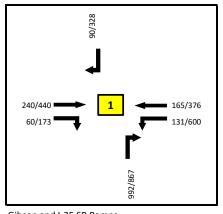
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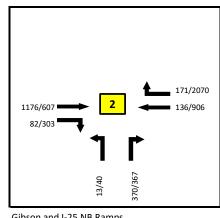
New Intersection movements from Sunport Extension Project

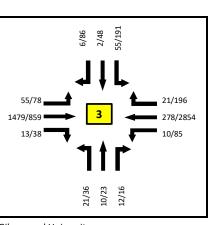
NOTES

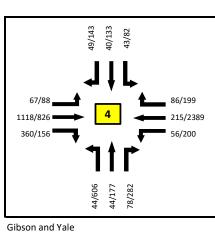
Includes 1% growth for 5 years plus EUL Site Traffic

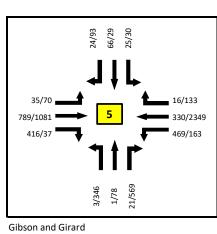










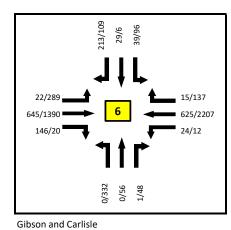


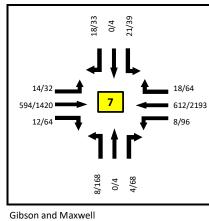


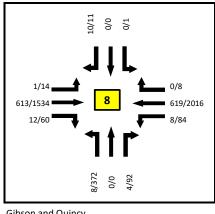
Gibson and I-25 SB Ramps

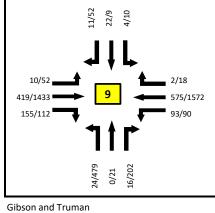
Gibson and I-25 NB Ramps

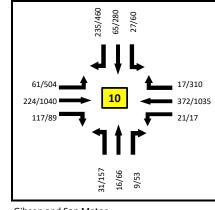
Gibson and University











Gibson and San Mateo



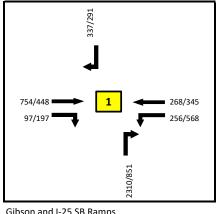
Gibson and Quincy

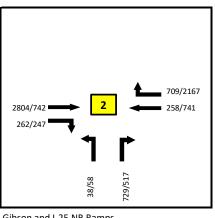


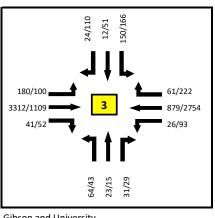
**2025 BUILD PEAK-HOUR VOLUMES** 5:00AM to 6:00AM & 3:00PM to 4:00PM **GIBSON BOULEVARD CORRIDOR** 

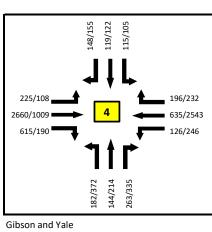
Legend
AM / PM Volumes

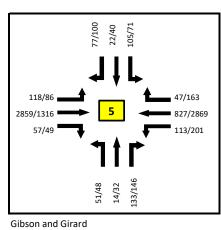


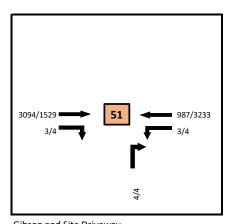










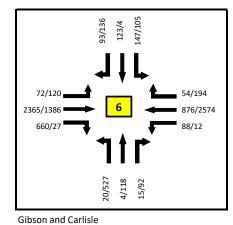


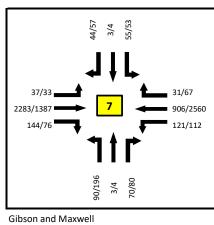
Gibson and I-25 SB Ramps

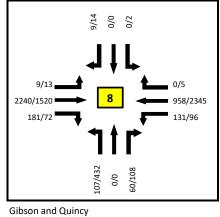
Gibson and I-25 NB Ramps

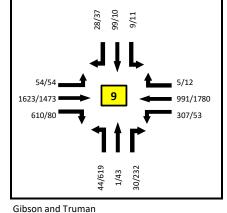
Gibson and University

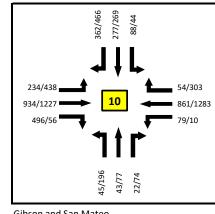
Gibson and Site Driveway









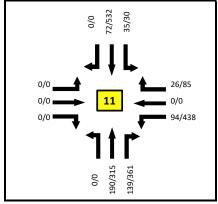


Gibson and San Mateo

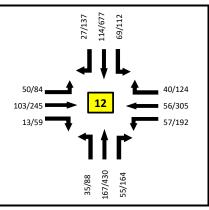


**2025 BUILD PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **GIBSON BOULEVARD CORRIDOR** 

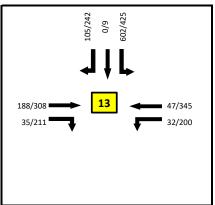




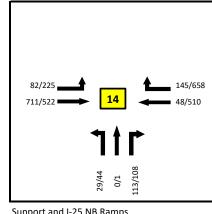
Woodward / Sunport Ext. and 2nd Street



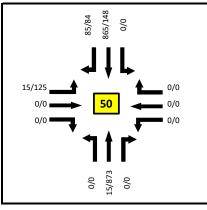
Woodward / Sunport Ext. and Broadway



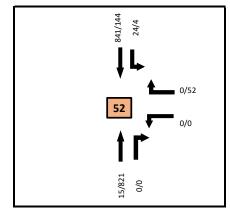
Sunport and I-25 SB Ramps



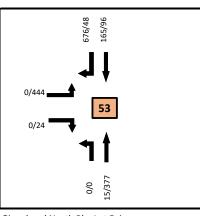
Sunport and I-25 NB Ramps



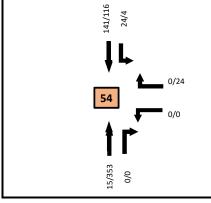
Girard and Miles



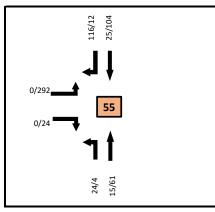
Girard Site Driveway to East



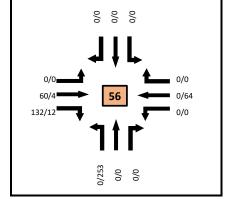
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



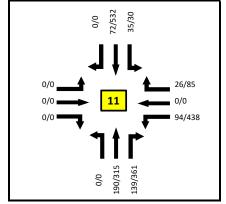
Columbia and Alamo/North Parking Lot Driveway



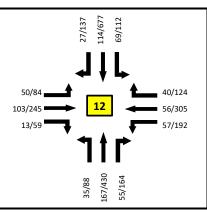
**2025 BUILD PEAK-HOUR VOLUMES** 5:00AM to 6:00AM & 3:00PM to 4:00PM **SUNPORT BOULEVARD CORRIDOR** 

LEGEND AM / PM Volumes

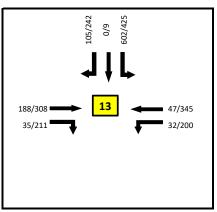




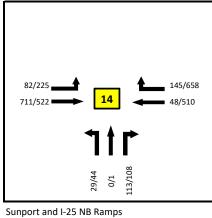
Woodward / Sunport Ext. and 2nd Street

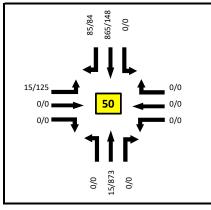


Woodward / Sunport Ext. and Broadway

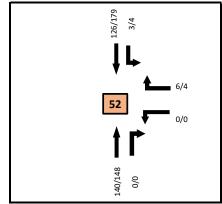


Sunport and I-25 SB Ramps

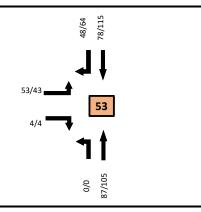




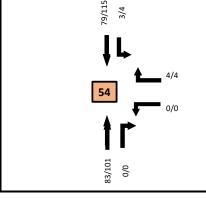
Girard and Miles



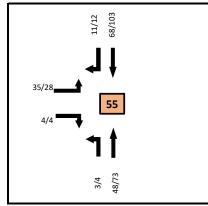
Girard Site Driveway to East



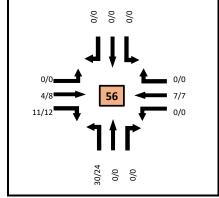
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



Columbia and Alamo/North Parking Lot Driveway



**2025 BUILD PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **SUNPORT BOULEVARD CORRIDOR** 

LEGEND AM / PM Volumes

# LEVEL OF SERVICE ANALYSIS

As performed for existing conditions, an intersection LOS analysis was performed for all No-Build and Build scenarios using the same basic procedures and assumptions. Signal timings used in the existing conditions analysis were retained and used for the next subsequent scenario, except where new traffic control or the EUL project required modification. In these circumstances, Vistro software was used to optimize the signal phasing times and offsets within the time of day coordination pattern for the entire corridor. Additional information pertaining to the LOS results as well as delay, v/c ratios, and 95<sup>th</sup> percentile queue can be found in Appendix D. The Build scenario includes the new site driveways planned for use/construction by the site.

## **2025 YEAR SCENARIOS**

- Tables 10 and 11 show the 15-minute LOS results for the 2025 No-Build scenario intersections under the peak period of the roadway network (5:00 to 8:00AM and 3:00 to 6:00PM), respectively.
- Tables 12 and 13 show the 15-minute LOS results for the 2025 Build scenario intersections under the peak period of the roadway network (5:00 to 8:00AM and 3:00 to 6:00PM), respectively.

#### 2025 NO-BUILD RESULTS

### AM Peak Period (5:00 to 8:00AM)

All signalized intersections operate at an overall LOS D or better condition for the entire morning peak period. At the unsignalized intersections, the only movement showing LOS F operation is the northbound to westbound left-turn movement at the Gibson/I-25 northbound off-ramp from 6:30 AM to7:45 AM due to continuous, high southbound to eastbound off-ramp volume.

When reviewing the individual intersection movements during the AM peak period, three signalized intersections have movements operating at LOS F during at least one 15-minute time period, including movements at Gibson/University (EB thru), Gibson/Yale (EB thru), and Gibson/Quincy (SB approach).

Overall in the 3-hour morning period, a total of 32 movements show LOS F operation and 216 movements show LOS E operation. It is noted that some LOS E/F movements may be created by low side-street volumes having to wait an extended period of time for a green indication (low v/c ratio). Additionally, the numbers also reflect multiple movements that may operate from a single, shared approach lane, although results are provided for each movement.

When compared to 2020 Existing AM peak-hour conditions, only five movements operated at LOS F while 152 movements operated at LOS E.

### PM Peak Period (3:00 to 6:00PM)

Only the Gibson/Truman signalized intersection operates with an overall LOS F condition, occurring in nine of the 12 periods analyzed due to high northbound approach demand. All other study area intersections operate with LOS D or better conditions throughout the three-hour evening time period. Individual movements at Carlisle, Quincy, Truman, and San Mateo show 1 or more movements operating at LOS F.

Overall, a total of 63 individual movements operate at LOS F while another 185 movements operate at LOS E (every signalized intersection along the Gibson corridor has at least one movement operating at LOS E/F for one or more periods). All Sunport corridor movements are identified to operate at LOS C or better. When compared to 2020 Existing conditions, 41 individual movements operated at LOS F and 127 at LOS E.



#### 2025 BUILD RESULTS

Utilizing the same field conditions as the No-Build scenario, the 2025 Build volumes were substituted into the Vistro software and analyzed. The only network modifications included the addition of the site access points, all assumed to be STOP-controlled.

### AM Peak Period (5:00 to 8:00AM)

Similar to the No-Build condition, all signalized intersections are shown to operate with an overall LOS D or better conditions throughout the peak morning time period. The unsignalized northbound to westbound left-turn movement at the Gibson/I-25 Northbound Off-Ramp, shows slightly reduced operation with the added site traffic.

Overall, the same 3 signalized intersections (Gibson at University, Yale, and Quincy) continue to show LOS F operation for at least one movement while all other signalized intersections operate without a LOS F movement. At the new site driveway locations, the Gibson Blvd westbound left-turn movement into the site shows LOS F conditions beginning at 6:30 AM while outbound right-turn movements shown LOS E/F conditions. These appear to be unrealistic results, noting low volume conditions (6 or less turn vehicles per 15-minute period) and the location of a near-by downstream signal that will create gaps in the eastbound traffic stream. All other site driveway locations show LOS C or better operation.

Overall, 27 LOS F and 217 LOS E movements (excluding site driveways) are estimated for the 3-hour period, essentially the same as No-Build conditions.

### PM Peak Period (3:00 to 6:00PM)

Similar to the No-Build condition, only the Gibson/Truman intersection operates at an overall LOS F condition while all other signalized intersections operate at LOS D or better conditions. However, 1 or more movements at University, Yale, Carlisle, Quincy, Truman, and San Mateo show LOS F operation. All Sunport intersections and both unsignalized left-turn movements at Gibson Blvd and the I-25 ramps operate acceptably. At the new site driveways, all movement show LOS E or better operation during all time periods, with most movements displaying LOS C or better conditions.

Overall 73 movements show LOS F conditions while 182 show LOS E (excluding site driveways), this is a slight increase from No-Build conditions of 63 and 185, respectively.

These results show relatively minor additional delay to the road network due to the addition of the Orion project's traffic.



Table 10: 2025 No-Build Intersection LOS Analysis Summary, AM Peak Period

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection -
		5:00	-	-	-	A	-	-	-	-	-	-	-	-	-
		5:15 5:30	-	-	-	A	-	-	-	-	-	-	-	-	-
		5:45	-	-	-	A	-	-	-	-	-	-	-	-	-
	Gibson &	6:00	-	-	-	A	-	-	-	-	-	-	-	-	-
Int 1	Interchange (SB)	6:15	-	-	-	A	-	-	-	-	-	-	-	<u> </u>	-
1111. 1	interendinge (55)	6:30	-	-	-	A	-	-	-	-	-	-	-	-	-
		6:45	-	-	-	В	-	-	-	-	-	-	-	-	-
		7:00			_	В	_			-		_	_	_	-
		7:15	-	-	-	A	-	-	-	-	-	-	-	-	-
		7:30	-	-	-	В	-	-	-	-	-	-	-	-	-
		7:45	-	-	-	A	-	-	-	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	-	-	-	-	-	В	-	-	-	-	-	-
		5:15	-	-	-	-	-	-	В	-	-	-	-	-	-
		5:30	-	-	-	-	-	-	С	-	-	-	-	-	-
		5:45	-	-	-	-	-	-	С	-	-	-	-	-	-
	Gibson &	6:00	-	-	-	-	-	-	D	-	-	-	-	-	-
Int 2	Interchange (NB)	6:15	-	-	-	-	-	-	E	-	-	-	-	-	-
		6:30	-	-	-	-	-	-	F	-	-	-	-	-	-
		6:45	-	-	-	-	-	-	F	-	-	-	-	-	-
		7:00	-	-	-	-	-	-	F	-	-	-	-	-	-
		7:15	-	-	-	-	-	-	F	-	-	-	-	-	-
		7:30	-	-	-	-	-	-	F	-	-	-	-	-	-
		7:45	-	-	-	-	-	-	E	-	-	-	-	-	-
1		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	Α	Α	Α	Α	Α	D	D	-	E	Α	-	Α
		5:15	Α	Α	Α	Α	A	A	D	D	-	E	Α	-	Α
		5:30	Α	Α	Α	Α	Α	Α	D	D	-	E	D	-	Α
		5:45	Α	Α	Α	Α	Α	Α	D	D	-	Е	D	-	Α
	Gibson & University	6:00	Α	Α	Α	Α	Α	Α	D	D	-	E	D	-	Α
Int 3	a and the same	6:15	A	Α	A	Α	A	A	D	D	-	E	D	-	В
		6:30	Α	С	Α	С	В	Α	D	D	-	D	D	-	В
		6:45	A	F	A	С	В	В	D	D	-	D	D	-	D
		7:00	Α	F	Α	D	В	Α	D	D	-	E	D	-	D
		7:15	Α	С	Α	С	В	A	D	D	-	D	D	-	С
		7:30	Α	С	Α	С	В	В	D	С	-	D	D	-	С
		7:45	В	С	В	С	В	В	С	С	-	D	D	-	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	Α	Α	Α	Α	Α	D	D	D	D	D	D	В
		5:15	Α	Α	Α	Α	Α	Α	D	D	D	D	D	D	В
		5:30	Α	A	Α	Α	A	Α	D	D	D	D	D	D	В
		5:45	Α	В	Α	Α	Α	Α	D	D	D	D	D	D	В
	Gibson & Yale	6:00	Α	В	Α	Α	Α	Α	D	D	D	D	D	D	В
Int 4		6:15	A	В	A	В	В	A	D	D	С	D	D	D	В
		6:30	Α	С	А	С	В	A	D	D	С	D	D	D	С
		6:45	A	D	В	С	В	A	D	D	С	D	D	D	С
		7:00	A	F	В	С	В	A	D	D	С	D	D	D	D
		7:15	A	С	В	С	В	A	D	D	С	D	D	D	С
		7:30	A	С	В	С	В	A	D	D	С	D	D	D	С
		7:45	Α	С	Α	С	В	A	D	D	С	D	D	D	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	A	A	A	A	A	A	A	A	D	E	E	D	A
		5:15	A	A	A	A	A	A	D	A	D	D	E	D	A
		5:30	A	A	A	A	A	A	D	A	D	D	E	D	A
		5:45 6:00	A A	A A	A A	A A	A A	A A	D D	E E	D D	D D	D D	D D	A A
Int 5	Gibson & Girard	6:00	A	B	A	A	A	A	D	D	D	D	D	D	B B
1111.3		6:30	A	В	A	C	A	A	D	D	D	D	D	D	В
		6:45	A	С	A	D	A	A	D	D	D	D	D	D	С
		7:00	A	С	A	D	В	A	D	D	D	D	D	С	C
		7:15	A	С	A	D	В	A	D	D	D	D	D	D	С
		7:30	A	C	A	D	В	A	D	D	D	D	D	C	C
		7:45	A	В	A	С	В	A	A	D	D	D	D	C	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	В	Α	А	Α	А	Α	Α	Α	Α	D	Е	D	Α
		5:15	В	Α	А	Α	Α	Α	Α	Α	А	D	Е	D	Α
		5:30	В	A	A	A	A	A	A	A	A	D	E	D	A
		5:45	В	A	A	A	A	A	A	С	D	D	E	D	A
		6:00	В	A	A	A	A	A	D	C	D	D	E	D	A
Int 6				A	A	A	A	A	D	С	D	D	E	D	В
IIIL D	Gibson & Carlisle		В												
1111.0	Gibson & Carlisle	6:15	B A		A	В	A	Α	D	В	D		Е		В
1111.0	Gibson & Carlisle		Α	В	A A	B B	A A	A A	D D	B D	D D	D D	E E	D D	B B
111L D	Gibson & Carlisle	6:15 6:30 6:45	A B	B B	А	В	A	Α	D	D	D	D D	E	D D	В
111L O	Gibson & Carlisle	6:15 6:30 6:45 7:00	A B B	B B C	A A	B C	A B	A A		D D	D D	D D	E E	D D D	B C
111L D	Gibson & Carlisle	6:15 6:30 6:45	A B	B B	А	В	A	Α	D D	D	D	D D	E	D D	В
411L D	Gibson & Carlisle	6:15 6:30 6:45 7:00 7:15	B B B	B B C B	A A A	B C D	A B B	A A A	D D D	D D	D D D	D D D D	E E E	D D D	B C B
411L B	Gibson & Carlisle	6:15 6:30 6:45 7:00 7:15 7:30 7:45	B B B	B B C B B	A A A A	B C D C	B B B	A A A A	D D D D	D D D E	D D D D	D D D D	E E E E	D D D D	B C B B
ant 0	Gibson & Carlisle	6:15 6:30 6:45 7:00 7:15 7:30	A B B B B B EBL	B B C B	A A A	B C D C B	B B B B	A A A	D D D	D D D	D D D D	D D D D D D	E E E	D D D D D D	B C B
ant 0	Gibson & Carlisle	6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period	B B B B	B B C B B B EBT	A A A A EBR	B C D C	B B B	A A A A WBR	D D D D NBL	D D D E NBT	D D D D NBR	D D D D D SBL	E E E E SBT	D D D D D SBR	B C B B B Intersection
ant 0	Gibson & Carlisle	6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15	A B B B B C B A A	B B C B B B A A	A A A A EBR A	B C D C B WBL A	A B B B WBT A	A A A A WBR A A	D D D D NBL D D	D D D E NBT E E	D D D D NBR E	D D D D D SBL D D	E E E E SBT E	D D D D D SBR E	B C B B B Intersection A
ant 0	Gibson & Carlisle	6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00	B B B B EBL A	B B C B B B C A	A A A A EBR A	B C D C B WBL A A A	A B B B WBT A	A A A A WBR A	D D D D NBL	D D D E NBT	D D D D NBR E	D D D D D SBL D	E E E E SBT E	D D D D D SBR E	B C B B Intersection
AIIL O	Gibson & Carlisle	6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30	A B B B B C B A A A	B B C B B B C A A	A A A A EBR A A A	B C D C B WBL A	A B B B WBT A A	A A A A WBR A A A A	D D D D NBL D D D D	D D D D E NBT E E E	D D D D NBR E E	D D D D D SBL D D D D	E E E E SBT E E E	D D D D SBR E E	B C B B B Intersection A A
Int 6	Gibson & Carlisle	6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45	A B B B B C B A A A A	B B C B B B C A A A	A A A A A EBR A A A A A A	B C D C B WBL A A A A	A B B B B WBT A A A	A A A A A WBR A A A A A A	D D D D D D NBL D D D D D D D D D D D D D D D D D D D	D D D D E NBT E E E	D D D D NBR E E E	D D D D D SBL D D D D D D D D D D D D D D D D D D D	E E E E E SBT E E E	D D D D SBR E E E	B C B B B Intersection A A A
		6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00	B B B B C C C C C C C C C C C C C C C C	B B C B B B C A A A A	A A A A EBR A A A A A A A	B C D C B WBL A A A	A B B B B WBT A A A A	A A A A WBR A A A A A A A A	D D D D D D NBL D D D D D D D D D D D D D D D D D D D	D D D D E NBT E E E E	D D D D NBR E E E E	D D D D D D SBL D D D D D D D D D D D D D D D D D D D	E E E E SBT E E E E E E	D D D D D SBR E E E E	B C B B B Intersection A A A A
		6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00	A B B B B B C EBL A A A A	B B C B B B EBT A A A A A	A A A A EBR A A A A A A A A A	B C D C B WBL A A A A A	A B B B B A A A A A	A A A A WBR A A A A A A A A A A	D D D D D D D D D D D D D D D D D D D	D D D D E NBT E E E E E	D D D D NBR E E E E	D D D D D D D D D D D D D D D D D D D	E E E E SBT E E E E E E E E E	D D D D D SBR E E E E E E E E	B C B B B Intersection A A A A A
		6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15	A B B B B B B B A A A A A A	B B C B B B EBT A A A A A A	A A A A A BEBR A A A A A A A A A A A A A A A A A A A	B C D C B WBL A A A A A A	A B B B B WBT A A A A A A	A A A A WBR A A A A A A A A A A A A A A A A A A A	D D D D D D D D D D D D D D D D D D D	D D D D E NBT E E E E E E E E E E	D D D D D NBR E E E E E E E E E E E E E E E E E E E	D D D D D D D D D D D D D D D D D D D	E E E E SBT E E E E E E E E E E E E E E E E E E E	D D D D D D SBR E E E E E E E E E E E E E	B C B B B Intersection A A A A A A A A
		6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45	A B B B B B B B B C B A A A A A A A	B B C B B B B EBT A A A A A A A	A A A A EBR A A A A A A A A A A A A A A A A A A A	B C D C B WBL A A A A A A A	A B B B B WBT A A A A A A A	A A A A WBR A A A A A A A A A A A A A A A A A A A	D D D D D NBL D D D D D D D D D D D D D D D D D D D	D D D D D E E NBT E E E E E E E E E E E E E E E E E E E	D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	E E E E E SBT E E E E E E E E E E E E E E E E E E E	D D D D D D D D D D D D D D D D D D D	B C B B B Intersection A A A A A A A A A A
		6:15 6:30 6:45 7:00 7:15 7:30 7:45 5:00 5:15 5:30 6:00 6:15 6:30 6:45 7:00	A B B B B B B A A A A A A A A A A A A A	B B C B B B B EBT A A A A A B	A A A A BBR A A A A A A A A A A A A A A	B C D C B WBL A A A A A C C	A B B B B A A A A A A A A A A A A A A A	A A A A WBR A A A A A A A A A A A A A A A A A A A	D D D D D D D D D D D D D D D D D D D	D D D D E NBT E E E E E E E E E E E E E E E E E E E	D D D D D NBR E E E E E E E E E E E E E E E E E E E	D D D D D D D D D D D D D D D D D D D	E E E E E E E E E E E E E E E E E E E	D D D D D D D D D D D D D D D D D D D	B C B B B Intersection A A A A B



Table 10. 2025 No-Build Intersection LOS Analysis Summary, AM Peak Period (Continued)

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	Α	Α	Α	Α	Α	E	E	E	F	F	F	Α
		5:15	Α	Α	Α	Α	Α	Α	E	E	E	F	F	F	Α
		5:30	Α	Α	Α	Α	Α	Α	E	E	E	F	F	F	Α
		5:45	Α	Α	Α	Α	Α	Α	E	E	E	F	F	F	Α
		6:00	Α	Α	Α	Α	Α	Α	E	E	E	F	F	F	Α
Int 8	Gibson & Quincy	6:15	Α	Α	Α	Α	Α	Α	E	E	E	E	E	E	Α
		6:30	Α	Α	Α	Α	Α	Α	E	E	E	F	F	F	Α
		6:45	Α	Α	Α	Α	Α	Α	E	E	E	Α	Α	Α	Α
		7:00	Α	Α	Α	С	Α	Α	E	E	E	F	F	F	Α
		7:15	Α	Α	Α	С	Α	Α	Е	Е	Е	F	F	F	Α
		7:30	Α	Α	Α	В	Α	Α	Е	E	Е	Е	Е	Е	Α
		7:45	Α	Α	Α	В	Α	Α	Е	E	E	Е	Е	Е	Α
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	Α	Α	Α	Α	Α	Е	Е	D	Е	Е	Е	Α
		5:15	Α	Α	Α	Α	Α	Α	Е	Е	D	Е	Е	Е	Α
		5:30	Α	Α	Α	Α	Α	Α	Е	Е	D	Е	Е	Е	Α
		5:45	Α	Α	А	А	Α	Α	Е	Е	D	Е	Е	Е	Α
		6:00	Α	Α	Α	Α	Α	Α	Е	Е	D	Е	Е	Е	Α
Int 9	Gibson & Truman	6:15	Α	Α	Α	Α	Α	Α	D	D	D	D	D	D	Α
		6:30	Α	Α	Α	В	Α	Α	D	D	D	Е	Е	Е	Α
		6:45	Α	В	В	D	Α	Α	D	D	С	Е	Е	Е	В
		7:00	В	В	В	D	Α	Α	D	D	С	D	D	D	В
		7:15	D	С	D	D	Α	Α	D	D	В	D	D	D	С
		7:30	В	В	В	D	A	A	D	D	С	D	D	D	В
		7:45	С	С	С	D	В	В	Е	Е	С	D	D	D	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	В	В	В	В	В	В	E	E	E	E	E E	D	С
1		5:15	В	В	В	В	В	В	E	E	E	E	E	D	c
		5:30	В	В	В	В	В	В	E	E	E	E	E	С	С
		5:45	В	В	В	В	С	С	E	E	E	E	E	c	С
	Cibaran	6:00	В	В	В	В	c	C	E	E	E	E	E	c	С
Int 10	Gibson & San Mateo	6:15	В	С	С	В	c	C	E	E	E	E	E	c	c
		6:30	В	c	C	В	c	С	E	E	E	E	E	c	С
1		6:45	С	C	C	С	С	c	E	E	E	E	E	C	С
		7:00	С	С	С	С	С	С	Е	Е	Е	Е	Е	C	D
		7:15	С	С	С	С	D	D	Е	Е	Е	Е	Е	С	D
		7:30	c	c	c	c	D	D	E	E	E	E	E	c	D
		7:45	Е	D	D	С	D	Е	Е	Е	Е	Е	Е	С	D
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	-	-	D	-	С	-	Α	Α	Α	Α	-	В
		5:15	-	-	-	D	-	С	-	Α	Α	Α	A	-	В
		5:30	-	-	-	D	-	С	-	Α	Α	Α	Α	-	В
		5:45	-	-	-	D	-	С	-	Α	Α	Α	Α	-	В
	C	6:00	-	-	-	D	-	С	-	Α	Α	Α	Α	-	В
Int 11	Sunport & 2nd St	6:15	-	-	-	D	-	С	-	Α	Α	Α	Α	-	В
		6:30	-	-	-	D	-	С	-	Α	Α	Α	Α	-	В
		6:45	-	-	-	D	-	С	-	В	Α	Α	Α	-	В
		7:00	-	-	-	D	-	С	-	В	Α	Α	Α	-	В
		7:15	-	-	-	D	-	C	-	В	Α	Α	Α	-	В
		7:30	-	-	-	D	-	С	-	В	Α	Α	Α	-	В
		7:45	-	-	-	D	-	С	-	В	Α	Α	Α	-	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	С	D	D	С	D	С	Α	Α	Α	Α	Α	Α	В
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			С	D	D	С	D	С	Α	Α	Α	Α	Α	Α	В
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Int 13	Sunport & Interchange (SB)	5:45 6:00 6:15 6:30 6:45 7:30 7:15 7:30 7:45 Time Period 5:00 6:15 6:30 6:15 6:30 6:45 7:00 7:15 7:30 7:45 7:45	C C C C C C C C C C C C C C C C C C C	D D D D D D D D D D D C D D D D D C D	D D D D D D D D D D D D D D C EBR A A A A A A A C C C C C C C C C C C C	C C C C C C C C C C C C C C C C C C C	D D D D C C C C C WBT A A A A A A A A A A A A A A A A A A A	C C C C C C C C C C C WBR	A A A A A A A A NBL NBL D C C C C	A A A B B B B B B NBT NBT D C C C	A A A B B B B B B R C NBR D D D	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B C C C C C C C C C C C	A A A A B B B C C C C C C C C C C C C C	B B B B B B B B B B Intersection C C C C C C B B B B B B B B B B B B B
	Sunport & Interchange (SB)	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 6:00 5:15 5:30 6:45 7:00 7:15 6:30 6:45 7:30 7:45 6:00 7:15 6:30 6:45 7:30 7:45 6:50 7:50 7:51 6:50 6:51 6:50 6:51 6:50 6:51 6:50 6:51 6:50 6:51 6:50 6:51 6:50 6:51 6:50 6:51 6:50 6:51 6:51 6:50 6:51 6:51 6:51 6:51 6:51 6:51 6:51 6:51	C C C C C C C C C C C C C C C C C C C	D D D D D D D D D D D D D D A A A A A A	D D D D D D D D D D D D D D D D D D D	C C C C C C C C C C A A A A A A A A A A	D D D D C C C D D C C WBT A A A A A A A A A A A A A A A A A A A	C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B R B T T T T T T T T T T T T	A A A B B B B B B B C	A A A A A A A A A A A A A A A A A A A	A A A A B B B B B B B B B B B B B B B B	A A A A B B B B B B B B B B B B B B B B	B B B B B B B B B B B B C C C C C C C B B B B B B B B A A A A
Int 13	Sunport & Interchange (SB)	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 6:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7	C C C C C C C C C C C C C C C C C C C	D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	D D D D C C C D C C WBT A A A A A A A A A A A A A A A A A A A	C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A A A B B B B B B B B B B B B B B B B	A A A B B B B B B B C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B C C C C C C C C C C C	A A A A B B B A B B SBR C C C C C C C C C C C C C C C C C C C	B B B B B B B B B Intersection C C C C C C B B B B B B B B A A A A A A
	Sunport & Interchange (SB)	5:45 6:00 6:15 6:30 6:45 7:30 7:45 7:30 7:45 5:15 5:30 6:45 7:30 6:15 6:30 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45	C C C C C C C C C C C C C C C C C C C	D D D D D D D D D D C EST A A A A A A A A A A A A A A A A A A A	D D D D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	D D D D C C C C D C C WBT A A A A A A A A A A A A A A A A A A A	C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B C C C C C C C C C C	A A A B B B B B B B NBR D D D D D D	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B C C C C C C C C C C	A A A A A B B B B A B B SBR C C C C C C C C C C C C C C C C C C C	B B B B B B B B B Intersection C C C C C C C C A A A A A A A A A A A
	Sunport & Interchange (SB)	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 6:00 5:15 5:30 6:45 7:00 7:15 5:30 6:45 7:30 7:45 6:00 6:15 6:30 6:45 6:00 6:15 6:30 6:45 6:00 6:15 6:30	C C C C C C C C C C C C C C C C C C C	D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	D D D D C C C D D C C C WBT A A A A A A A A A A A A A A A A A A A	C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A A A B B B B B B B B B B B B B B B B	A A A B B B B B B B NBR D D D D D D D D D D	A A A A A A A A A A A A A A A A A A A	A A A A B B B B B B B B B B B B B B B B	A A A A B B B A A B B B C C C C C C C C	B B B B B B B B Intersection C C C C C B B B B B B B A A A A A A
	Sunport & Interchange (SB)	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 5:00 5:15 5:30 6:45 7:00 6:15 6:30 6:45 7:00 5:15 7:30 7:45 6:00 6:15 6:30 6:45 7:00 6:15 6:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 6:30 6:45 7:00	C C C C C C C C C C C C C C C C C C C	D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	D D D D D C C C C D C C WBT A A A A A A A A A A A A A A A A A A A	C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B B B B B B B B B B B	A A A B B B B B B B B C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B C C C C C C C C C C	A A A A A B B B B A B B SBR C C C C C C C C C C C C C C C C C C C	B B B B B B B B B Intersection C C C C C C C A B B B B B B B B A A A A
	Sunport & Interchange (SB)	5:45 6:00 6:15 6:30 6:45 7:30 7:45 Time Period 5:00 6:15 6:30 6:45 7:00 7:15 5:30 6:45 7:00 6:15 6:30 6:45 6:00 6:15 6:30 6:45 7:00 6:15 6:30 6:45 7:45 6:00 6:15	C C C C C C C C C C C C C C C C C C C	D D D D D D D D D D D C ESI A A A A A A A A A A A A A A A A A A A	D D D D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	D D D D C C C C C WBT A A A A A A A A A A A A A A A A A A A	C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A	A A A B B B B B B B R C D D D D D D D D D D D	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B B B B B B B B B B B	A A A A A B B B B B B B B B B B B B B B	B B B B B B B B B Intersection C C C C C B B C B B B B B B B B A A A A
	Sunport & Interchange (SB)	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 5:00 5:15 5:30 6:45 7:00 6:15 6:30 6:45 7:00 5:15 7:30 7:45 6:00 6:15 6:30 6:45 7:00 6:15 6:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 7:30 6:45 7:00 6:15 6:30 6:45 7:00	C C C C C C C C C C C C C C C C C C C	D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	D D D D D C C C C D C C WBT A A A A A A A A A A A A A A A A A A A	C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B B B B B B B B B B B	A A A B B B B B B B B C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B B B C C C C C C C C	A A A A B B B A B B SBR C C C C C C C C C C C C C C C C C C C	B B B B B B B B B Intersection C C C C C C C A B B B B B B B B A A A A



Table 11: 2025 No-Build Intersection LOS Analysis Summary, PM Peak Period

		Time Period 15:00	EBL	EBT	EBR	WBL B	WBT	WBR	NBL -	NBT	NBR	SBL	SBT	SBR B	Intersection
		15:15	-	-	-	В	-	-	-	-	-	-	-	В	
		15:30	-	-	-	В	-	-	-	-	-	-	-	В	-
		15:45	-	-	-	В	-	-	-	-	-	-	-	В	-
	Gibson &	16:00	-	-	-	В	-				-	-	-	В	
Int 1	Interchange (SB)	16:15	-	-	-	В	-	-	-	-	-	-	-	В	-
		16:30	-	-	-	В	-	-	-	-	-	-	-	В	-
		16:45	-	-	-	В	-	-	-	-	-	-	-	В	-
		17:00 17:15	-	-	-	B B	-	-	-	-	-	-	-	B C	-
		17:30	-	-	-	В	-	-	-	-	-	-	-	В	
		17:45	-	-	-	В	-	-	-	-	-	-	-	В	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	-	-	-	-	-	-	С	-	-	-	-	-	-
		15:15	-	-	-	-	-	-	В	-	-	-	-	-	-
		15:30	-	-	-	-	-	-	С	-	-	-	-	-	-
		15:45	-	-	-	-	-	-	С	-	-	-	-	-	-
Int 2	Gibson &	16:00 16:15	-	-	-	-	-	-	В	-	-	-	-	-	
	Interchange (NB)	16:30	-	-	-	-	-	-	С	-	-	-	-	-	-
		16:45	-	-	-	-	-	-	С	-	-	-	-	-	-
		17:00	-	-	-	-	-	-	С	-	-	-	-	-	-
		17:15	-	-	-	-	-	-	С	-	-	-	-	-	-
		17:30	-	-	-	-	-	-	В	-	-	-	-	-	-
		17:45	-		-	-	-	-	С	-	-	-	-	-	-
		Time Period 15:00	EBL B	EBT B	EBR A	WBL A	WBT B	WBR B	NBL D	NBT D	NBR -	SBL E	SBT D	SBR	Intersection B
		15:00	В	В	A	A	В	В	D	D	-	E	D	-	В
		15:30	С	В	В	A	С	В	D	D	-	E	D	-	С
		15:45	C	В	A	A	В	A	D	D	-	E	D	-	В
		16:00	С	В	Α	Α	С	В	D	D	-	Е	D	-	С
Int 3	Gibson & University	16:15	D	В	Α	Α	С	В	D	D	-	E	D	-	С
		16:30	D	В	A	A	С	В	D	D	-	E	D	-	С
		16:45	D C	B B	A B	A B	C D	B B	D C	D C	-	E E	D	-	C C
		17:00 17:15	D	В	В	В	С	В	D	D	-	E	D D	-	С
		17:30	С	В	A	A	В	В	D	D	-	E	D	-	В
		17:45	В	В	A	A	В	В	D	D	-	E	D	-	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	В	В	Α	В	В	Α	D	D	С	D	Е	Е	С
		15:15	В	В	Α	Α	В	Α	D	D	С	D	E	E	С
		15:30	С	В	Α	В	В	A	D	D	С	D	E	E	С
		15:45	С	В	A	В	С	A	D	D	С	D	E	E	С
Int 4	Gibson & Yale	16:00 16:15	C D	B B	A A	B B	C C	A A	D D	D D	C D	D D	E D	E E	C C
1111.4	Gibsoil & Tale	16:30	D	С	A	В	С	A	D	D	D	D	E	E	С
		16:45	D	c	A	В	c	A	D	D	D	D	E	E	c
		17:00	С	В	Α	В	С	Α	D		D	D	Е		С
			-				-	Α.	, D	D				E	-
		17:15	D	С	В	В	С	Α	D	D	С	D	D	D	С
		17:15 17:30	D B	C B	B A	B A	C B	A A	D D	D D	C D	D D	D E	D E	C C
		17:15 17:30 17:45	D B B	C B B	B A A	B A A	C B B	A A A	D D D	D D D	C D C	D D D	D E D	D E E	C C
		17:15 17:30 17:45 Time Period	D B B	C B B	A A EBR	A A WBL	C B B	A A A WBR	D D NBL	D D NBT	C D C NBR	D D SBL	D E D SBT	D E E SBR	C C C Intersection
		17:15 17:30 17:45 Time Period 15:00	D B B EBL B	C B B C EBT	B A A EBR A	A A WBL A	C B B WBT	A A A WBR	D D NBL D	D D NBT	C D C NBR D	D D SBL D	D E D SBT D	D E E SBR D	C C C Intersection B
		17:15 17:30 17:45 Time Period	D B B	C B B	A A EBR	A A WBL	C B B	A A A WBR	D D NBL	D D NBT	C D C NBR	D D SBL	D E D SBT	D E E SBR	C C C Intersection
		17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45	D B B B EBL B C C	C B B C EBT A A A A	B A A EBR A A A A A	B A A WBL A A A A A	C B B WBT B B B B	A A WBR A A A A	D D D NBL D D D D D D	D D NBT E E E	C D C NBR D D D	D D D SBL D D D D D D	D E D SBT D D D D	D E E SBR D D D D	C C C Intersection B B B B
		17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00	D B B B C C C	C B B C B A A A A A	B A A EBR A A A A A A A	B A A WBL A A A A A A A	C B B B WBT B B B B B B	A A A WBR A A A A A A	D D D NBL D D D D D D D D D	D D NBT E E E E	C D C NBR D D D D D	D D D SBL D D D D D D D D D	D E D SBT D D D D D D	D E E SBR D D D D D D	C C Intersection B B B B
Int 5	Gibson & Girard	17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15	D B B B C C C D	C B B B EBT A A A B	B A A A A A A	B A A A A A A	C B B B WBT B B B C	A A WBR A A A A A A A A	D D D NBL D D D D D D D D D D D	D D NBT E E E E E	C D C NBR D D D D D D D	D D D SBL D D D D D D D D D D	D E D SBT D D D D D D D	D E E SBR D D D D D D D	C C Intersection B B B B B B
Int 5	Gibson & Girard	17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30	D B B B C C C D D	C B B B EBT A A A A B B B	B A A A A A A A	B A A A A A B	C B B B WBT B B B C C C	A A A WBR A A A A A A A A A	D D D NBL D D D D D D D D D D D D D D D D D D D	D D NBT E E E E E E E	C D C NBR D D D D D D D D D D	D D D SBL D D D D D D D D D D D D D	D E D SBT D D D D D D D D D D	D E E SBR D D D D D D D D D D	C C C Intersection B B B B C
Int 5	Gibson & Girard	17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45	B B B C C C D D D	C B B B EBT A A A B	B A A EBR A A A A A A A A A A A	B A A WBL A A A A B B	C B B B WBT B B B C	A A A WBR A A A A A A A A A A A	D D D NBL D D D D D D D D D D D	D D NBT E E E E E	C D C NBR D D D D D D D	D D D SBL D D D D D D D D D D	D E D SBT D D D D D D D	D E E SBR D D D D D D D	C C Intersection B B B B B B
Int 5	Gibson & Girard	17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30	D B B B C C C D D	C B B B EBT A A A B B B B	B A A A A A A A	B A A A A A B	C B B WBT B B B C C C	A A A WBR A A A A A A A A A	D D D NBL D D D D D D D D D D D D D D D D D	D D NBT E E E E E E E E E	C D C NBR D D D D D D D D D D D D	D D D SBL D D D D D D D D D D D D D D D D	D E D SBT D D D D D D D D D D D D D	D E E SBR D D D D D D D D D D D D D	C C C Intersection B B B B C B C B
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	Gibson & Carlisle	17:15 17:30 17:45 11me Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 18:30 15:45 16:00 16:15 15:30 15:45 16:30 16:45 17:00 15:15 15:30 15:45 16:30 16:45 17:00 16:15 15:30 16:45 17:00 16:15 15:30 16:45 17:00 16:15 17:45	D B B B C C C D D D B B B B B C C C D D C D D C D D C D D C D D C D D C D D C D D C D D C D D D C D D D D C D	EBT A A A A B B B B B B B B B B B B B B B	B A A A A A A A A A A A A A A A A A A A	B A A A A A B B A A A A A A A A A A A A	C B B B B B B C C C B B B B B B C C C B B B B C C C B B B B B B C C B B B B B C C B	A A A A A A A A A A A A A A A B B B B B	D D D D D D D D D D D D D D D D D D D	D D D NBT E E E E E E E D D D D D D D D D D D D	C D D C NBR D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	D E SBT E E E E E E E E E E E E E E E E E E E	D E E SBR D D D D D D D D D D D D D D D D D D D	C C C Intersection B B B B B B B B C C C D C C C C B B B B
Int 6	Gibson & Carlisle	17:15 17:30 15:05 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30	D B B C C C C D D D B B B EBL B C C C D D C D C D C D C D C D C D C D	C B B B CBT A A A A B B B B B B B B B B B B B B B	B A A A A A A A A A A A A A A A A A A A	B A A A A A B B A A A A A A A A A A A A	C B B B B B B B C C C B B B B B B B C C C B	A A A A A A A A A A A A A A A A A A A	D D D D D D D D D D D D D D D D D D D	D D D NBT E E E E E E E D D D D D D D D D D D D	C D D C D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	D	D E E SBR D D D D D D D D D D D D D D D D D D D	C C C C Intersection B B B B B B B B B B B B B B B B B C C C C C C C C B
Int 6	Gibson & Carlisle	17:15 17:30 15:00 15:00 15:00 15:05 15:30 15:45 16:00 16:15 16:30 17:45 17:00 17:15 17:30 17:45 17:00 17:15 15:30 15:45 16:00 16:15 16:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 18:30 15:45 16:00 16:15 16:30 16:45 17:30 17:45 16:00 17:15	D B B B C C C D D D C D D C D D C D C D	EBT A A A A B B B B B B B B B B B B B B B	B A A A A A A A A A A A A A A A A A A A	B A A A A A B B A A A A A A A A A A A A	C B B B B B B B C C C B B B B B B C C C B B B B B C C C B B B B B B C C B B B B B B B C C B	A A A A A A A A A A A A A A A B B B B B	D D D D D D D D D D D D D D D D D D D	D D D NBT E E E E E E E D D D D D D D D D D D D	C D D C NBR D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	D E SBT E E E E E E E E E E E E E E E E E E E	D E E SBR D D D D D D D D D D D D D D D D D D D	C C C Intersection B B B B B B B B B B B B B B B B B B B
Int 6	Gibson & Carlisle	17:15 17:30 15:05 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30	D B B C C C C D D D B B B EBL B C C C D D C D C D C D C D C D C D C D	C B B B CEST A A A A B B B B B B B B B B B B B B B	B A A A A A A A A A A A A A A A A A A A	B A A A A A B B B A A A A A A A A A A A	C B B B B B B B C C C B B B B B B B C C C B	A A A A A A A A A A A A A A A A A A A	D D D D D D D D D D D D D D D D D D D	D D D NBT E E E E E E E D D D D D D D D D D D D	C D D C NBR D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	D	D	C C C C Intersection B B B B B B B B B B B B B B B B B B B
Int 6	Gibson & Carlisle	17:15 17:30 17:45 11me Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 18:30 17:45 18:30 15:45 16:00 16:15 15:30 16:45 17:00 17:15 15:30 16:45 17:00 17:15 17:30 17:45 16:00 16:15 16:30 16:45 17:00 15:15 17:30 17:45 16:00 16:15 16:30 16:45 17:00 15:15 17:30 17:45 16:00 16:15 17:30 17:45 16:00 16:15 17:30 16:45 17:00 16:15 16:30 16:45 17:00	D B B B C C C D D D B B B B B C C C D D C D D C D D C D D C D D C D D C D D C D D C D D D D C D	EBT A A A A B B B B B B B B B B B B B B B	B A A A A A A A A A A A A A A A A A A A	B A A A A A B B A A A A A A A A A A A A	C B B B B B B C C C B B B B B B C C C B B B B B C C C B B B B B B C C B	A A A A A A A A A A A A A B B B B B B B	D D D D D D D D D D D D D D D D D D D	D D D NBT E E E E E E E D D D D D D D D D D D D	C D D C NBR D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	D E SBT E E E E E E E E E E E E E E E E E E E	D E E SBR D D D D D D D D D D D D D D D D D D D	C C C Intersection B B B B B B B B B B B B B B B B B B B



Table 11. 2025 No-Build Intersection LOS Analysis Summary, PM Peak Period (Continued)

MR 8 Short & Curry 1500																
ME 2																Intersection
ME S. Defined & During   15-20.   A. A. A. A. A. A. B.   A. D.   D.   D.   D.   C.   D.   C.   C.																
18 Door & Colors   15-50							l									
## # ## ## ## ## ## ## ## ## ## ## ## #																
## 120 CROWN \$ 190 A												D	F	F	F	
## 12   18   18   18   18   18   18   10   10	Int 8	Gibson & Quincy	16:15							D						В
## 120   A   B   A   A   B   B   D   D   D   C   C   C   C   C   C   B																
## 12   1.25   A   B   A   A   A   B   B   D   D   D   C   C   C   C   C   C   C																
M 20 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1																
THE STATE OF THE S																
M18															A	
## 12   Selection A France   18-10   C   C   C   C   C   C   C   C   C			Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
M 10   Gibon & Tamana   13-80   D   C   C   B   C   C   C   T   T   C   C   C   C   C																-
THE DISTRIPT OF THE PROPERTY O																
MELLO Calcon & Turner    1000   10   10   10   10   10   10																
MR 25   School & Trumbal   1615   F.   C   C   C   B   C   C   C   F   F   C   C   C   C   C											F					
M113 Surgeri & January 1. Market 1.	Int 9	Gibson & Truman								F						F
TI 10   17/10   0   C   C   B   C   C   C   F   T   C   C   C   C   C   C   C   T   T			16:30		С								С	С	С	
## 120 Cibon & San Mate   127-30   D   C   C   C   B   C   C   C   C   C   C																
T13-00																
The Part of Color of																
Note Period   SEA   Birth   Will																
## 110 Cibon 6.5m Mode    15:50   C																Intersection
11 10 Gibson & San Matro  12 San Do B B B B B B C C C E E E D D D D C C D D D D C C D D D D				С			В	С	С				D		D	С
11 10 Gloom & Sen Micro    1																
### 110 Gibson & San Mateo    10																
11 12 Olbon & San Mates    Sala																
16-90	Int 10	Gibson & San Mateo														
Int 12 Sunport & Property (No. 1)    14	20	Som Stan Water		F												
## 1715   F   B   B   B   B   C   C   E   E   E   D   D   C   C   C   C   C   C   C   C				F												
1730 E B B B B C C C E E E D D C C C C C C C C C C C C																
17.45																
## 111 Sunport & Park   SSI																
11.12 Support & Product   15.00   A   -   C   -   C   -   -   -   B   B   A   A   -   B   B   S   A   A   -   B   B   S   A   A   -   B   B   S   A   A   -   B   B   S   A   A   -   B   B   S   S   S   S   S   S   S   S																Intersection
11-13																
11.11 Sunport & 2nd St				Α	-		-		-	-				А	-	
## 113   Sunport & 2nd St   16:00					-		-		-	-					-	
11.11 Support & 2nd St   16:15					-		-		-	-					-	
16:30	Int 11	Cupport 9 2nd Ct														
16:45	Int 11	Sunport & 2nd St														
17:00					-				-	-						
17:30					-				-	-						
17-45									-	-						
Name   Period   ESIL   EST   ESSR   WBL   WBT   WBR   NBL   NBT   NBB   SSL   SST   SSSR   Neteraction					-				-	-						
15:00   C   C   C   C   C   C   C   A   B   B   A   B   B   B					FOT				WIDD							
15:15																
15:30																
11   12				С	С	С	С	С	С					В		В
1112   Support & Broadway   16:15																
16:30	1 42	Comment & Bornelloon														
16:45	111L 12	Sunport & Broadway														
17:00																
17:30			17:00	С	С	С	С	С	С	Α	В	В	Α	В	В	В
17:45									С	Α			Α			В
Time Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection									C	A			A			В
Sunport & Interchange (SB)																Intersection
15:15				-					-	-	-	-				
Sunport & Interchange (SB)  15:45 - A A A A A C C C C B Interchange (SB)  16:00 - B B B A A C C C C B Interchange (SB)  16:15 - A B B A A C C C C B Interchange (SB)  16:15 - A B B A A C C C C B Interchange (SB)  16:45 - A B B A A C C C C B Interchange (SB)  16:45 - A B B A A C C C C B Interchange (SB)  17:00 - B B B A A C C C C B Interchange (SB)  17:15 - A B A A C C C C B Interchange (SB)  17:45 - A B A A C C C C B Interchange (SB)  17:45 - A A A A A C C C C B Interchange (SB)  17:45 - A A A A A C C C C B Interchange (SB)  15:00 A A A A C C C D A A C C C D A A C C C D - C C A C C C D C C C C C C C C C C C C C				-					-	-	-	-				
Support & Interchange (SB)    16:00							Α									
Interchange (SB)  16:15																
16:30	Int 12															
16:45 - A B A A C C C B 17:00 - B B B A A C C C B 17:01 - A B B A A C C C C B 17:30 - A B A A C C C C B 17:30 - A A A A A C C C C B 17:45 - A A A A A C C C C B 17:45 - A A A A A C C C D B 17:45 - A A A A A C C C D - A A 15:30 A A A A A C C C D - A A 16:45 A A A A C C C D - A A 16:45 A A A A C C C D - A A 16:45 A A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 16:45 A A A A C C C D A 17:30 A A A A C C C D A 17:30 A A A A C C C D A 17:30 A A A A C C C D A 17:30 A A A A C C C D A 17:30 A A A A C C C D A 17:30 A A A A C C C D A 17:30 A A A A C C C D A 17:30 A A A A C C C D A	13	Interchange (SB)														
17:00										-					С	
17:30 - A A A A A C C C B  17:45 - A A A A A C C C D B  17:45 - A A A A A C C C D B  Time Period EBL EBR WBL WBT WBR NBL NBT NBR SBL SBT SGR Intersection 15:00 A A A A C C C D A  15:15 A A A A A C C C D A  15:45 A A A A C C C D A  15:45 A A A A C C C D A  16:00 A A A A C C C D A  16:30 A A A A C C C D A  16:30 A A A A C C C D A  16:45 A A A A C C C D A  16:45 A A A A C C C D A  17:00 A A A A A C C C D A  17:15 A A A A C C C D A			17:00		В	В	Α	Α		-					С	
17:45 - A A A A C C D B    Time Period   EBU   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection																
Time Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection											_					
15:00																Intersection
No. 144    No. 154   No. 1																
Nation 14   Support &   15:45   A   A   A   C   C   D   C   D   C   C   D   C   A   A   C   C   D   C   C   D   C   C   D   C   C				Α	Α			Α	Α	С	С	D	-	-		Α
Support & Interchange (NB)    16:00																
nt 14 Interchange (NB) 16:15						-							-	-	-	
Interchange (NB)	Int 1.4	Sunport &				-							-	-	-	
16:45 A A A A C C D A A 17:00 A A A A C C D A 17:15 A A A A C C D A 17:15 A A A A C C D A A 17:30 A A A A C C D A A C C C D A A 17:30 A A A A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D A A C C C D	ınt 14															
17:00 A A A A C C D A 17:15 A A A A C C D A 17:30 A A A A C C D A																
17:15 A A A A C C D A A 17:30 A A A A C C D A																
			17:15	Α	Α			Α	Α	С	С	D	-			Α
17:45 A A A A C C D A															-	
			17:45	Α	A			Α	Α	С	С	D		-		Α



Table 12: 2025 Build Intersection LOS Analysis Summary, AM Peak Period

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	-	-	A	-	-	-	-	-	-	-	A	-
		5:15	-	-	-	A	-	-	-	-	-	-	-	A	-
		5:30	-	-	-	A	-	-	-	-	-	-	-	A	
	Gibson &	5:45 6:00	-	-	-	A A	-	-	-	-	-	-	-	A	-
Int 1	Interchange (SB)	6:15	-		-	A	-	-	-	-	-	-	-	В	-
IIIC I	interenange (3b)	6:30	-	-	-	В	-	-	-	-	-	-	-	В	-
		6:45	-	_	-	В	-	-	-	-	-	-	-	В	-
		7:00	-	-	-	В	-	-	-	-	-	-	-	В	-
		7:15	-	-	-	A	-	-	-	-	-	-	-	В	-
		7:30	-	-	-	В	-	-	-	=	-	-	-	В	-
		7:45	-	-	-	A	-	-	-	-	-	-	-	В	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	-	-	-	-	-	С	-	-	-	-	-	-
		5:15	-	-	-	-	-	-	С	-	-	-	-	-	-
		5:30	-	-	-	-	-	-	С	-	-	-	-	-	-
		5:45	-	-	-	-	-	-	E	-	-	-	-	-	-
	Gibson &	6:00	-	-	-	-	-	-	D	-	-	-	-	-	-
Int 2	Interchange (NB)	6:15	-	-	-	-	-	-	E	-	-	-	-	-	-
		6:30	-	-	-	-	-	-	F	-	-	-	-	-	-
		6:45	-	-	-	-	-	-	F	-	-	-	-	-	-
		7:00	-	-	-	-	-	-	F	-	-	-	-	-	-
		7:15	-	-	-	-	-	-	F	-	-	-	-	-	-
		7:30	-	-	-	-	-	-	F	-	-	-	-	-	-
		7:45	-	-	-	-	-	-	F	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	Α	Α	Α	Α	Α	D	D	-	Е	Α	-	Α
		5:15	Α	Α	Α	Α	Α	Α	D	D	-	Е	Α	-	Α
		5:30	Α	Α	Α	Α	Α	Α	D	D	-	E	D	-	Α
		5:45	Α	Α	Α	Α	Α	Α	D	D	-	E	D	-	Α
	Gibson & University	6:00	Α	А	Α	Α	Α	Α	D	D	-	Е	D	-	Α
Int 3	Oroson & Oniversity	6:15	Α	Α	Α	Α	Α	Α	D	D	-	E	D	-	В
		6:30	Α	С	Α	С	В	Α	D	D	-	D	D	-	В
		6:45	Α	F	A	С	В	В	D	D	-	D	D	-	D
		7:00	Α	F	Α	D	В	Α	D	D	-	E	D	-	D
		7:15	Α	С	Α	С	В	Α	D	D	-	D	D	-	С
		7:30	Α	С	Α	С	В	В	D	С	-	D	D	-	С
		7:45	В	С	В	С	В	В	С	С	-	D	D	-	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	Α	Α	Α	Α	Α	D	D	D	D	D	D	В
		5:15	Α	Α	Α	Α	Α	Α	D	D	D	D	D	D	В
		5:30	Α	В	Α	Α	Α	Α	D	D	D	D	D	D	В
		5:45	Α	В	Α	Α	Α	Α	D	D	С	D	D	D	В
	Gibson & Yale	6:00	Α	В	Α	Α	Α	Α	D	D	D	D	D	D	В
Int 4		6:15	Α	В	Α	В	В	Α	D	D	С	D	D	D	В
		6:30	Α	С	Α	С	В	Α	D	D	С	D	D	D	С
		6:45	Α	D	В	С	В	Α	D	D	С	D	D	D	С
		7:00	A	F	В	С	В	A	D	D	С	D	D	D	D
		7:15	A	С	В	С	В	A	D	D	С	D	D	D	С
		7:30	A	С	В	С	В	A	D	D	С	D	D	D	С
		7:45	Α	С	Α	С	В	Α	D	D	С	D	D	D	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	A	A	A	A	A	A	A	A	D	D	E	D	В
		5:15	A	A B	A	В	A	A	D	A	C D	D D	E E	D	B B
		5:30 5:45	A A	В	A A	B D	A	A A	D	A D	D	D	E	D	В
		6:00	A	В	A	A	A A	A	D D	D	D	D	D	D D	В
lant F	Gibson & Girard													_	
Int 5		6:15 6:30	A A	B C	Α Δ	B C	A B	A A	D D	D D	D D	D D	D D	D D	B C
		6:45	A	С	A A	С	В	A	D	D	D	D	D	D	С
		7:00	A	D	A	D	В	A	D	D	D	D	D	D	С
		7:15	A	С	A	D	В	A	D	D	D	D	D	D	С
		7:15	A	C	A	D	В	A	D	D	D	D	D	С	С
		7:45	A	С	A	D	В	A	D	D	D	D	D	С	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	A	A	A	A	A	A	A	A	A	D	D	D	В
		5:15	A	A	A	A	A	A	A	A	A	D	D	D	В
		5:30	A	A	A	A	A	A	A	A	A	D	D	D	В
		5:45	A	A	A	A	A	A	A	C	D	D	E	D	В
		6:00	В	A	A	A	A	A	D	С	D	D	E	D	В
Int 6	Gibson & Carlisle	6:15	В	A	A	A	A	A	D	С	D	D	E	D	В
		6:30	С	В	A	В	A	A	D	В	D	D	E	D	В
		6:45	В	В	A	C	B	A	D	D	D	D	E	D	В
		U. <del>4</del> 3	В	C	A	С	В	A	D	D	D	D	E	D	С
		7:∩∩			_ ^	D	В	A	D	D	D	D	E	D	В
		7:00 7:15		٢	Δ										
		7:15	В	C	Α Δ			Λ		D	D	ח	E		R
		7:15 7:30	B B	В	Α	С	В	A	D	D F	D D	D D	E F	D	B B
		7:15 7:30 7:45	B B C	B B	A A	C C	B B	Α	D D	Е	D	D	Е	D D	В
		7:15 7:30 7:45 Time Period	B B C EBL	B B EBT	A A EBR	C C WBL	B B WBT	A WBR	D D NBL	E NBT	D NBR	D SBL	E SBT	D D SBR	B Intersection
		7:15 7:30 7:45 Time Period 5:00	B B C EBL	B B EBT A	A A EBR A	C C WBL	B B WBT	A WBR A	D D NBL D	E NBT E	D NBR E	D SBL D	E SBT E	D D SBR E	B Intersection A
		7:15 7:30 7:45 Time Period 5:00 5:15	B B C EBL A	B B EBT A	A A EBR A A	C C WBL A	B B WBT A	A WBR A A	D D NBL D	E NBT E	D NBR E	D SBL D	E SBT E E	D D SBR E E	B Intersection A A
		7:15 7:30 7:45 Time Period 5:00 5:15 5:30	B B C EBL A A	B B EBT A A A	A A A A	C C WBL A A	B B WBT A A	A WBR A A	D D NBL D D D	E NBT E E E	D NBR E E E	D SBL D D D	E SBT E E E	D D SBR E E	B Intersection A A A
		7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45	B B C EBL A A A	B B EBT A A A A	A A EBR A A A	C C WBL A A A	B B WBT A A A A	A WBR A A A	D D NBL D D D D D	E NBT E E E E	D NBR E E E	D SBL D D D D D	E SBT E E E E	D D SBR E E E	B Intersection A A A
Int 7	Gibson & Maywall	7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00	B B C EBL A A A A A	B B EBT A A A A A	A A EBR A A A A A A	C C WBL A A A A A	B B WBT A A A A A A	A WBR A A A A A	D D D D D D D D D D D	E NBT E E E E E E	D NBR E E E E E	D SBL D D D D D D	E SBT E E E E E	D D SBR E E E E	B Intersection A A A A A
Int 7	Gibson & Maxwell	7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15	B B C EBL A A A A A A	B B EBT A A A A A A A	A A EBR A A A A A A	C C WBL A A A A A A	B B WBT A A A A A A A	A WBR A A A A A A A	D D NBL D D D D D D D D D	E NBT E E E E E E	D NBR E E E E E E E	D SBL D D D D D D D D D	E SBT E E E E E E E E	D D SBR E E E E E E	B Intersection A A A A A A A A
Int 7	Gibson & Maxwell	7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30	B B C EBL A A A A A A A	B B CEBT A A A A A A A A A A A	A A EBR A A A A A A A A	C C WBL A A A A A A A A	B B WBT A A A A A A A A	A WBR A A A A A A A A A A	D D NBL D D D D D D D D D D D D	E NBT E E E E E E E E E	D NBR E E E E E E E E	D SBL D D D D D D D D D D	E SBT E E E E E E E E E	D D SBR E E E E E E	B Intersection A A A A A A A A A A A A A A A A A A A
Int 7	Gibson & Maxwell	7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45	B B C EBL A A A A A A A A A	B B B EBT A A A A A A A A A A A A	A A EBR A A A A A A A A A A	C C WBL A A A A A A A A A A A	B B WBT A A A A A A A A A A A A	A WBR A A A A A A A A A A A A	D D NBL D D D D D D D D D D D D D D D D D D D	E NBT E E E E E E E E E E	D NBR E E E E E E E E E	D SBL D D D D D D D D D D D D D D D D	E SBT E E E E E E E E E E E E E E E E E E E	D D SBR E E E E E E E E	B Intersection A A A A A A
Int 7	Gibson & Maxwell	7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45 7:00	B B C EBL A A A A A A A A A A A A A A A A A A A	B B B EBT A A A A A A A B	A A EBR A A A A A A A A A A A A A A	C C WBL A A A A A A A C	B B WBT A A A A A A A A A A A A A A A A A A A	A WBR A A A A A A A A A A A A A A	D D D NBL D D D D D D D D D D D D D D D D D D D	E NBT E E E E E E E E E E E E E E E E	D NBR E E E E E E E E E E E E E E E E E E	D SBL D D D D D D D D D D D D D D D D D D D	E SBT E E E E E E E E E E E E E	D D SBR E E E E E E E E E	B Intersection A A A A A A A B
Int 7	Gibson & Maxwell	7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45 7:00 7:15	B B C EBL A A A A A A A A A A A A A A A A A A A	B B B EBT A A A A A A A B B B	A A BBR A A A A A A A A A A A A A A A A	C C WBL A A A A A C C C	B B WBT A A A A A A A A A A A A A A A A A A A	A WBR A A A A A A A A A A A A A A A A A A A	D D D D D D D D D D D D D D D D D D D	E NBT E E E E E E E E E E E E E E E E E E E	D NBR E E E E E E E E E E E E E E E E E E E	D SBL D D D D D D D D D D D D D D D D D D D	E SBT E E E E E E E E E E E E E E E E	D D SBR E E E E E E E E E E	B Intersection A A A A A A A B B
Int 7	Gibson & Maxwell	7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45 7:00	B B C EBL A A A A A A A A A A A A A A A A A A A	B B B EBT A A A A A A A B	A A EBR A A A A A A A A A A A A A A	C C WBL A A A A A A A C	B B WBT A A A A A A A A A A A A A A A A A A A	A WBR A A A A A A A A A A A A A A	D D D NBL D D D D D D D D D D D D D D D D D D D	E NBT E E E E E E E E E E E E E E E E	D NBR E E E E E E E E E E E E E E E E E E	D SBL D D D D D D D D D D D D D D D D D D D	E SBT E E E E E E E E E E E E E	D D SBR E E E E E E E E E	B Intersection A A A A A A A B



Table 12. 2025 Build Intersection LOS Analysis Summary, AM Peak Period (Continued)

		Time Period	FBI	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	Α	Α	Α	Α	Α	Е	Е	Е	F	F	F	Α
		5:15	Α	Α	Α	Α	Α	Α	Е	Е	Е	F	F	F	Α
		5:30 5:45	A A	A	A A	A A	A A	A A	E E	E E	E E	E E	E E	E E	A A
		6:00	A	A	A	A	A	A	E	E	E	F	F	F	A
Int 8	Gibson & Quincy	6:15	Α	Α	Α	Α	Α	Α	Е	Е	Е	Е	Е	Е	Α
		6:30	Α	Α	Α	Α	Α	Α	E	E	Е	F	F	F	Α
		6:45	A	A	A	A	A	A	E	E	E	A F	A	A	A
		7:00 7:15	A A	A A	A A	C	A A	A A	E E	E E	E E	F	F	F	A A
		7:30	A	A	A	В	A	A	E	E	E	Е	Е	Е	A
		7:45	Α	Α	Α	В	Α	Α	Е	Е	Е	Е	Е	Е	Α
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	A	A	A	A	A	A	E	E	D	E	E	E	A
		5:15 5:30	A A	A A	A A	A A	A A	A A	E E	E E	D D	E E	E E	E	A A
		5:45	A	A	A	A	A	A	E	E	D	E	E	E	A
	Gibson & Truman	6:00	Α	Α	Α	Α	Α	Α	Е	Е	D	Е	Е	Е	Α
Int 9	Gibsoil & Hullan	6:15	Α	Α	Α	Α	Α	Α	D	D	D	D	D	D	Α
		6:30	A	A	A	В	A	A	D	D	D	E	E	E	A
		6:45 7:00	A B	B B	B B	D D	A A	A	D D	D D	C	E D	E D	E D	B B
		7:15	D	С	D	D	A	A	D	D	В	D	D	D	c
		7:30	В	В	В	D	Α	Α	D	D	С	D	D	D	В
		7:45	С	С	С	D	В	В	Е	Е	С	D	D	D	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00 5:15	B B	B B	B B	B B	B C	B C	E	E	E E	E E	E E	C C	C C
		5:15	В	В	В	В	c	C	E	E	E	E	E	C	С
		5:45	В	С	С	В	С	C	E	E	E	E	E	C	С
	Gibson & San Mateo	6:00	В	В	В	В	С	С	Е	E	Е	E	E	С	С
Int 10	John of Sair Water	6:15	В	С	С	В	С	С	E	E	E	E	E	С	С
		6:30 6:45	B C	C	C C	B C	C	C	E E	E E	E E	E E	E E	C C	C C
		7:00	C	C	C	C	C	C	E	E	E	E	E	C	D
		7:15	С	С	С	С	D	D	Е	E	Е	Е	Е	С	D
		7:30	С	С	С	С	D	D	Е	Е	Е	Е	Е	С	D
		7:45	Е	D	D	С	D	Е	Е	E	Е	E	E	С	D
		Time Period 4:45	EBL EBL	EBT EBT	EBR EBR	WBL	WBT	WBR WBR	NBL NBL	NBT NBT	NBR NBR	SBL SBL	SBT SBT	SBR SBR	Intersection Intersection
		5:00	-	-	-	D	-	С	-	Α	Α	Α	А	-	Α
		5:15	-	-	-	D	-	С	-	Α	Α	Α	А	-	В
		5:30	-	-	-	D	-	С	-	Α	Α	Α	A	-	В
	Sunport & 2nd St	5:45 6:00	-	-	-	D D	-	C C	-	A A	A A	A A	A	-	B B
Int 11	Sumport & Zilu St	6:15	-	-	-	D	-	С	-	A	A	A	A		В
		6:30	-	-	-	D	-	С	-	Α	Α	Α	А	-	В
		6:45	-	-	-	D	-	С	-	В	Α	Α	А	-	В
		7:00	-	-	-	D	-	С	-	В	A	Α	A	-	В
		7:15 7:30	-	-	-	D D	-	C	-	B B	A A	A A	A A	-	B B
		7:45	-	-	-	D	-	C	-	В	A	A	A	-	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		4:45	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00 5:15	C C	D D	D D	C C	C	C	A A	A	A	A A	A	A	B B
		5:30	c	D	D	c	c	c	A	A	A	A	A	A	В
		5:45	С	D	D	С	D	С	А	Α	Α	Α	А	А	В
Int 12	Sunport & Broadway	6:00	С	D	D	С	D	С	Α	А	Α	Α	А	Α	В
		6:15	C C	D	D D	C C	D C	С	A	A	A	A	A	A	B B
		6:30 6:45	C	D D	D	С	c	C	A A	B B	B B	A A	B B	A B	В
		7:00	С	D	D	С	С	С	А	В	В	Α	В	В	В
		7:15	С	D	D	С	С	С	A	В	В	Α	В	В	В
		7:30	С	D	D	С	D	С	A	В	В	A	В	A	В
$\vdash$		7:45 Time Period	C EBL	D EBT	D EBR	C WBL	C	C	A NBL	B NBT	B NBR	A SBL	B SBT	B SBR	B Intersection
		4:45	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	Α	Α	Α	Α	-	-	-	-	С	С	С	С
		5:15	-	A	A	A	A	-	-	-	-	С	С	С	С
		5:30 5:45	-	A	A A	A	A	-	-	-	-	C	C	C	C C
	Sunport &	6:00	-	A	A	A	A	-	-	-	-	D	D	С	c
Int 13	Interchange (SB)	6:15	-	A	A	A	A	-	-	-	-	С	С	c	c
		6:30	-	Α	Α	Α	Α	-	-	-	-	С	С	С	В
		6:45	-	В	A	A	A	-	-	-	-	С	С	С	С
				A A	A A	A A	A A	-	-	-	-	C C	C C	C	B B
		7:00 7:15	-			A	A	-	-	-	-	C	C	C	В
		7:00 7:15 7:30	-	Α	Α			-	-	-	-	C		C	В
		7:15 7:30 7:45	-	Α	Α	Α	Α						С		
		7:15 7:30 7:45 Time Period	- - EBL	A EBT		A WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		7:15 7:30 7:45 Time Period 5:00	- EBL A	A EBT A	A EBR	WBL -	WBT A	Α	С	С	D	SBL	SBT -	SBR -	Intersection A
		7:15 7:30 7:45 Time Period 5:00 5:15	EBL A	A EBT A A	A EBR -	WBL -	A A	A A	C C	C C	D D	SBL - -	SBT - -	SBR - -	Intersection A A
		7:15 7:30 7:45 Time Period 5:00 5:15 5:30	EBL A A	A EBT A A A	A EBR	WBL -	A A A	A A A	C C	C C	D D D	SBL	SBT -	SBR -	A A A
	5,,,,,,,	7:15 7:30 7:45 Time Period 5:00 5:15	EBL A A A A	A EBT A A	A EBR	WBL - -	A A A A	A A A A	C C	C C	D D	SBL - -	SBT - -	SBR - -	Intersection A A
Int 14	Sunport &	7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15	EBL A A A A A	A EBT A A A A A A A			A A A A A A	A A A A	C C C C C	C C C C C	D D D D D D			SBR	A A A A A
Int 14	Sunport & Interchange (NB)	7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30	EBL A A A A A A	A EBT A A A A A A A A A A A A A	A EBR	WBL	A A A A A A A	A A A A A	C C C C C C	C C C C C	D D D D D D D D	SBL	SBT	SBR	A A A A A A
Int 14		7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45	EBL A A A A A A A	A EBT A A A A A A A		WBL	A A A A A A A A	A A A A A A A A A	C C C C C C	C C C C C C C	D D D D D D D D D D D		SBT	SBR	Intersection A A A A A A A A A A A A A A A A A A A
Int 14		7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45 7:00	EBL A A A A A A A A A A A A A A A A A A A	A  EBT  A  A  A  A  A  A  A  A  A  A  A  A	A EBR	WBL	A A A A A A	A A A A A A A A A A A A	C C C C C C	C C C C C	D D D D D D D D	SBL	SBT	SBR	Intersection A A A A A A A A A A A A A A A A A A A
Int 14		7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45	EBL A A A A A A A	A EBT A A A A A A A	A EBR		A A A A A A A A	A A A A A A A A A	C C C C C C C C	C C C C C C C C C	D D D D D D D D D D D D D D D D D D D	SBL	SBT	SBR	Intersection A A A A A A A A A A A A A A A A A A A



Table 12. 2025 Build Intersection LOS Analysis Summary, AM Peak Period (Continued)

1		Time Period	EBL C	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00 5:15	C	-	C	-	-	-	A A	A A	-	-	A A	A	-
		5:30	С	-	C	-	-	-	В	A	-	-	A	A	-
		5:45	С	-	С	-	-	-	В	A	-	-	A	A	
		6:00	В	-	A	-	-	-	A	A	-	-	A	A	-
Int 50	Girard & Miles	6:15	В	-	A	-	-	-	A	A	-	-	A	A	-
		6:30	В	-	Α	-	-	-	Α	А	-	-	Α	А	-
		6:45	В	-	Α	-	-	-	Α	Α	-	-	Α	А	-
		7:00	В	-	Α	-	-	-	Α	Α	-	-	Α	А	-
		7:15	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		7:30	В	-	Α	-	-	-	Α	Α	-	-	Α	А	-
		7:45	В	-	Α	-	-	-	Α	Α	-	-	Α	А	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	-	-	В	-	-	-	-	В	-	-	-	-
		5:15	-	-	-	В	-	-	-	-	В	-	-	-	-
		5:30	-	-	-	В	-	-	-	-	В	-	-	-	-
		5:45	-	-	-	С	-	-	-	-	В	-	-	-	-
	Gibson & Site	6:00	-	-	-	С	-	-	-	-	С	-	-	-	-
Int 51		6:15	-	-	-	D	-	-	-	-	С	-	-	-	-
		6:30	-	-	-	F	-	-	-	-	E	-	-	-	-
		6:45	-	-	-	F	-	-	-	-	E	-	-	-	-
		7:00	-	-	-	F	-	-	-	-	F	-	-	-	-
		7:15	-	-	-	F	-	-	-	-	E	-	-	-	-
		7:30	-	-	-	F	-	-	-	-	E	-	-	-	-
$\vdash$		7:45	-			F	1440	14400		NOT	D	-		-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	-	-	С	-	Α	-	-	-	-	-	-	-
		5:15 5:30	-	-	-	C C	-	A A	-	-	-	-	-	-	-
		5:45	-	-	-	С	-	A		-	-	-	-	-	-
		6:00	-	-	-	В	-	A		-	-	-	-	-	-
Int 52		6:15	-	<del>-</del> -	-	В	<u> </u>	A		-	<u> </u>	-	-	<del>-</del>	
32		6:30	-	-	-	В	-	A		-	-	-	-	-	-
		6:45	-	-	-	В	-	A		-	-	-	-	-	-
		7:00	-	-	÷	A	-	A	-	-	-	-	-	-	-
		7:15	-	-	-	A	-	A	-	-	-	-	-	-	-
		7:30	-	-	-	A	-	A	-	-	-	-	-	-	-
		7:45	-	-	-	В	-	A	-	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	В	-	В	-	-	-	Α	-	-	-	-	-	-
		5:15	В	-	В	-	-	-	Α	-	-	-	-	-	-
		5:30	В	-	В	-	-	-	Α	-	-	-	-	-	-
		5:45	В	-	В	-	-	-	Α	1	-	-	-	-	-
		6:00	В	-	Α	-	-	-	Α	-	-	-	-	-	-
Int 53		6:15	В	-	Α	-	-	-	Α	-	-	-	-	-	-
		6:30	В	-	Α	-	-	-	Α	-	-	-	-	-	-
		6:45	В	-	Α	-	-	-	Α	-	-	-	-	-	-
		7:00	Α	-	A	-	-	-	A	-	-	-	-	-	-
		7:15	A	-	A	-	-	-	Α	-	-	-	-	-	-
		7:30 7:45	A	-	A	-	-	-	Α	-	-	-	-	-	-
		Time Period	A EBL	EBT	A EBR	WBL	WBT	WBR	A NBL	NBT	NBR	SBL	SBT	SBR	Intersection
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		5:45 6:00 6:15	- - -	- - -	- - -	A A A A	-	A A A A	- - - -	- - -	- - -	- - - -	- - -	- - - -	- - -
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		5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15	- - - - - - - - - - - - - - - - - - -			A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A							
		5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30	- - - - - - - - - - - - - - - - - - -			A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A						SBR	
	Driveway 4	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30				A A A A A A A A A A A C A A A A A A A A		A A A A A A A A A A A A A A A A A A A							Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00				A A A A A A WBL		A A A A A A A A A A A A A A A A A A A							Intersection
Int 55	Driveway 4	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A							Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00				A A A A A A A A A A A A A A A A A A A		A A A A A A WBR							Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 7:me Period 5:00 5:15 5:30 6:00 6:15 6:30				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A							Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 7:45 5:00 5:15 5:30 6:45 6:00 6:15 6:30 6:45				A A A A A A A A A A C C C C C C C C C C		A A A A A A A A A A A A A A A A A A A							Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45 7:00 7:15				A A A A A A A A A C A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A							Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 7:45 5:00 5:15 5:30 6:45 6:00 6:15 6:30 6:45				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A							Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 6:45 6:40 6:45 7:00 7:45				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A						SBR	Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 6:45 6:00 6:15 6:30 6:45 7:00 7:45				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A						SBR	Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 5:00 5:15 5:30 5:45 6:00 7:15 6:30 6:45 7:70 7:15 7:30 7:45				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A					SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 6:00 6:15 6:30 7:45 Time Period 6:00 6:15 7:30 7:45 Time Period 6:00 6:05 7:05 7:00 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A					SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection
	Driveway 4  Girard & Site	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 7:45 7:30 5:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 7:30 7:45 7:30 7:45 7:30 7:45 7:30 7:45 7:30 7:45 7:30 7:45 7:30 7:45 7:30 7:45 7:30 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A						SBR	Intersection  Intersection  Intersection  Intersection  Intersection  A
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Int 55	Driveway 4  Girard & Site Driveway 5	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Sime Period 5:00 6:15 6:30 6:45 7:00 7:45 Sime Period 5:00 6:15 6:30 7:45 Sime Period 5:00 6:15 7:30 7:45 Sime Period 5:00 5:15 7:30 7:45 Sime Period 5:00 5:15 5:30 5:45				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A						SBR	Intersection  Intersection  Intersection  Intersection  Intersection  A  A  A
Int 55	Driveway 4  Girard & Site Driveway 5	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 5:00 6:15 6:30 6:45 7:00 6:15 6:30 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A						SBR	-   -   -     -
Int 55	Driveway 4  Girard & Site Driveway 5	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 6:15 6:30 6:45 7:00 7:15 5:30 5:45 6:00 6:15 6:30 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A						SBR	-   -   -     -
Int 55	Driveway 4  Girard & Site Driveway 5	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 5:00 5:15 6:30 6:45 7:00 7:15 7:30 7:45 6:00 7:15 7:30 7:45 6:30 6:45 7:00 7:15 7:30 7:45 6:30 6:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A						SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection
Int 55	Driveway 4  Girard & Site Driveway 5	5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 5:10 6:15 6:30 6:45 7:00 6:15 6:30 7:15 6:30 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45				A A A A A A A A A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A						SBR	-   -   -     -
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Table 13: 2025 Build Intersection LOS Analysis Summary, PM Peak Period

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	÷	-	-	В	-	-	-	÷	-	-	-	В	-
		15:15	-	-	-	В	-	-	-	-	-	-	-	В	-
		15:30	-	-	-	В	-	-	-	-	-	-	-	В	-
		15:45	-	-	-	В	-	-	-	-	-	-	-	В	-
	Gibson &	16:00	-	-	-	В	-	-	,	-	-	-	-	В	-
Int 1	Interchange (SB)	16:15	-	-	-	В	-	-	-	-	-	-	-	В	-
	interentinge (30)	16:30	-	-	-	В	-	-	-	-	-	-	-	В	-
		16:45	-	-	-	В	-	-	-	-	-	-	-	В	-
		17:00	-	-	-	В	-	-	-	-	-	-	-	В	-
		17:15	-	-	-	В	-	-	-	-	-	-	-	С	-
		17:30	-	-	-	В	-	-	-	-	-	-	-	В	-
		17:45	-	-	-	В	-	-	-	-	-	-	-	В	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	-	-	-	-	-	-	С	-	-	-	-	-	-
		15:15	-	-	-	-	-	-	С	-	-	-	-	-	-
		15:30	-	-	-	-	-	-	С	-	-	-	-	-	-
		15:45							С						
	Gibson &	16:00	-	-	-	-	-	-	С	-	-	-	-	-	-
Int 2	Interchange (NB)	16:15	-	-	-	-	-	-	C	-	-	-	-	-	-
		16:30	-	-	-	-	-	-	С	-	-	-	-	-	-
		16:45 17:00	-	-	-	-	-	-	С	-	-	-	-	-	-
		17:15	-	-	-	-	-	-	С	-	-	-	-	-	-
		17:30	-	-	-	-	-	-	С	-	-	-	-	-	-
		17:45	-	-	-	-	-	-	С	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBI	SBT	SBR	Intersection
		15:00	D	В	В	A	C	B	D	D	NDK -	E	D	- JDK	C
		15:15	С	В	A	A	С	В	D	D		E	D	<u> </u>	C
		15:30	D	В	В	A	E	В	D	D	-	E	D	-	D
		15:45	D	В	A	A	С	A	D	D	-	E	D	-	С
		16:00	D	В	A	A	С	В	D	D	-	E	D	-	C
Int 3	Gibson & University	16:15	D	В	A	A	С	В	D	D	-	E	D	-	С
3	John of Shive 13ity	16:30	D	В	A	A	С	В	D	D	-	E	D	-	С
		16:45	D	В	A	A	С	В	D	D	-	E	D	-	C
		17:00	С	В	В	В	D	В	С	С	-	E	D	-	C
		17:15	D	В	В	В	С	В	D	D	-	E	D	-	С
		17:30	С	В	A	A	В	В	D	D	-	F	D	-	В
		17:45	В	В	A	A	В	В	D	D	-	E	D	-	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	С	C	A	В	С	Α	D	D	С	D	D	D	С
		15:15	С	В	A	В	C	A	D	D	C	D	D	D	C
		15:30	D	С	В	В	D	В	D	D	С	С	D	D	D
		15:45	D	С	В	В	F	В	D	D	С	С	D	D	D
		16:00	D	В	Α	В	С	Α	D	D	С	D	Е	Е	С
Int 4	Gibson & Yale	16:15	D	В	Α	В	С	Α	D	D	D	D	D	Е	С
		16:30	D	С	Α	В	С	Α	D	D	D	D	Е	Е	С
		16:45	D	С		-				_	D	D	-	-	С
					Α	В	C	Α	D	D	U	U	E	E	
		17:00	С	В	A	В	С	A	D	D	D	D	E	E	c
		17:00	С	В	Α	В	С	Α	D	D	D	D	E	E	С
		17:00 17:15	C D	B C	A B	B B	C C	A A	D D	D D	D C	D D	E D	E D	C C
		17:00 17:15 17:30 17:45 Time Period	C D C B	B C B B	A B A A	B B B A	C C B B	A A A A WBR	D D D NBL	D D D NBT	D C D C NBR	D D D SBL	E D E D SBT	E D E E SBR	C C C Intersection
		17:00 17:15 17:30 17:45 Time Period 15:00	C D C B EBL B	B C B B EBT B	A B A A EBR	B B B A WBL	C C B B WBT	A A A A WBR	D D D NBL	D D D NBT D	D C D C NBR D	D D D SBL D	E D E D SBT	E D E E SBR D	C C C Intersection C
_		17:00 17:15 17:30 17:45 Time Period 15:00 15:15	C D C B EBL B B	B C B B B EBT B	A B A A EBR A A	B B B A WBL A A	C C B B WBT B B	A A A A WBR A A	D D D NBL E	D D D D NBT D	D C D C NBR D D	D D D SBL D D	E D E D SBT E	E D E SBR D D	C C C Intersecti
		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30	C D C B EBL B C	B C B B B EBT B B B	A B A A EBR A A A	B B A WBL A A B	C C B B B WBT B C	A A A WBR A A A	D D D NBL E E	D D D NBT D D D D D	D C D C NBR D D D	D D D SBL D D D D D	E D SBT E E E	E D E SBR D D D	C C C Intersecti C C C
		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45	C D C B EBL B C C C	B C B B B EBT B B B B B	A B A A EBR A A A A A	B B A WBL A B B B	C C B B B WBT B C C	A A A WBR A A A A A	D D D NBL E E E	D D D D NBT D D D D D D D D D D D D D D D D D D	D C D C NBR D D D D	D D D SBL D D D D D D D D D D D D D D D D D D	E D SBT E E E E	E D E E SBR D D D D	C C C Intersecti C C C C C C C C C C C C C C C C C C C
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Table 13. 2025 Build Intersection LOS Analysis Summary, PM Peak Period (Continued)

161.00																
MALE STATES AND			Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
He S			15:00	Α	Α	Α	Α	Α	Α	E	D	D	E	E	E	В
Mart			15:15	Α	Α	Α	Α	Α	Α	E	D	D	F	F	F	В
ME SE GREAT & CAMPA  14.00  14			15:30	Α	Α	Α	Α	Α	Α	Е	D	D	F	F	F	В
ME DE COLON A CAMPA   1.55   A. A. A. A. B. B. B. C. D. D. C. C. C. C. C. B. B. B. C. D. D. C. C. C. C. C. B. B. C. D. D. C. C. C. C. C. B. B. C. D. D. C.						Α	Α	В		F	D	D	F	F	F	В
MET															F	
14.50   10.0	Int 8	Gibson & Quincy								_				F	F	
Metal		Gibbon & Quincy														
17.00   A   A   A   A   A   A   A   A   B   B																
Mart   17:5   A   B   A   A   A   B   B   C   D   D   D   D   D   D   D   D   D																
1730   A   A   A   A   A   A   A   A   A																
MIT 50																
			17:30	Α	Α	Α	Α	В	В	E	D	D	F		F	В
March   Marc			17:45	Α	Α	Α	Α	Α	Α	E	D	D	Α	Α	Α	В
MIT			Time Period	FBI		FBR	WBI	WBT	WBR	NBI	NBT	NBR	SBI	SBT	SBR	Intersection
MISS   GUIDAN & TURNING   15:00   C   C   C   C   C   C   C   C   C																
161   162   163   163   164   165																
Min 19   Gloon & Toman   Min 19   Gloon & To																
Miles											F					
101-10   Globari & Farmano   1615   El C C C   B C C C   F F C C C C C C C C C F F F F F																
164.00   6   C   C   C   B   C   C   C   F   F   C   C   C   C   C			16:00	D	С	С	В	С	С	F	F	С	D	D	D	F
16-66   E	Int 9	Gibson & Truman	16:15	F	С	С	В	С	С		F	С	D	D	D	
M110   Gloon & San Mario			16:30	E	С	С	В	С	С	F	F	С	С	С	С	F
M110   Gloon & San Mario			16:45	Е	С	С	В	С	С	F	F	С	D	D	D	F
1716   E										F	F					F
17-20																
17.26   D   C   C   B   B   B   B   F   F   C   D   D   D   D   D   D   D   D   D											-					
Mint   Professor   E.N.   Ell   Sell   Well   Will   Well   Will   Well   Will   Well   Will   Well   Will   Well   Will   Will   Well   Will   Well   Will   Well   Will   Wil																
15   16   16   16   16   16   16   16										F						
Int 10   Globan & San Mateo   Fisher				EBL									SBL	SBT	SBR	Intersection
Int 10 Gilson & San Mateo    15:55			15:00	F	В	В	В	С	С	E	E	E	D	D	D	D
Int 10 Gloom & Sam Mareo    15-56			15:15		В	В		С	С	E	E	E	D	D	D	D
Int 10 Gloom & Sam Mareo    15-56			15:30	F	В	В	В	С	С	Е	Е	E	D	D	D	D
Int 10 Gloson & Sam Muteo    1600				F												
Int 310 Glason & San Mutee    665   f   8   8   8   C   C   C   D   D   D   D   D   D   D																
Miles   Mile	In+ 10	Gibson & San Make														
16-45   C   C   B   D   D   C   E   E   E   D   D   C   C   C   C   C   C   C   C	111t TO	Gibson & San iviateo														
1700																
1735   8						_										
17:30			17:00	F	В	В		С	С	E			D	D	С	С
17-45   C			17:15	F	В	В	В	С	С	E	E	E	D	D	С	D
Int 11   Sumport & 2nd St.   Sint   Sint   Sint   White   White   White   White   Sint   Sint   Sint   Sint   Moreover   Sint			17:30	F	В	В	В	С	С	E	E	E	D	D	С	С
Int 11   Sumport & 2nd St.   Sint   Sint   Sint   White   White   White   White   Sint   Sint   Sint   Sint   Moreover   Sint			17:45	С	В	В	В	С	С	Е	Е	Е	D	D	С	С
Int 11    Sumport & Process   Proces										NRI	NRT	NRR				
Int 13								****								
15:30				-		_				-						
11   Support & 2nd st				-		-		-		-					-	
Int 11   Support & 2nd St																
Int 11   Support & 2nd St																
16-30			16:00	-	-	-	С	-	С	-	В	В	Α	В	-	В
16.45	Int 11	Sunport & 2nd St	16:15	-	-	-	С	-	С	-	В	В	Α	В	-	В
17:00							•		-		0		Λ.	٥		R
17:00			16:30	-	-	-	C	-	C	-	В	В	A			
17:15																
17:30			16:45				С		С		В	В	Α	В		В
17.45			16:45 17:00	-			C C	-	C C		B B	B B	A A	B B		B B
Int 13			16:45 17:00 17:15	-	-	-	C C	-	C C	= =	B B B	B B B	A A A	B B B	-	B B B
15:00			16:45 17:00 17:15 17:30	- - -		- - -	C C C	-	C C C	- - -	B B B	B B B	A A A	B B B	-	B B B
15:15   C			16:45 17:00 17:15 17:30 17:45	- - - -	- - -	- - -	C C C C	-	C C C C C	- - -	B B B	B B B	A A A A	B B B A	- - - -	B B B B
Int 12   Sunport & Broadway   15:30   C   C   C   C   C   C   C   C   C			16:45 17:00 17:15 17:30 17:45 Time Period	- - - - - EBL	EBT	- - - - - EBR	C C C C WBL		C C C C WBR	- - - - - NBL	B B B A NBT	B B B B A	A A A A A SBL	B B B A A SBT	- - - - - SBR	B B B B Intersection
Int 12   Sunport & Broadway   16:15			16:45 17:00 17:15 17:30 17:45 Time Period 15:00	EBL C	- - - - - - EBT	EBR C	C C C C WBL C	C	C C C C WBR C		B B B A NBT B	B B B B A NBR B	A A A A SBL A	B B B A A SBT B		B B B B Intersection B
16:00   C   C   C   C   C   C   C   B   B   B			16:45 17:00 17:15 17:30 17:45 Time Period 15:00	EBL C	- - - - - - EBT	EBR C	C C C C WBL C	C	C C C C WBR C		B B B A NBT B	B B B B A NBR B	A A A A SBL A	B B B A A SBT B		B B B B Intersection B
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Int 14 Interchange (NB)      16:15		Sunport &	16:45 17:00 17:15 17:30 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:15 17:00 17:15 17:30 17:45 17:30 17:45 17:30 15:15 15:30 15:45 16:00 16:15 16:30 16:15 17:30 17:45 17:45				C C C C C C C C C C C C C C C C C C C		C C C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B C C C C C B B B B B B
16:30		Sunport & Interchange (SB)	16:45 17:00 17:15 17:30 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:15 17:00 17:15 17:30 17:45 17:30 17:45 17:30 15:15 15:30 15:45 16:00 16:15 16:30 16:15 17:30 17:45 17:45				C C C C C C C C C C C C C C C C C C C		C C C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B C C C C C B B B B B B
16:45 A A A A C C D A 17:00 A A A A C C D A 17:15 A A A A D D D A 17:15 A A A A C C D A	Int 13	Sunport & Interchange (SB)	16:45 17:00 17:15 17:30 17:45 17:30 15:45 16:00 15:15 16:30 16:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:45 17:40 15:15 15:30 16:30 16:30 16:30 16:30 16:30 16:30 16:30 16:30 16:30 17:45 17:45 17:50 17:51				C C C C C C C C C C C C C C C C C C C		C C C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B C C C C C C B B B B B B B B
17:00 A A A A C C D A 17:15 A A A A D D D A 17:30 A A A A C C D A	Int 13	Sunport & Interchange (SB)	16:45 17:00 17:15 17:30 17:45 17:30 17:45 15:00 15:15 16:30 16:45 17:00 17:15 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:15 17:30 17:15 17:30 17:15 17:30 17:45 17:45				C C C C C C C C C C C C C C C C C C C		C C C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B Intersection B B B C C C C C B B B B Intersection B B B Intersection B B B B B B B B B B B B B B B B B B B
17:15 A A A A D D D A A 17:30 A A A A C C D A	Int 13	Sunport & Interchange (SB)	16:45 17:00 17:15 17:30 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:15 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 16:00 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 17:45 17:30 17:45 18:30 18:45				C C C C C C C C C C C C C C C C C C C		C C C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B B B C C C C C C B
17:30 A A A A C C D A	Int 13	Sunport & Interchange (SB)	16:45 17:00 17:15 17:30 17:45 17:30 15:45 16:00 15:15 16:30 16:45 17:30 17:45 18:30				C C C C C C C C C C C C C C C C C C C		C C C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B C C C C C C B B B B B B B B
	Int 13	Sunport & Interchange (SB)	16:45 17:00 17:15 17:30 17:45 17:30 17:45 15:00 15:15 16:30 16:45 17:00 17:15 17:30 17:45 17:45				C C C C C C C C C C C C C C C C C C C		C C C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B C C C C C C B B B B B B Intersection B B B B Intersection B B B B Intersection B B B B B B B B B B B B B B B B B B B
17:45 A A -   -   A A C C C D -   -   A	Int 13	Sunport & Interchange (SB)	16:45 17:00 17:15 17:30 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:00 16:15 16:30 16:45 17:00 17:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 16:30 16:45 17:30 17:45 16:00 16:15 16:30 16:45 17:30 17:45 18:30 18:45				C C C C C C C C C C C C C C C C C C C		C C C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B B B C C C C C C B
A A C C A	Int 13	Sunport & Interchange (SB)	16:45 17:00 17:15 17:30 17:45 15:00 15:15 16:00 15:15 16:00 16:15 16:00 16:15 16:00 16:15 16:00 16:15 16:00 17:15 17:00 17:15 17:00 17:15 17:00 17:15 17:00 17:15 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45				C C C C C C C C C C C C C C C C C C C		C C C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B C C C C C C B B B B B B B B



Table 13. 2025 Build Intersection LOS Analysis Summary, PM Peak Period (Continued)

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	D	-	A	- VVDL	-	- VVDR	A	A	- NDK	- 3DL	A	A	intersection -
		15:15	D	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		15:30 15:45	D D	-	A	-	-	-	A A	A	-	-	A	A	-
		16:00	В	-	A	-	-	-	A	A	-	-	A	A	-
Int 50	Girard & Miles	16:15	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		16:30	В	-	A	-	-	-	A	A	-	-	A	A	-
		16:45 17:00	B B	-	A A	-	-	-	A A	A A	-	-	A A	A	-
		17:15	В	-	A	-	-	-	A	A	-	-	A	A	-
		17:30	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		17:45 Time Period	B EBL	EBT	A EBR	WBL	WBT	WBR	A NBL	A NBT	NBR	SBL	A SBT	A SBR	Intersection
		15:00	-	-	-	D	-	-	-	-	C	- -	-	- -	-
		15:15	-	-	-	С	-	-	-	-	С	-	-	-	-
		15:30 15:45	-	-	-	C D	-	-	-	-	C	-	-	-	-
		16:00	-	-	-	С	-	-	-	-	С	-	-	-	-
Int 51		16:15	-	-	-	С	-	-	-	-	С	-	-	-	-
		16:30	-	-	-	C	-	-	-	-	C	-	-	-	-
		16:45 17:00	-	-	-	С	-	-	-	-	С	-	-	-	-
		17:15	-	-	-	D	-	-	-	-	С	-	-	-	-
		17:30	-	-	-	С	-	-	-	-	С	-	-	-	-
$\vdash$		17:45 Time Period	EBL	EBT	EBR	C WBL	WBT	WBR	NBL	NBT	B NBR	SBL	SBT	SBR	Intersection
		15:00	-	-	-	С	-	С	-	-	-	-	-	-	-
		15:15	-	-	-	С	-	С	-	-	-	-	-	-	-
		15:30 15:45	-	-	-	C	-	C	-	-	-	-	-	-	-
	Girard & Site	16:00	-	<u>_</u> -	L-	В	<u> </u>	A		<u> </u>			-	<u>_</u> -	_
Int 52	Girard & Site Driveway 2	16:15	-	-	-	В	-	Α	-	-	-	-	-	-	-
		16:30 16:45	-	-	-	B B	-	A	-	-	-	-	-	-	-
		17:00	-	-	-	В	-	A	-	-	-	-	-	-	-
		17:15	-	-	-	В	-	Α	-	-	-	-	-	-	-
		17:30	-	-	-	В	-	A A	-	-	-	-	-	-	-
		17:45 Time Period	EBL	EBT	EBR	A WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	E	-	D	-	-	-	Α	-	-	-	-	-	-
		15:15	E	-	D	-	-	-	A	-	-	-	-	-	-
		15:30 15:45	E E	-	E E	-	-	-	A A	-	-	-	-	-	-
		16:00	В	-	A	-	-	-	A	-	-	-	-	-	-
Int 53	Driveway 3	16:15	В	-	Α	-	-	-	Α	-	-	-	-	-	-
		16:30 16:45	B B	-	A	-	-	-	A	-	-	-	-	-	-
		17:00	В	-	A	-	-	-	A	-	-	-	-	<del>-</del> -	-
		17:15	В	-	Α	-	-	-	Α	-	-	-	-	-	-
		17:30 17:45	A	-	A	-	-	-	A	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	-	-	-	В	-	В	-	-	-	-	-	-	-
		15:15 15:30	-	-	-	B B	-	B B	-	-	-	-	-	-	-
		15:45	-	-	-	В		В	-	-	-	-	-	-	-
		16:00	-	-	-	Α	-	Α	-	-	-	-	-	-	-
Int 54		16:15 16:30	-	-	-	A A	-	A A	-	-	-	-	-	-	-
		16:45	-	-	-	A	-	A	-	-	-	-	-	-	-
		17:00	-	-	-	Α	-	Α	-	-	-	-	-	-	-
		17:15 17:30	-	-	-	A A	-	A A	-	-	-	-	-	-	-
L		17:45	-	-		A	L-	A	-	<u> </u>		-		-	_
		Time Period		EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00 15:15	B B	-	B B	-	-	-	A	-	-	-	-	-	-
		15:30	В	-	В	-	-	-	A	-	-	-	-	-	-
		15:45	В	-	В	-	-	-	Α	-	-	-	-	-	-
Int 55		16:00	A A	-	A A	-	-	-	A A	-	-	-	-	-	-
1111. 33		16:15 16:30	A	-	A	-	-	-	A	-	-	-	-	-	-
		16:45	Α	-	Α	-	-	-	Α	-	-	-	-	-	-
		17:00	A	-	A	-	-	-	A	-	-	-	-	-	-
		17:15 17:30	A A	-	A	-	-	-	A A	-	-	-	-	-	-
		17:45	Α	-	Α	-	-	-	Α	-	-	-	-	-	-
		Time Period		Eastbound	ı		Westboun	d		Northboun	ıd		Southboun	d	Intersection
		15:00 15:15		A A			A A			A A			A A		A
		15:30		A			A			A			A		A
		15:45		Α			Α			Α			Α		Α
Int 56		16:00 16:15		A A			A A			A A			A A		A A
1111 30		16:15		A			A			A			A		A
		16:45		A			Α			Α			Α		Α
		17:00		A			A			A			A		A
		17:00 17:15		Α			Α			Α			Α		Α
		17:00													



# Phase 1 Capacity Mitigations and Corridor Improvement Strategies

Capacity mitigation and street improvement measures have been considered for the Gibson corridor noting the poor operation at most of the side street locations, although many of the movements are a result of low overall volume and long cycle lengths (low v/c ratios). The following mitigation efforts were considered:

- 1. Review intersection green splits and coordination offsets
- 2. Review signal phasing for potential changes
- 3. Make use of existing hatched pavement area at intersection approaches
- 4. Add turn lanes
- 5. Consider new corridor cycle lengths
- 6. Add additional through lanes

From review of aerial images, the following mitigation options could easily be implemented to improve intersection operations, if beneficial to the network:

- At the Gibson/University intersection, pavement marking hatching would permit a second southbound left-turn lane and the northbound approach a second left or thru lane, without the need for intersection construction (traffic signal modifications may be required).
- At the Gibson/Yale intersection, pavement marking design would permit a second southbound left-turn lane to be added without construction (traffic signal modifications may be required).
- At the Gibson/Girard intersection, pavement marking design would permit a second northbound leftturn lane to be added without construction (traffic signal modifications may be required).

When the above options are evaluated, low side-street approach volumes at University and Yale do not warrant the addition of a second left-turn lane which would require a protective turn phase and a likely reduction of green time afforded to Gibson Blvd. Therefore, these options are not recommended at this time. In the 2025 Build condition, LOS E operations exist for the single lane northbound left-turn movement at Girard while showing an estimated 95<sup>th</sup> percentile queue length exceeding 400 feet, extending beyond the length of the current turn bay. A second northbound left-turn lane is recommended to minimize queue and limit use of other travel routes to reach points west.

Widening of Gibson Blvd to add additional capacity via the addition of through lanes or dual left-turn movements at specific intersections can't be simply completed due to right-of-way constraints and other potential infrastructure limitations. Other potential improvement options, such as improving bicycle/pedestrian connectivity or adding transit service should be pursued but are not anticipated to provide immediate vehicle reductions to the study area. It is recommended that a comprehensive corridor-wide analysis of Gibson Blvd be conducted to assess potential improvement options for the benefit of all users that travel the roadway. It is noted that shifting site employee trips 60 minutes prior to the traditional peak-hour of the roadway utilizing the available unused capacity during those time periods, helping reduce vehicle demand during the roadway peak hours.

# 2025 BUILD MITIGATION

Including the additional Girard Blvd northbound left-turn lane and modifying the turn phase from protected/permissive to protected only, the Gibson corridor was optimized in an attempt to better accommodate the estimated 2025 Build traffic volumes. The AM and PM cycle lengths were maintained for both periods to minimize other potential impacts and to provide a basis of comparison between conditions. An equal east/west weighted optimization method was used for the corridor. No hand adjustments to timings or offsets to improve individual movement operation was attempted, although some minor



adjustments could be beneficial. A copy of the output summary tables for all intersections is provided in the Appendix. Only the Gibson/Girard intersection LOS summary with mitigation is shown below.

LOS Summary for the 2025 Build Mitigation Condition at the Gibson/Girard Intersection

# AM Peak Period

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	Α	Α	Α	Α	Α	Α	Α	D	D	D	D	Α
		5:15	Α	Α	Α	Α	Α	Α	D	Α	D	D	D	D	Α
		5:30	Α	Α	Α	В	Α	Α	D	Α	D	D	D	D	В
		5:45	Α	В	А	С	Α	Α	D	D	D	D	D	D	В
	Gibson & Girard	6:00	Α	Α	Α	Α	Α	Α	D	D	D	D	D	D	В
Int 5	Gibsoil & Gilaiu	6:15	Α	Α	Α	Α	Α	Α	D	D	D	D	D	D	В
		6:30	Α	В	Α	С	Α	Α	D	D	D	D	D	D	В
		6:45	Α	В	Α	D	Α	Α	D	D	D	D	D	D	В
		7:00	Α	В	Α	D	Α	Α	D	D	D	D	D	D	В
		7:15	Α	В	А	D	Α	Α	D	D	D	D	D	D	В
		7:30	Α	В	Α	D	Α	Α	D	D	D	D	D	D	В
		7:45	Α	В	А	С	Α	Α	D	D	D	D	D	D	В

# PM Peak Period

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	В	С	Α	Α	В	Α	D	D	D	D	Е	D	С
		15:15	В	В	Α	Α	В	Α	D	D	D	D	Е	D	С
		15:30	С	В	Α	А	В	Α	D	D	D	D	D	D	С
		15:45	С	В	А	А	В	Α	D	D	D	D	D	D	С
		16:00	С	Α	Α	Α	В	Α	D	D	D	D	Е	D	В
Int 5	Gibson & Girard	16:15	D	Α	Α	Α	В	Α	D	D	D	D	Е	D	В
		16:30	D	Α	Α	В	В	Α	D	D	D	D	D	D	В
		16:45	D	Α	Α	Α	В	Α	D	D	D	D	E	D	В
		17:00	С	Α	Α	Α	В	Α	D	D	D	D	D	D	В
		17:15	D	Α	Α	В	В	Α	D	D	D	D	D	D	В
		17:30	В	Α	Α	Α	В	Α	D	D	D	D	D	D	В
		17:45	Α	Α	Α	Α	Α	Α	D	D	D	D	D	D	В

### The results indicate:

- Overall, no change (improvement) to AM peak hour movement LOS along the entire Gibson corridor
  is noted, except at the Girard Blvd intersection which shows minor improvement. This is a possible
  indication the existing timing plan may best accommodate the high-volume conditions that exist
  within the corridor. The only LOS F operation identified for the eastbound or westbound Gibson Blvd
  movements remain the eastbound to northbound left-turn movement at University (2 periods), at
  Yale (one 15-minute period) and the westbound left-turn movement entering from Gibson Blvd at
  the site driveway.
- Similar to the AM peak period, all intersection movement operations remain the same, only improving at the Girard intersection with the added dual northbound left-turn movements. The improvement eliminates the LOS E conditions from the northbound through and left-turn movements (now LOS D), reduces the left-turn queue length, and changes the overall intersection operation in a few time periods from LOS C to LOS B.



# **2030 YEAR SCENARIOS**

It is important to note that Phase 2 is not a part of the current development application before the City and is somewhat speculative on the Owner's part regarding need. Any development beyond Phase 1 would require a new development submittal application to the City of Albuquerque, with formal review as Phase 1 is currently undergoing. Any development proposed beyond Phase 1 would require another, updated traffic study to evaluate the impacts and propose mitigation for future development, if it were to occur.

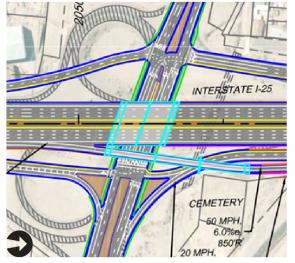
As part of the programmed I-25 and Gibson IC reconstruction, the I-25/Gibson intersections will be improved from minor-street STOP-controlled approaches to a tight-diamond configuration where both intersections will be signalized and coordinated, as indicated in the inset below. The following lane configuration changes, as compared to current conditions, are programmed and have been evaluated in the intersection analysis:

# 125/Gibson West Intersection:

- Eliminate the channelized southbound to westbound right-turn lane and move to the intersection proper.
- Eliminate the single-lane southbound to eastbound direct access cloverleaf (south approach), relocating the movement to the north approach. The proposed north approach is to consist of a right-turn lane, a shared through/left lane, and a left-turn lane (left-turn volume exceeds 500 vehicles per 15-minute period from 6:30 AM to 8:30 AM).
- Add a third eastbound approach lane for left-turn movements at the east intersection.
- Add a third westbound approach lane for left-turn movements at the west approach (dual lefts).

#### I-25/Gibson East Intersection

- Eliminate the direct eastbound to northbound ramp and add a single leftturn lane to the eastbound approach. Maintain two eastbound through lanes.
- Add a third westbound through lane for left-turn movements at the west intersection.
- Maintains a single-lane northbound approach for through and left-turn movements. The northbound to eastbound right-turn movement to remain channelized.



Although the westbound to northbound and the northbound to eastbound right-turn movements are channelized at the east intersection and free-flow movements, analysis assumed these high volume movements were part of the intersection control with permissive movements and right-turns on red operation due to potential upstream weave/yield influence, bike lane and potential crosswalk potential. The westbound to northbound right-turn movement exceeds 435 vehicles in each 15-minute period from 3:00PM to 5:15PM. These movements may operate better than indicated due to the free-flow/add lane operations.

The following traffic volume figures have been developed to analyze conditions from 2030 to 2040:

- Figures 28 and 29, 2030 No Build volumes for the Gibson Corridor
- Figures 30 and 31, 2030 No-Build volumes for the Sunport/Girard Corridors



- Figures 32 and 33, 2030 Build volumes for the Gibson Corridor
- Figures 34 and 35, 2030 Build volumes for the Sunport/Girard Corridors

The following tables have been developed based on the analysis of the volume figures:

- Tables 14 and 15 show the 15-minute LOS results for the 2030 No-Build scenario intersections under the peak period of the roadway network (5:00 to 8:00AM and 3:00 to 6:00PM), respectively. This scenario includes Phase 1 site traffic, 5 years of background traffic growth at 1% per year, and any roadway network modifications made in the 2025 Mitigation scenario. In addition, improvements to the I-25 corridor which modifies and signalizes the Gibson/I-25 Ramp intersections have been incorporated.
- Tables 16 and 17 show the 15-minute LOS results for the 2030 Build scenario intersections under the peak period of the roadway network (5:00 to 8:00AM and 3:00 to 6:00PM), respectively. This scenario adds the estimated Phase 2 site trips to the 2030 No-Build scenario.

# 2030 NO-BUILD RESULTS

#### AM Peak Period (5:00 to 8:00AM)

With new signalized control replacing the minor-street STOP conditions at the Gibson/I-25 northbound and southbound ramps, both intersections show LOS E/F conditions occur beginning at 6:30 AM under the planned design condition. Also, conditions along Gibson Blvd continue to reflect increased delays with the additional background traffic growth although the only intersection operating with an overall LOS E for 2 time periods is at University. All other intersections operate at LOS D or better. All Sunport intersections are identified to operate in an acceptable manner throughout the entire AM peak period. Other than the site driveway accommodating trips from Gibson Blvd, all other site driveway movements are shown to at LOS C or better.

Overall, in the 3-hour morning period, a total of 52 movements show LOS F operation and 228 movements show LOS E operation (excluding site driveway locations) within the study area. When compared to 2025 Build conditions, 27 movements operated at LOS F while 217 movements operated at LOS E.

# <u>PM Peak Period (3:00 to 6:00PM)</u>

The new Gibson Blvd intersection with the I-25 northbound ramps shows LOS E or F operation from 3:00 PM to 5:30 PM. The south intersection operates at LOS D, likely due to the upstream flow being metered. All other Gibson intersections, except for Truman, operates at LOS D or better, except for 3:30 time period at University and the 4:30 PM time period at San Mateo which operate at LOS E. Overall, LOS F movements are identified at I-25 Northbound ramps, University, Yale, Carlisle, Quincy, Truman and San Mateo. All Sunport intersections are shown to operate at LOS C or better. The only stop-controlled site driveway operating at LOS E is at the north parking lot driveway to Girard Blvd, operating at LOS E from 3:00 to 4:00 PM (544 total vehicles, 516 left, 28 right).

Overall, 111 movements operate at LOS F and 182 operate at LOS E (excluding the site driveways) compared to 73 and 173 in the 2025 No-Build Mitigation condition.

# 2030 BUILD RESULTS

With Phase 2 site traffic added to background traffic conditions, the poorly performing Gibson Blvd intersections continue to deteriorate without adding roadway capacity or a way to reduce traffic demand. In the morning peak, additional Gibson Blvd movements show LOS E/F operations at University, Yale and for



the westbound left-turn movement entering the site at Girard. Signalized intersections to the east of Girard are nearly similar to No-Build conditions. All Sunport intersections continue to operate in an acceptable manner and the unsignalized site driveways appear to operate in an acceptable manner as the stop-controlled movements are mostly accommodating the small number of morning trips exiting the site.

In the PM peak, overall intersection LOS F conditions are shown for the Gibson/I-25 south ramps, north ramps, and Truman while individual LOS F movements include University (WB through), Yale (WB through), Carlisle (EB left, WB through, NB left), Quincy (SB approach), and San Mateo (EB lefts). All Sunport intersections operate at LOS C or better conditions. Near the site, the eastbound left-turn movements at the STOP-controlled intersections of Girard and Miles and at Girard with the driveway to the north parking lot operate at LOS F for vehicles exiting the site between 3:00 and 4:00PM. The other movements show acceptable service levels.

Overall, the morning peak period shows 288 movements operating at LOS E/F (excluding site driveways) while the PM peak period indicates 308 movements at LOS E/F during the three-hour period.

# 2030 BUILD MITIGATION

The ability for the Project Orion to adjust shift hours to outside of the roadway peak, as analyzed in this report, is very helpful in utilizing the unused roadway capacity in the "shoulder" periods as opposed to the traditional peak hours. No practical mitigation along Gibson Blvd is offered for analysis in the 2030 Build condition. As poor at the LOS results for the 2030 Build indicate, the Gibson corridor likely operates worse when considering un-serviced vehicle demand from one 15-minute analysis period has not been considered for the next subsequent 15-minute period. As calculated previously for the 2025 No-Build scenario, the Gibson corridor in the AM peak period exceeds capacity by approximately 17% although LOS C values are still identified. With added site trips, non-development traffic and background traffic growth, the estimated vehicle demand at the Yale eastbound approach increases to just over 3,700 vehicles per hour or 1,235 vphpl, well above the LOS E vphpl threshold value (982 vphpl). The 1,235 vphpl would require over 70% of cycle length green time to be dedicated to the Gibson through movements to operate in an acceptable manner, well above the 55% of the cycle length it is currently afforded today during the morning commute. Alternatively, a 4<sup>th</sup> through travel lane on Gibson Blvd would reduce demand volume to 925 vphpl, 50 vphpl less than the 2020 Existing conditions. Noting the poor operation of the Gibson Blvd side street approach movements and main-street left-turn volumes, additional time and/or dual left-turn lanes are required for many of these movements to operate in an acceptable manner.

In all likelihood, there will be an increase in site and non-site traffic using the Sunport corridor in the morning to avoid travel along Gibson Blvd with the estimated high delays if originating from the south. In the evening, site-related vehicles destined to the west will use Sunport to access northbound or southbound I-25, avoiding the delays exiting the site via Girard Blvd, at Yale, and at University.

The Vistro software program indicates under the 2025 Mitigated roadway network and 2030 Build volumes, an optimal cycle length of 130 seconds in the AM peak and 160 seconds in the PM peak is best for Gibson Blvd. to accommodate the traffic demand. Resulting

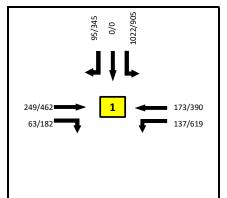
As previously indicated, different volume development methodologies were used by NMDOT in the I-25 and Gibson IC Reconstruction project and this report, resulting in significantly higher volumes obtained for this study, and saturation conditions at the Gibson/I-25 ramp locations. Improvement options to mitigate the higher volume southbound to eastbound left-turn condition, including a 3<sup>rd</sup> left-turn and receiving lane, different cycle length and phasing schemes did not result in favorable outcomes. If perceived delays become

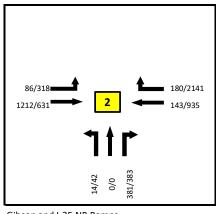


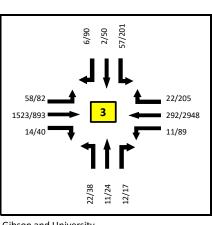
predicable and excessive, drivers in the morning peak period will find an alternative travel route to their destination to minimize their travel duration. Mitigation to accommodate the projected demand volume in this study has not been provided, would require significant design change to the NMDOT programmed condition, if the volumes are realized.

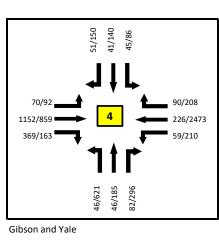


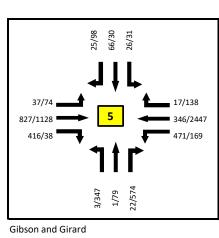


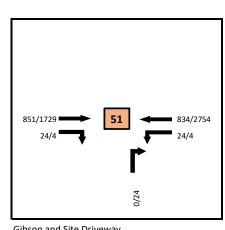










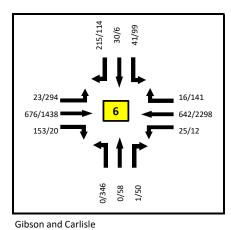


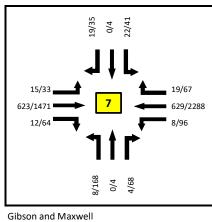
Gibson and I-25 SB Ramps

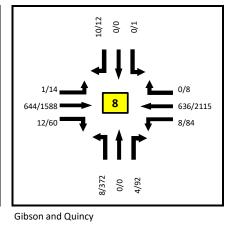
Gibson and I-25 NB Ramps

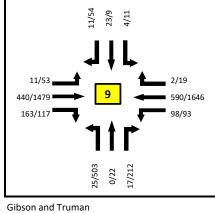
Gibson and University

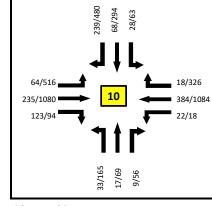
Gibson and Site Driveway











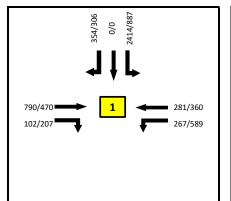
Gibson and San Mateo

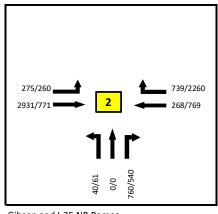


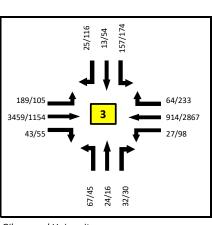
**2030 NO-BUILD PEAK-HOUR VOLUMES** 5:00AM to 6:00AM & 3:00PM to 4:00PM **GIBSON BOULEVARD CORRIDOR** 

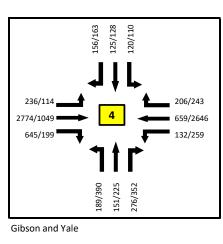
Legend
AM / PM Volumes

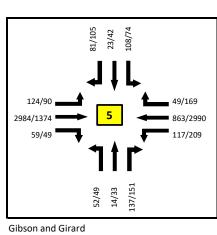


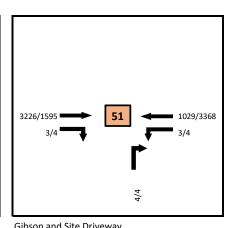










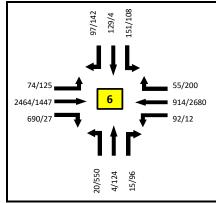


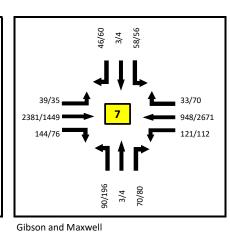
Gibson and I-25 SB Ramps

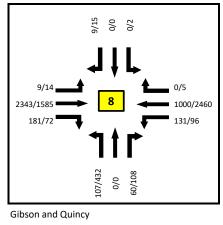
Gibson and I-25 NB Ramps

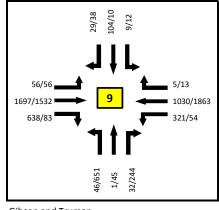
Gibson and University

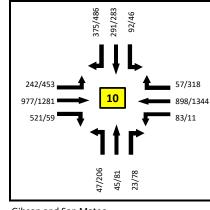
Gibson and Site Driveway











Gibson and Carlisle

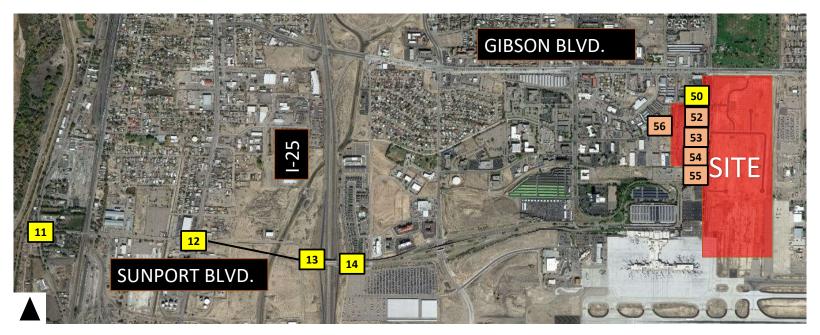
Gibson and Truman

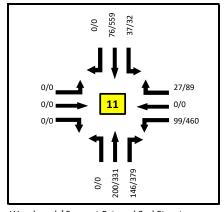
Gibson and San Mateo



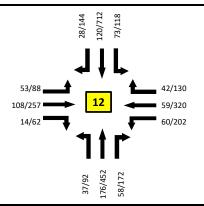
**2030 NO- BUILD PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **GIBSON BOULEVARD CORRIDOR** 

Legend
AM / PM Volumes

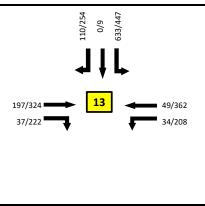




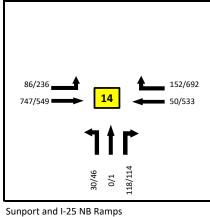
Woodward / Sunport Ext. and 2nd Street

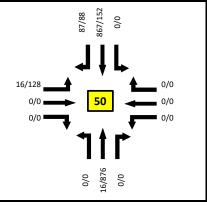


Woodward / Sunport Ext. and Broadway

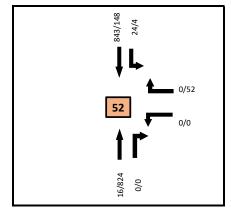


Sunport and I-25 SB Ramps

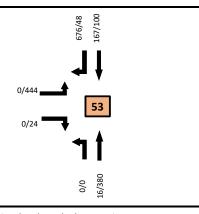




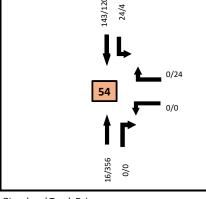
Girard and Miles



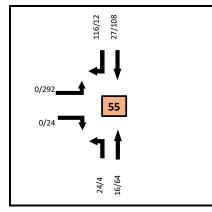
Girard Site Driveway to East



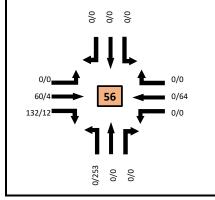
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway

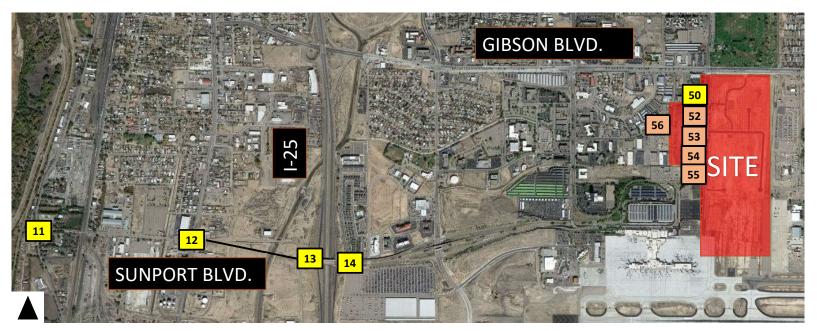


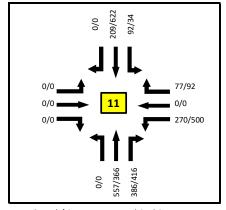
Columbia and Alamo/North Parking Lot Driveway



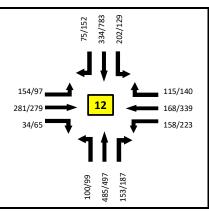
**2030 NO-BUILD PEAK-HOUR VOLUMES** 5:00AM to 6:00AM & 3:00PM to 4:00PM **SUNPORT BOULEVARD CORRIDOR** 

AM / PM Volumes

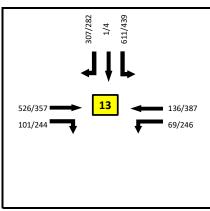




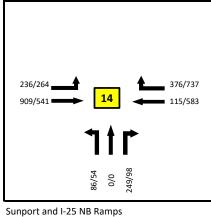
Woodward / Sunport Ext. and 2nd Street

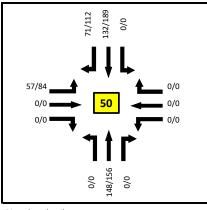


Woodward / Sunport Ext. and Broadway

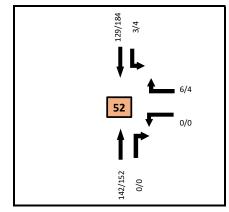


Sunport and I-25 SB Ramps

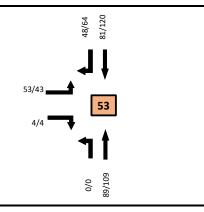




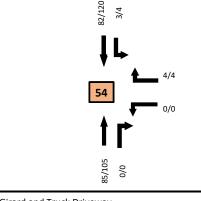
Girard and Miles



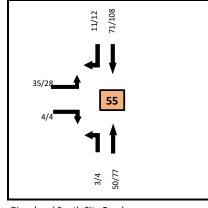
Girard Site Driveway to East



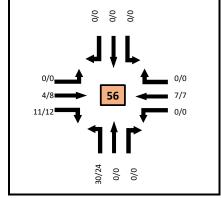
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



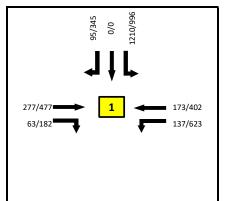
Columbia and Alamo/North Parking Lot Driveway

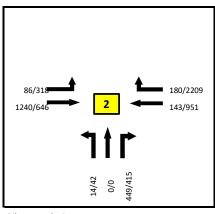


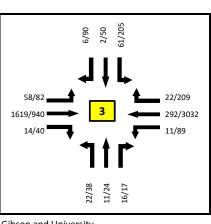
**2030 NO-BUILD PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **SUNPORT BOULEVARD CORRIDOR** 

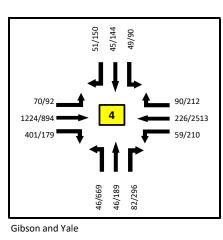
AM / PM Volumes

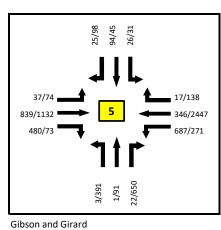


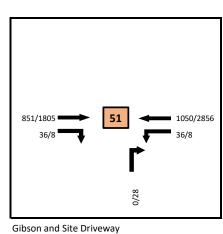








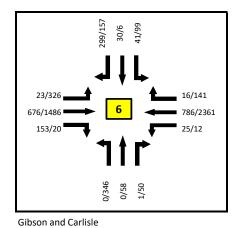


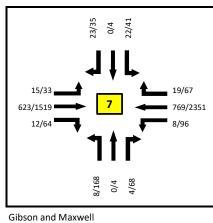


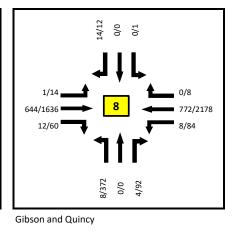
Gibson and I-25 SB Ramps

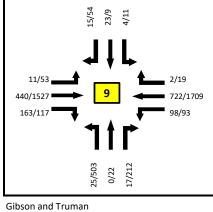
Gibson and I-25 NB Ramps

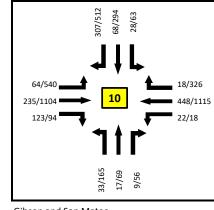
Gibson and University











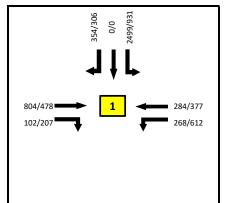
Gibson and San Mateo

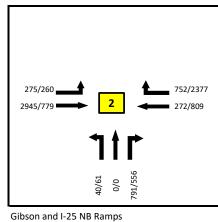


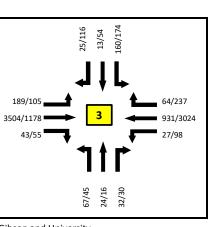
**2030 BUILD PEAK-HOUR VOLUMES** 5:00AM to 6:00AM & 3:00PM to 4:00PM **GIBSON BOULEVARD CORRIDOR** 

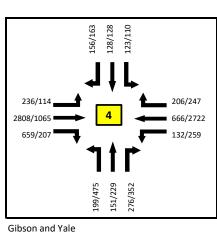
Legend
AM / PM Volumes

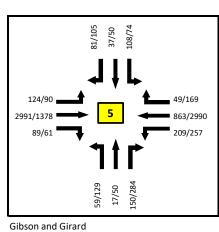


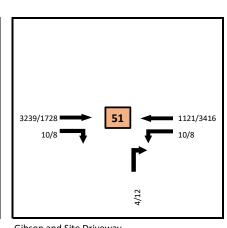








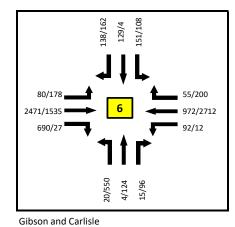


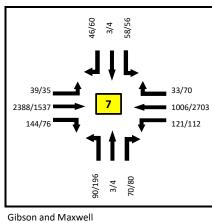


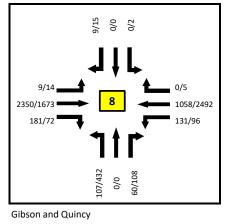
Gibson and I-25 SB Ramps

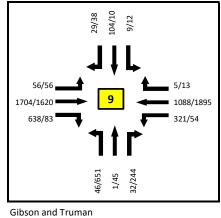
Gibson and University

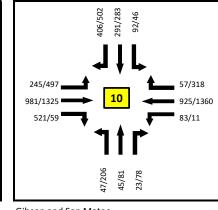
Gibson and Site Driveway











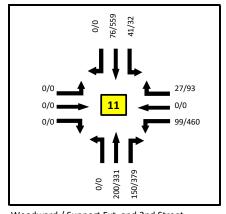
Gibson and San Mateo



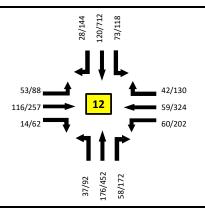
**2030 BUILD PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **GIBSON BOULEVARD CORRIDOR** 

Legend
AM / PM Volumes

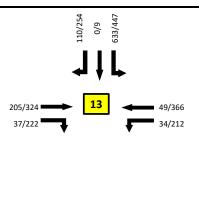




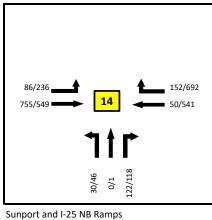
Woodward / Sunport Ext. and 2nd Street

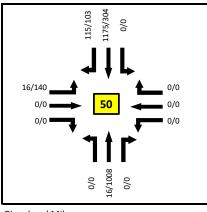


Woodward / Sunport Ext. and Broadway

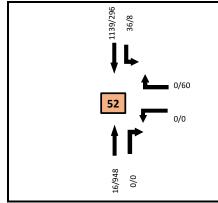


Sunport and I-25 SB Ramps

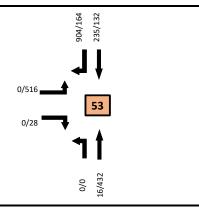




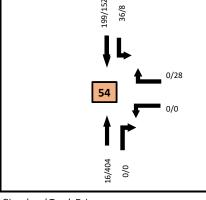
Girard and Miles



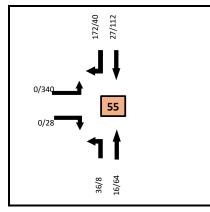
Girard Site Driveway to East



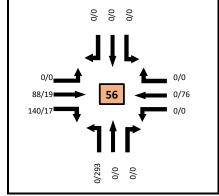
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



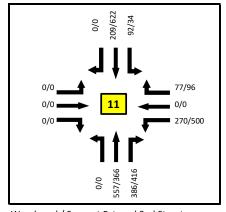
Columbia and Alamo/North Parking Lot Driveway



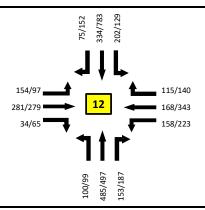
**2030 BUILD PEAK-HOUR VOLUMES** 5:00AM to 6:00AM & 3:00PM to 4:00PM **SUNPORT BOULEVARD CORRIDOR** 

AM / PM Volumes

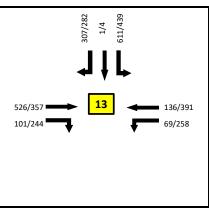




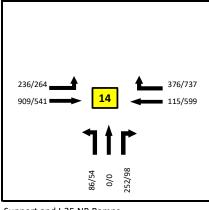
Woodward / Sunport Ext. and 2nd Street



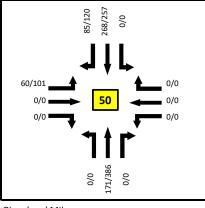
Woodward / Sunport Ext. and Broadway



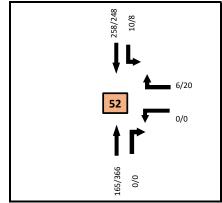
Sunport and I-25 SB Ramps



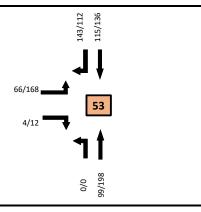
Sunport and I-25 NB Ramps



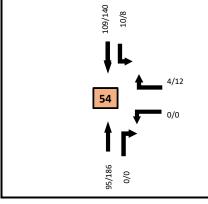
Girard and Miles



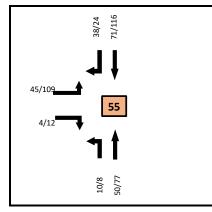
Girard Site Driveway to East



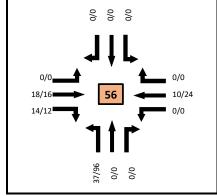
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



Columbia and Alamo/North Parking Lot Driveway



**2030 BUILD PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **SUNPORT BOULEVARD CORRIDOR** 

AM / PM Volumes

Table 14: 2030 No-Build Intersection LOS Analysis Summary, AM Peak Period

		Time Desired	EDI	EDT	CDD.	WBL	MOT	WIDD	NDI	NDT	NDD	SBL	CDT	CDD	lusto va o ot
		Time Period 5:00	EBL -	EBT B	EBR D	D	WBT	WBR	NBL	NBT	NBR	D	SBT D	SBR D	Intersect
		5:15	-	В	С	E	A	-	-	-	-	D	D	С	-
		5:30	-	В	С	E	В	-	-	-	-	D	D	c	-
		5:45	-	С	В	Е	В	-	-	-	-	С	С	В	-
	Gibson &	6:00	-	С	С	Е	В	-	-	-	-	D	D	С	-
Int 1	Interchange (SB)	6:15	-	С	В	E	В	-	-	-	-	С	С	В	-
		6:30	-	F	Α	F	С	-	-	-	-	D	D	Α	-
		6:45	-	F	В	F	С	-	-	-	-	F	F	В	-
		7:00	-	F	В	F	С	-	-	-	-	F	F	В	-
		7:15	-	F	Α	F	D	-	-	-	-	F	E	Α	-
		7:30	-	F	В	F	С	-	-	-	-	D	D	В	-
		7:45	-	E	Α	E	С	-	-	-	-	С	С	Α	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersect
		5:00	D	Α	-	-	Α	Α	D	D	E	-	-	-	В
		5:15	D	Α	-	-	В	В	D	D	E	-	-	-	В
		5:30	D	Α	-	-	В	С	D	D	D	-	-	-	В
		5:45	D	В	-	-	В	В	D	D	D	-	-	-	В
	Gibson &	6:00	E	Α	-	-	Α	Α	D	D	E	-	-	-	В
nt 2	Interchange (NB)	6:15	С	Α	-	-	С	С	D	D	D	-	-	-	С
		6:30	E	F	-	-	В	В	D	D	F	-	-	-	Е
		6:45	E	F	-	-	В	С	D	D	F	-	-	-	F
		7:00	D	F	-	-	С	D	D	D	F	-	-	-	F
		7:15	E	F	-	-	В	С	С	С	F	-	-	-	F
		7:30	Е	F	-	-	С	D	С	С	F	-	-	-	E
		7:45	F	C	-	-	C	F	C	С	F	- CDI	- CDT	- CDD	E
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersec
		5:00	A	A	A	A	A	A	D	D	<u> </u>	E	A	<u> </u>	A
		5:15	A	A	A	A	A	A	D	D	-	E	A	-	A
		5:30	A	A	A	A	A	A	D	D	-	E	D	-	A
		5:45	A	A	A	A	A	A	D	D	-	E	D	-	A
	Gibson & University	6:00	A	A	A	A	A	A	D	D	-	E	D	-	A
nt 3		6:15	A	A	A	A	A	A	D	D	-	E	D	-	В
		6:30	A	С	A	С	В	A	D	D	-	D	D	-	С
		6:45	В	F F	A	С	В	В	D	С		D	D		E
		7:00	A	F	A	D	В	A	D	D	-	E	D	-	E
		7:15	A		A	D	В	A	D	D		D	D		D
		7:30	B B	C	A B	С	В	В	D C	C	-	D	D C	-	C
_		7:45				C	В	В			- NOO	D SBL		- CDD	
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR		SBT	SBR	Intersec
		5:00	A	A	A	A	A	A	D	D	D	D	D	D	В
		5:15	A	A	A	A	A	A	D	D	D	D	D	D	В
		5:30	A A	В	A A	A B	A	A A	D	D	D C	D	D	D	B B
		5:45		B B		A	A	A	D D	D D	C	D D	D D	D D	В
nt 4	Gibson & Yale	6:00	A		A		В			D	C				В
11.4		6:15 6:30	A A	B C	A B	B C	B B	A A	D D	D	C	D D	D D	D D	С
				F		С	В	A			С				
		6:45 7:00	A A	F	B B	C	В	A	D D	D D	C	D D	D D	D D	D D
		7:15	A	D	В	D	В	A	D	D	C	D	D	D	С
		7:30	A	С	В	С	В	A	D	D	С	D	D	D	c
		7:45	A	c	A	C	В	A	D	D	c	D	D	F	c
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersec
		5:00	A	A	Α	Α	Α	Α	А	Α	D	D	E	D	В
		5:15	A	A	A	A	A	A	D	A	D	D	D	D	В
		5:30	A	A	A	В	A	A	D	A	D	D	D	D	В
		5:45	A	В	A	С	A	A	D	D	С	D	D	D	В
	011	6:00	A	A	A	A	A	A	D	D	D	D	D	D	В
nt 5	Gibson & Girard	6:15	A	A	A	A	A	A	D	D	D	D	D	D	В
		6:30	A	В	A	C	A	A	D	D	D	D	D	D	В
		6:45	A	В	A	D	A	A	D	D	D	D	D	D	В
		7:00	A	В	A	D	A	A	D	D	D	D	D	D	В
		7:15	A	В	A	D	A	A	D	D	D	D	D	D	В
		7:30	A	В	A	D	A	A	D	D	D	D	D	D	В
		7:45	A	В	Α	D	А	Α	D	D	D	D	D	D	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersec
		5:00	Α	Α	Α	Α	Α	Α	А	Α	А	D	D	D	В
		5:15	Α	Α	Α	Α	Α	Α	А	Α	Α	D	D	D	В
		5:30	Α	Α	Α	Α	Α	Α	Α	Α	Α	D	D	D	В
		5:45	А	Α	Α	А	А	Α	Α	С	D	D	Е	D	В
		6:00	В	Α	Α	Α	Α	Α	D	С	D	D	Е	D	В
nt 6	Gibson & Carlisle	6:15	В	В	Α	Α	Α	Α	D	С	D	D	Е	D	В
		6:30	В	В	Α	В	А	Α	D	В	D	D	Е	D	В
		6:45	В	С	A	С	В	A	D	D	D	D	E	D	В
		7:00	В	С	Α	D	В	Α	D	D	D	D	Е	D	С
		7:15	В	С	Α	D	В	Α	D	D	D	D	Е	D	С
		7:30	С	С	Α	С	В	Α	D	D	D	D	Е	D	В
		7:45	В	В	A	С	В	A	D	D	D	D	E	D	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersec
		5:00	Α	Α	Α	Α	Α	Α	D	Е	Е	D	E	Е	Α
		5:15	A	A	A	A	A	A	D	E	E	D	E	E	A
		5:30	A	A	A	A	A	A	D	E	E	D	E	E	A
		5:45	A	A	A	A	A	A	D	E	E	D	E	E	A
		6:00	A	A	A	A	A	A	D	E	E	D	E	E	A
	Gibson & Maxwell	6:15	A	A	A	A	A	A	D	E	E	D	E	E	A
nt 7		6:30	A	A	A	A	A	A	D	E	E	D	E	E	A
nt 7		6:45	A	A	A	A	A	A	D	E	E	D	E	E	A
nt 7						D	A	A	D	E	E	D	E	E	В
nt 7			Α	B	A										
nt 7		7:00 7:15	A A	B B	A A	С	A	A	D	E	E	D	E	E	В
nt 7		7:00													



Table 14. 2030 No-Build Intersection LOS Analysis Summary, AM Peak Period (Continued)

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
1		5:00	A	A	A	A	A	A	E	E	E	F	F	F	A
		5:15	A	A	A	A	A A	A	E E	E E	E E	E	E	E	A
		5:30 5:45	A A	A	A A	A A	A	A A	E	E	E	E	E	E	A A
		6:00	A	A	A	A	A	A	E	E	E	F	F	F	A
Int 8	Gibson & Quincy	6:15	A	A	A	A	Α	A	E	E	E	Е	Е	E	A
		6:30	Α	Α	А	Α	Α	А	Е	Е	Е	F	F	F	Α
		6:45	Α	Α	Α	Α	Α	Α	Е	Е	Е	Α	Α	Α	Α
		7:00	Α	Α	Α	С	Α	Α	E	E	E	F	F	F	Α
		7:15	Α	Α	Α	С	Α	Α	E	E	E	F	F	F	Α
		7:30	Α	Α	Α	С	Α	Α	E	E	E	E	E	E	Α
		7:45	Α	Α	Α	В	Α	Α	E	E	E	E	E	Е	Α
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	A	A	A	A	A	A	E	E	D	E	E	E	A
		5:15	A	A	A	A	A	A	E E	E	D	E E	E E	E E	A A
		5:30 5:45	A	A	A A	A A	A A	A A	E	E E	D D	E	E	E	A
		6:00	A	A	A	A	A	A	E	E	D	E	E	E	A
Int 9	Gibson & Truman	6:15	A	A	A	A	A	A	D	D	D	D	D	D	A
		6:30	Α	Α	Α	С	Α	Α	D	D	D	Е	Е	Е	Α
		6:45	В	В	В	D	Α	Α	D	D	С	Е	E	E	В
		7:00	В	В	В	D	Α	Α	D	D	С	D	D	D	В
		7:15	E	D	D	D	Α	В	D	D	В	D	D	D	С
		7:30	В	С	С	D	Α	Α	D	D	С	D	D	D	С
		7:45	С	С	С	D	В	В	E	E	В	D	D	D	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	В	В	В	В	В	В	E	E	E	E E	E	С	С
		5:15 5:30	B B	B B	B B	B B	C	C	E E	E E	E E	E	E E	C C	C C
		5:45	В	С	С	В	С	С	E	E	E	E	E	С	С
	Clharu a a	6:00	В	В	В	В	С	С	E	E	E	E	E	C	С
Int 10	Gibson & San Mateo	6:15	В	С	С	В	С	C	E	E	E	E	E	C	C
		6:30	С	С	C	В	C	C	Е	Е	Е	E	E	C	С
		6:45	С	С	С	С	С	С	E	E	Е	Е	E	С	С
		7:00	С	С	С	С	D	D	E	E	E	E	E	С	D
		7:15	D	С	D	С	D	D	E	E	E	D	E	С	D
		7:30	C	С	С	С	D F	D E	E E	E E	E E	E E	E E	С	D
		7:45 Time Period	EBL	D EBT	D EBR	C WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	C SBR	D Intersection
		5:00	- LDL	-	-	D	-	C	INDL	A	A	A	A	- JBK	A
		5:15	-	-	-	D	-	c	-	A	A	A	A	-	В
		5:30	-	-	-	D	-	С	-	Α	Α	Α	Α	-	В
		5:45	-	-	-	D	-	С	-	Α	Α	Α	Α	-	В
		6:00	-	-	-	D	-	С	,	Α	Α	Α	Α	-	В
Int 11	Sunport & 2nd St	6:15	-	-	-	D	-	С	-	Α	Α	Α	Α	-	В
		6:30	-	-	-	D	-	С	-	В	Α	Α	Α	-	В
		6:45	-	-	-	D	-	С	-	В	A	A	A	-	В
		7:00	-	-	-	D	-	С	-	В	A	A	A	-	В
		7:15 7:30	-	-	-	D	-	С		В	A	Α	Α	-	В
					l -		l -		_	R		Δ.	Δ.		
		7:45	-	-	-	D D	-	C C	-	B B	A A	A A	A A	-	B B
		7:45 Time Period	EBL	EBT	EBR	D WBL	WBT	C C WBR	- NBL	B B NBT	A A NBR	A A SBL	A A SBT	-	B B Intersection
1		7:45 Time Period 5:00		-	-	D	-	С	-	В	Α	Α	Α	-	В
		Time Period	EBL	EBT	EBR	D WBL	WBT	C WBR	NBL	B NBT	A NBR	A SBL	A SBT	- - SBR	B Intersection
		5:00 5:15 5:30	C C C	EBT D D D	EBR D D D	D WBL C C C	WBT C C D	C WBR C C C	- NBL A A	B NBT A A	A NBR A A	A SBL A A	A SBT A A	SBR A A A	B Intersection B B B
		5:00 5:15 5:30 5:45	C C C	EBT D D D D D	EBR D D D D D	D WBL C C C C	C C D	C WBR C C C C	A A A	B NBT A A A A	A  NBR  A  A  A	A SBL A A A	A SBT A A A A	SBR A A A A	B Intersection B B B
Int 40	Sunport & Broadway	5:00 5:15 5:30 5:45 6:00	C C C C	EBT D D D D D D	EBR D D D D D D D	D WBL C C C C C	WBT C C C D D D	C WBR C C C C C	NBL A A A A	B NBT A A A A A	A NBR A A A A A	A SBL A A A A A	A SBT A A A A A	SBR A A A A	B Intersection B B B B
Int 12	Sunport & Broadway	5:00 5:15 5:30 5:45 6:00 6:15	C C C C C C	EBT D D D D D D D D D D	EBR D D D D D D D D D	D WBL C C C C C C C	WBT C C C D D D D	C WBR C C C C C C C	NBL A A A A A A	B NBT A A A A A A A A A	A NBR A A A A A A A A	A SBL A A A A A A A	A SBT A A A A A A A	SBR A A A A A	B Intersection B B B B B B B B
Int 12	Sunport & Broadway	5:00 5:15 5:30 5:45 6:00 6:15 6:30	EBL C C C C C C	EBT D D D D D D D D D D D D D D D D D D D	EBR D D D D D D D D D D	D WBL C C C C C C C C	WBT C C C D D D C C C	C WBR C C C C C C C C	NBL A A A A A A A	B NBT A A A A A B	A NBR A A A A A B	A SBL A A A A A A A A A A	A SBT A A A A A A B	SBR A A A A A A B	B Intersection B B B B B B B B B B
Int 12	Sunport & Broadway	5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45	EBL C C C C C C	EBT  D  D  D  D  D  D  D  D  D  D  D  D	EBR D D D D D D D D D D D D D D D D D D D	D WBL C C C C C C C C C C	- WBT C C D D D C C C C	C WBR C C C C C C C C C C	NBL A A A A A A A A A A A A A A	B NBT A A A A A B B	A NBR A A A A A B B B	A SBL A A A A A A A A A A A A A A A A A A A	A SBT A A A A A B B	SBR A A A A A B B	B Intersection B B B B B B B B B B B B B
Int 12	Sunport & Broadway	5:00 5:15 5:30 5:45 6:00 6:15 6:30	EBL C C C C C C	EBT D D D D D D D D D D D D D D D D D D D	EBR D D D D D D D D D D	D WBL C C C C C C C C	WBT C C C D D D C C C	C WBR C C C C C C C C	NBL A A A A A A A	B NBT A A A A A B	A NBR A A A A A B	A SBL A A A A A A A A A A	A SBT A A A A A A B	SBR A A A A A A B	B Intersection B B B B B B B B B B
Int 12	Sunport & Broadway	Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45 7:00	EBL C C C C C C C C C C C C	EBT  D  D  D  D  D  D  D  D  D  D  D  D  D	EBR D D D D D D D D D D D D D D D D D D D	D WBL C C C C C C C C C C C C C C C C C C C	- WBT C C D D D C C C C	C WBR C C C C C C C C C C C C C C C C	NBL A A A A A A A A A A A A A A A A A	B NBT A A A A A B B B	A NBR A A A A B B B	A SBL A A A A A A A A A A A A A A A A	A SBT A A A A A B B B	SBR A A A A A B B A	B Intersection B B B B B B B B B B B B B B B B B B B
Int 12	Sunport & Broadway	Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45 7:00 7:15	EBL C C C C C C C C C C C C C C C C C C C	EBT D D D D D D D D D D D D D D D D D D D	EBR D D D D D D D D D D D D D D D D D D D	D WBL C C C C C C C C C C C C C C C C C C C	B D D D C C C D D D D D D D D D D D D D	C WBR C C C C C C C C C C C C C C C C C C C	NBL A A A A A A A A A A A A A A A A A A A	B NBT A A A A B B B B	A NBR A A A A B B B B	A SBL A A A A A A A A A A A A A A A A A A A	A SBT A A A A B B B B	SBR A A A A B B A A	B Intersection B B B B B B B B B B B B B B B B B B B
Int 12	Sunport & Broadway	Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period	EBL C C C C C C C C C C C C C C C C C C C		EBR D D D D D D D D D D D D D D D D D D D	D WBL C C C C C C C C C C C C C C C C C C C	WBT C C D D D D C C C D D D C C C D D D WBT	C WBR C C C C C C C C C C C C C C C C C C C	NBL A A A A A A A A A A A A A A A A A A A	B NBT A A A A B B B B B B	A NBR A A A A B B B B B	A SBL A A A A A A A SBL	A SBT A A A A A B B B B B B SBT SBT	SBR A A A A B B A A A SBR	B Intersection B B B B B B B B B B B B B B B B B B B
Int 12	Sunport & Broadway	Time Period 5:00 5:15 5:30 5:45 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00	EBL C C C C C C C C C C C C C C C C C C C	EBT D D D D D D D D D D D D D D D D D D D	EBR D D D D D D D D D D D D D D D D D D D	D WBL C C C C C C C C C C C C C C C C C C C	WBT C C D D D D C C C D D D D C C C D D D D WBT	C WBR C C C C C C C C C C C C C C C C C C C	NBL A A A A A A A A A A A A A A A A A A A	B NBT A A A A A B B B B B NBT B NBT	A NBR A A A A B B B B NBR	A SBL A A A A A A A A A A C A A A A C A A A C	A SBT A A A A B B B B SBT C	SBR A A A A A B B A A A A SBR C	B Intersection B B B B B B B B B B B B B B B B B B B
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Int 13	Sunport & Interchange (SB)	Time Period 5:00 5:00 5:00 6:15 6:30 6:45 7:00 5:15 5:30 7:45 6:30 6:45 7:00 5:15 6:30 6:45 7:00 7:15 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:45 7:30 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45	EBL C C C C C C C C C C C C C C C C C C C	EBT A A A B B EBT A A A A A A A A A A A A A A A A A A A	EBR D D D D D D D D D D D D D D D D D D D	D WBL C C C C C C C C C C C C C C C C C C C	- WBT C C C D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	NBL A A A A A A A A A A A A A A A A A A C	B NBT A A A A B B B B B B B B B B B B B B B	A NBR A A A A B B B B B B B B B B B B B B B	A SBL A A A A A A A A A A A A A A A A A A A	SBT A A A A A B B B B B B B C C C C C C C C	SBR A A A A B B B A A A A A C C C C C C C C	B B B B B B B B B B B B B B B B B B B
Int 13	Sunport & Interchange (SB)	Time Period 5:00 5:00 5:05 5:30 6:05 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 7:00 7:15 6:00 5:15 6:30 6:45 7:00 7:15 6:00 6:15 6:30 6:45 7:00 7:15 6:00 6:15 6:30 7:45 7:00 7:15 7:30 7:45 7:00 7:15 7:30 7:45 7:00 7:15 7:30 7:45 7:00 7:15 7:30 7:45 7:00 7:15 7:30 7:45 7:00 7:15 7:30 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45	EBL C C C C C C C C C C C C C C C C C C C	EBT D D D D D D D D D D D D D D D D D D D	EBR D D D D D D D D D D D D D D D D D D D	D WBL C C C C C C C C C C C C C C C C C C C	- WBT C C C D D D D C C C D D D D D D D D D	C WBR C C C C C C C C C C C C C C C C C C C	NBL	B NBT A A A A A A B B B B B B B B B B B B B	A NBR A A A A A B B B B B B B B B B B B B B	A SBI A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B	SBR A A A A B B B A A A A A C C C C C C C C	B B B B B B B B B B B B B B B B B B B
Int 13	Sunport & Interchange (SB)	Time Period 5:00 5:00 5:00 6:15 6:30 6:45 7:00 5:15 5:30 7:45 6:30 6:45 7:00 5:15 6:30 6:45 7:00 7:15 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:30 7:45 7:45 7:45 7:30 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45	EBL C C C C C C C C C C C C C C C C C C C	EBT A A A B B EBT A A A A A A A A A A A A A A A A A A A	EBR D D D D D D D D D D D D D D D D D D D	D WBL C C C C C C C C C C C C C C C C C C C	- WBT C C C D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	NBL A A A A A A A A A A A A A A A A A A C	B NBT A A A A B B B B B B B B B B B B B B B	A NBR A A A A B B B B B B B B B B B B B B B	A SBL A A A A A A A A A A A A A A A A A A A	SBT A A A A A B B B B B B B C C C C C C C C	SBR A A A A B B B A A A A A SBR C C C C C C C C C C C C C C C C C C C	B B B B B B B B B B B B B B B B B B B



Table 14. 2030 No-Build Intersection LOS Analysis Summary, AM Peak Period (Continued)

March   101   50   102   101																
194 50												NBR				Intersection
Met 50    Court A Alexa   1938   C.   C.   C.   C.   C.   C.   C.   C					-							-				
Met 50    Cand & Met   M					-		-	-	-			-	-			-
Marie   Mari															1	
1612   16   17   17   18   18   18   18   18   18					-							-				-
Manual Color   Manu	Int 50	Girard & Miles	6:15	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
Met 35   100			6:30		-		-	-	-			-	-			-
MESS    March   1																
MESS    17-20   8												-				-
Mint St District & Strip  Find												-				-
MESS																
MESS																
MISS   Signed				-	-	-		-	-	-	-		-	-	-	-
March   Sale				-	-	-		-	-	-	-		-	-	-	-
MISS			5:30	-	-	-	С		-	-		В	-	-	-	-
MISS			5:45	-	-	-		-	-	-	-		-	-	-	-
MICS2    Control A STATE   Con		Gibson & Site			-				-	-	-			-	-	-
Miles   Control & Size   Control & Siz	Int 51										_					
March   1970						_					_					1
P155									_	-	-				-	-
18   18   18   18   18   18   18   18										-	-				-	
Mint   Series   Sect							r c									
Min 52																
Min 52   Grant & Site																Intersection
Int 52				-	-					-	-	-		-	-	-
Int 52   Girard & Site				-	-						-	-		-	-	-
Int 52    Grant & Site   Criscolar   Site   Criscol			5:30				С		Α						-	-
Int S2    Client A Sirte   Diversity 2										-	-				-	-
Int S3    Discourage 2		Girard & Site														
Int S3	Int 52															
101 S.S.					-	-				-	-	-		-	-	-
Int S3					1	<del>-</del>				-	<del>-</del>	<u> </u>		<del></del>	<u> </u>	<del></del>
17.30					-	-					-			<del></del>	-	
Tries   Trie																
Int Sa				-	-	-		-		-	-	-	-	-	-	-
Int 53    Social Control & State   Social & State   Social & S				EBL	EBT	EBR		WBT		NBL	NBT	NBR	SBL	SBT	SBR	Intersection
Int 53    1												-			-	-
Int 53    Solid   Soli					-						-		-	-	-	-
Int S3															-	-
Int 53												_				
Briveway 3																
Int S4	INT 53				-									-	-	
TOOL   A					-									-	-	
T15					-				_		-	-		-	-	-
Tues   Period   EBL   EBR   WBL   WBR   WBR   NBL   NBR   SBL   SBR   SBR   MERICAL					-							-		-	-	-
Int 54			7:30	Α	-	Α	-	-	-	Α	-	-	-	-	-	-
Int 54			7:45		-	Α	-	-	-		-	-	-	-	-	-
Int 54																Intersection
Int 54    Int 54																-
Int 54   Girard & Site   Driveway 4   Good   Color																
Int 54    First											<b>.</b>	_		_		
Int 54    Driveway 4																
British   Brit	Int 54				-	-				-	-	-		-	-	-
Int 56				-	-	-					-	-	-	-	-	-
Int 56					-	-				-	-	-		-	-	
11t 55				-	-	-	Α		Α	-	-	-	-	-	-	
Time   Peniod   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersect				-	-	-				-	-	-		-	-	
Int 55																
Int 55	$\vdash$					_										
Int 55    Si   Si   Si   Si   Si   Si   Si   S					EBI		WBL	WBI	WBR		MRI	MBK	SBL	281	SBR	intersection
Int 55    Signature   Site   S					-		-	-	-		-	-	-	-	-	
Int 55   Girard & Site   Driveway 5   5:45   A														_		
Int 55    Girard & Site   Driveway 5   6:00																
Int 55  Driveway 5  6:15  A - A - A A A		Girard & Cita														
10.50	Int 55		6:15	Α		Α				Α		-				-
T:00																
Titl   File									_			-				<u> </u>
T:30					-						-	-				-
Time   Period   Eastbound   Westbound   Northbound   Southbound   Intersect									<del>                                     </del>							
Int 56 Alamo / Site Parking & Columbia & Col																
Int 56   Alamo / Site Parking & Columbia   C																Intersection
Int 56 Alamo / Site Parking & Columbia & Columbia & Columbia & A A A A A A A A A A A A A A A A A A			5:00													
Int 56 Alamo / Site Parking & Columbia & Col																
Side   Parking & Columbia   Side   Parking & Columbia   Side								Α			Α					
Int 56   Alamo / Site Parking   6:15   A					Α			Α			Α			Α		Α
8. Columbia 6:35 A A A A A A A A A A A A A A A A A A A														A		
6:30 A A A A A A A A A A A A A A A A A A A		Alamo / Site Parking	6:00		А											
7:00 A A A A A A A A A A A A A A A A A A	Int 56		6:00 6:15		Α											
7:15 A A A A A A A A A A A A A A A A A A A	Int 56		6:00 6:15 6:30		A A			Α			Α			Α		Α
7:30 A A A A A	Int 56		6:00 6:15 6:30 6:45		A A A			A A			A A			A A		A A
	Int 56		6:00 6:15 6:30 6:45 7:00		A A A			A A A			A A A			A A A		A A A
7:45 A A A A A	Int 56		6:00 6:15 6:30 6:45 7:00 7:15		A A A A			A A A			A A A			A A A		A A A



Table 15: 2030 No-Build Intersection LOS Analysis Summary, PM Peak Hour

		The Desired	501	FOT	500	MOL	WOT	WDD	NDI	NOT	NDD	CDI	COT	CDD	lutum atau
		Time Period 15:00	EBL	EBT C	EBR D	WBL D	WBT B	WBR	NBL	NBT	NBR	SBL D	SBT D	SBR D	Intersection
		15:15	-	C	D	D	A	-	-	-	-	D	D	D	-
		15:30	1	С	D	D	Α	-	-	-	-	D	D	D	-
		15:45	-	С	D	D	В	-	-	-	-	D	D	D	-
Int 1	Gibson &	16:00 16:15	-	C	D D	D D	A A	-	-	-	-	D D	D D	D D	-
Int 1	Interchange (SB)	16:30	-	С	D	D	A	-	-	-	-	D	D	D	-
		16:45	-	C	D	D	В	-	-	-	-	D	D	D	-
		17:00	-	С	D	D	Α	-	-	-	-	D	D	D	-
		17:15	-	С	D	D	В	-	-	-	-	D	D	D	-
		17:30	-	C	D D	D D	A	-	-	-	-	D D	D D	D D	-
		17:45 Time Period	EBL	EBT	EBR	WBL	A WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	F	A	-	-	В	F	D	D	F	-	-	-	E
		15:15	F	Α	-	-	В	F	D	D	F	-	-	-	F
		15:30	F	Α	-	-	В	F	D	D	F	-	-	-	F
		15:45	F	A	-	-	A	F	D	D	F	-	-	-	F
Int 2	Gibson &	16:00 16:15	F F	A A	-	-	A A	F F	D D	D D	F	-	-	-	F
1111.2	Interchange (NB)	16:30	F	A	-	-	В	F	D	D	F	-	-	-	F
		16:45	F	Α	-	-	В	F	D	D	E	-	-	-	F
		17:00	F	Α	-	-	В	F	D	D	F	-	-	-	F
		17:15	F	A	-	-	В	F	D	D	F	-	-	-	E
		17:30 17:45	F E	A B	-	-	B C	F D	D C	D C	F E	-	-	-	D C
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	D	В	В	Α	С	В	D	D	-	E	D	-	С
		15:15	С	В	В	Α	С	В	D	D	-	Е	D	-	С
		15:30	D	В	В	Α	F	В	D	D	-	E	D	-	E
		15:45	D	B B	A	A	D C	В	D	D	-	E	D D	-	С
Int 3	Gibson & University	16:00 16:15	D D	В	A A	A	C	B B	D D	D D	-	E E	D	-	C C
5	Cibbon & Cimreibity	16:30	D	В	A	A	C	В	D	D	-	E	D	-	C
		16:45	D	В	Α	В	D	В	D	D	-	E	D	-	С
		17:00	D	В	В	В	F	В	С	С	-	E	D	-	D
		17:15	D	В	В	В	D	В	D	С	-	E	D	-	D C
		17:30 17:45	C B	B B	A A	A	C B	B B	D D	D D	-	E E	D D	-	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	С	С	В	В	С	А	D	D	С	С	D	D	С
		15:15	С	С	Α	В	С	Α	D	D	С	D	D	D	С
		15:30	D	С	В	В	F	В	D	D	С	С	D	D	D
		15:45 16:00	D D	C	B A	B B	C	B A	D D	D D	C	C D	D E	D E	D C
Int 4	Gibson & Yale	16:00	D	С	A	В	С	A	D	D	D	D	D	E	С
	GIDSOIT & Tale	16:30	D	C	A	В	С	A	D	D	D	D	E	E	C
		16:45	D	С	В	В	С	А	D	D	D	D	E	E	С
		17:00	D	С	В	В	С	Α	D	D	D	D	E	E	С
		17:15	D	С	В	В	С	A	D	D	С	D	D	D	С
		17:30 17:45	C B	СВ	B A	B A	B B	A A	D D	D D	D C	D D	E F	E E	C C
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	В	С	Α	Α	В	А	D	D	D	D	Е	D	С
		15:15	В	В	Α	Α	В	А	D	D	D	D	E	D	С
		15:30	С	В	A	A	В	A	D	D	D	D	D	D	С
		15:45	C D	B A	A A	A A	B B	A A	D D	D D	D D	D D	D E	D D	C B
Int 5	Gibson & Girard	16:00 16:15	D	A	A	A	В	A	D	D	D	D	E	D	В
		16:30	D	A	A	В	В	A	D	D	D	D	D	D	В
		16:45	D	Α	Α	В	В	Α	D	D	D	D	E	D	В
		17:00	С	Α	A	Α	В	A	D	D	D	D	D	D	В
		17:15 17:30	D C	A	A	В	B B	A	D D	D D	D D	D D	D D	D D	B B
		17:30	A	A	A	A	A	A A	D	D	D	D	D	D	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	F	В	Α	Α	В	Α	Е	D	D	D	Е	D	С
		15:15	F	В	Α	Α	В	A	D	D	D	D	E	D	С
		15:30	F F	В	A	A	С	A	F	D	D	D	E	D	D
		15:45 16:00	C	B B	A A	A A	C C	A A	D F	D D	D D	D D	E E	D D	D D
Int 6	Gibson & Carlisle	16:15	D	В	A	В	F	A	F	D	D	D	D	D	D
		16:30	D	В	A	Α	С	A	F	D	D	D	E	D	D
		16:45	Е	В	Α	Α	С	Α	F	D	D	D	E	D	С
		17:00	D	В	A	A	С	A	D	D	D	D	E	D	С
		17:15 17:30	E D	B A	A	A	В	A A	E D	D E	D D	D D	E E	D D	СВ
		17:30	В	A	A	A	В	A	D	E	D	D	E	D	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	Α	Α	Α	Е	Α	Α	E	Е	Е	D	E	Е	В
		15:15	A	Α	Α	E	A	A	E	E	E	D	E	E	В
		15:30	Α	A	A	E	A	A	E	E	E	D	E	E	В
		15:45 16:00	A A	A B	A A	E E	B B	B B	E E	E E	E E	D D	E E	E E	B B
Int 7	Gibson & Maxwell	16:00	В	В	A	E	В	В	E	E	E	D	E	E	В
		16:30	В	В	A	E	В	В	E	Е	E	D	E	E	В
		16:45	С	В	Α	Е	В	В	E	E	E	D	Е	Е	В
		17:00	В	В	Α	E	В	В	E	E	E	D	E	E	В
		17:15 17:30	B B	A B	A A	E E	B B	B B	E E	E E	E E	D D	E E	E E	B B
		17:30	A	A	A	E	A	A	E	E	E	D	E	E	В
		17.73						_				-			



Table 15. 2030 No-Build Intersection LOS Analysis Summary, PM Peak Period (Continued)

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	Α	Α	Α	Α	Α	Α	E	D	D	Е	Е	E	В
		15:15	Α	Α	Α	Α	Α	Α	E	D	D	F	F	F	В
		15:30	Α	Α	Α	Α	Α	В	E	D	D	F	F	F	В
		15:45	Α	Α	Α	Α	В	В	E	D	D	F	F	F	В
		16:00	Α	Α	Α	Α	В	В	E	D	D	F	F	F	В
Int 8 Gibson &	& Quincy	16:15	В	В	Α	Α	В	В	Е	D	D	F	F	F	В
		16:30	В	В	Α	В	В	В	Е	D	D	Е	Е	Е	В
		16:45	В	В	А	В	В	В	Е	D	D	F	F	F	В
		17:00	Α	А	Α	Α	В	В	Е	D	D	F	F	F	В
		17:15	Α	В	Α	Α	В	В	Е	D	D	F	F	F	В
		17:30	Α	Α	Α	Α	В	В	Е	D	D	F	F	F	В
		17:45	A	A	A	A	A	A	E	D	D	A	Α	A	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	D	C	C	С	В	В	F	F	С	C	C	C	F
		15:15	D	С	С	В	В	С	F	F	В	С	С	С	F
		15:30	E	С	С	С	С	С	F	F	С	С	С	С	F
		15:45	E	C	С	C	C	С	F	F	C	E	E	E	E
									F	F	С				F
	_	16:00	D	С	С	В	С	С	F	F		D	D	D	F
Int 9 Gibson &	iruman	16:15	F	С	С	В	С	С	r	F	С	D	D	D	
		16:30	F	С	С	В	С	С	- F	F	С	С	С	С	F
		16:45	E	С	С	В	С	С	F F	F	С	D	D	D	F
		17:00	D	С	С	В	С	С	F		С	С	С	С	F
		17:15	E	С	С	В	С	С		F	С	E	E	E	E
		17:30	E	С	С	В	С	С	F	F	В	С	С	С	F
		17:45	D	С	С	В	В	В	F	F	С	D	D	D	D
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	F	В	В	В	С	С	E	E	E	D	D	D	D
		15:15	F	В	В	В	С	С	E	E	E	D	D	D	D
		15:30	F	В	В	В	С	С	E	E	E	D	D	С	D
		15:45	F	С	С	В	D	D	E	Е	E	D	D	С	D
		16:00	F	В	В	В	С	С	E	Е	E	D	D	D	D
Int 10 Gibson & S	San Mateo	16:15	F	С	С	В	D	D	E	D	D	D	D	D	D
		16:30	F	С	С	Α	D	D	Е	D	D	D	D	D	E
		16:45	F	С	С	В	D	D	Е	Е	Е	D	D	С	D
		17:00	F	В	В	В	С	С	Е	Е	Е	D	D	С	D
		17:15	F	С	С	В	С	С	Е	Е	Е	D	D	С	D
		17:30	F	В	В	В	С	С	Е	Е	Е	D	D	С	D
		17:45	D	В	В	В	С	c	F	F	E	D	D	c	C
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	LUL	LUI	CON	С	WDI	С	NOC	В	В	A	A	Juit	В
		15:15	-	-	-	С	-	С	-	В	В	A	В	-	В
				<u> </u>					-						
		15:30	-	-	-	С	-	В	-	В	В	A	В	-	В
		15:45	-	-	-	С	-	В	-	В	В	A	В	-	В
		16:00				С		В		В	В	A	В		В
Int 11 Sunport 8	& 2nd St	16:15	-	-	-	С	-	В	-	В	В	A	В	-	В
		16:30	-	-	-	С	-	В	-	В	В	A	В	-	В
		16:45	-	-	-	С	-	В	-	В	В	A	В	-	В
		17:00	-	-	-	С	-	С	-	В	В	Α	В	-	В
		17:15	-	-	-	С	-	В	-	В	В	A	В	-	В
		17:30	-	-	-	С	-	С	-	В	В	Α	В	-	В
		17:45	-	-	-	С	-	С	-	В	В	Α	Α	-	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	С	С	С	С	С	С	A	В	В	Α	В	В	В
		15:15	С	С	С	С	С	С	Α	В	В	Α	В	В	В
		15:30	С	С	С	С	С	С	В	В	В	Α	В	В	С
		15:45	С	С	С	С	С	С	В	В	В	Α	В	В	С
		16:00	С	С	С	С	С	С	В	В	В	Α	В	В	С
Int 12 Sunport & I	Broadway	16:15	С	С	С	С	С	С	В	В	В	Α	В	В	С
		16:30	С	С	С	С	С	С	В	В	В	Α	В	В	С
		16:45	С	С	С	С	С	С	В	В	В	Α	В	В	С
		17:00	С	С	С	С	С	С	В	В	В	Α	В	В	С
		17:15	С	С	С	С	С	С	В	В	В	Α	В	В	С
		17:30	С	С	С	С	С	С	А	В	В	А	В	В	В
		17:45	С	С	С	С	С	С	Α	В	В	Α	В	В	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	-	Α	Α	Α	Α	-	-	-	-	С	С	С	В
		15:15	-	Α	Α	Α	Α	-	-	-	-	С	С	С	В
		15:30	-	Α	Α	Α	Α	-	-	-	-	С	С	С	В
		15:45	-	Α	Α	Α	Α	-	-	-	-	С	С	С	В
	0	16:00	-	Α	Α	Α	Α	-	-	-	-	С	С	С	В
		16:15	-	А	Α	Α	Α	-	-	-	-	C	C	С	В
Int 13	nge (SB)	16:30	-	Α	Α	Α	Α	-	-	-	-	С	С	D	В
Int 13 Sunpo		16:45	-	А	Α	Α	Α	-	-	-	-	С	С	С	В
	البسيا				A	A	A	-	-	-	-	c	C	D	В
			-	Α	Α			-	-	-	-	c			
		17:00	-	A A		Α	Α						C	D	В
		17:00 17:15		Α	Α	A A	A A	-	-	-	-		C C	D D	B B
		17:00 17:15 17:30	-	A A	A A	Α	Α		-			С	С	D	В
		17:00 17:15 17:30 17:45	-	A A A	A A A	A A	A A	-	-	-	-	C D	C D	D D	B B
		17:00 17:15 17:30 17:45 Time Period	- - - EBL	A A A EBT	A A A EBR	A A WBL	A A WBT	- - WBR	NBL	- - NBT	- - NBR	C D SBL	C D SBT	D D SBR	B B Intersection
		17:00 17:15 17:30 17:45 Time Period 15:00	- - - EBL	A A A EBT A	A A A	A A WBL	A A WBT A	- - WBR A	- NBL	- - NBT C	- NBR D	C D SBL	C D SBT	D D	B B Intersection
		17:00 17:15 17:30 17:45 Time Period 15:00 15:15	EBL A	A A A EBT A	A A A EBR	A A WBL	A A WBT A	- WBR A	NBL C C	- NBT C C	- NBR D	C D SBL -	C D SBT -	D D SBR -	B B Intersection A A
		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30	EBL A A	A A EBT A A A	A A A EBR	A A WBL - -	A A WBT A A	WBR A A A	NBL C C	NBT C C C C	NBR D D D	C D SBL	C D SBT	D D SBR	B B Intersection A A
		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45	EBL A A A A	A A A EBT A A A A	A A A EBR	A A WBL	A A WBT A A A A	WBR A A A A	NBL C C C	- NBT C C C C C	- NBR D D D D D	C D SBL	C D SBT	D D SBR	B B Intersection A A A
Int 13 Interchar	ort &	17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00	EBL A A A A	A A A EBT A A A A A	A A A EBR	A A WBL	A A WBT A A A A A	WBR A A A A A	C C C C C	- NBT C C C C C C C	- NBR D D D D D D D D	C D SBL	C D SBT	D D SBR	B B Intersection A A A A
Int 14 Sunpa		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15	EBL A A A A A	A A A EBT A A A A A A A	A A A EBR	A A WBL	A A A A A A A A A	WBR A A A A A A A	NBL C C C C C	- NBT C C C C C C C C C C C	- NBR D D D D D D D D	C	C D SBT	D D SBR	B B Intersection A A A A A A A A
Int 13 Interchar		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30	EBL A A A A A A	A A A BEBT A A A A A A A A	A A A EBR	A A WBL	A A WBT A A A A A A A A	WBR A A A A A A A A A	NBL C C C C C C C D	NBT C C C C C C C D	- NBR D D D D D D D D D D D	C D SBL	C D SBT	D D SBR	B B Intersection A A A A A A A A A
Int 14 Sunpp		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30	EBL A A A A A A A A A A A A A A A A A A A	A A A A A A A A A A A A A A A A A A A	A A A EBR	A A WBL	A A WBT A A A A A A A A A A A A A A A	WBR A A A A A A A A A A A A A A A	NBL C C C C C C C C C C	NBT C C C C C C C C C C	- NBR D D D D D D D D D D D D D D D D D D D	C D SBL	C D SBT	D D SBR	B B Intersection A A A A A A A A A A A A A A A A A A A
Int 14 Sunp		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45	EBL A A A A A A A	A A A EBT A A A A A A A A A A A A A A A A A A A	A A A EBR	A A WBL	A A WBT A A A A A A A A A A A A A A A A A A	- WBR A A A A A A A A A A A	NBL C C C C C C C C C C C C C C C C C C C	-	- NBR D D D D D D D D D D D D D D D D D D D	C D SBL	C D SBT	D D SBR	B B Intersection A A A A A A A A A A A A A A A A A A A
Int 14 Sunp		17:00 17:15 17:30 17:45 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15	EBL A A A A A A A A A A A A A	A A A EBT A A A A A A A A A A A A A A A A A A A	A A A EBR	A A WBL	A A WBT A A A A A A A A A A A A A A A A A A A	WBR A A A A A A A A A A A A A A A A A A A	NBL C C C C C C C C C D C C C D	- NBT C C C C C C C C C C C D C C C C C C C	- NBR D D D D D D D D D D D D D D D D D D D	C D SBL	C D SBT	D D SBR	B B Intersection A A A A A A A A A A A A A A A A A A A
Int 14 Sunpp		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45	EBL A A A A A A A	A A A EBT A A A A A A A A A A A A A A A A A A A	A A A EBR	A A WBL	A A WBT A A A A A A A A A A A A A A A A A A	- WBR A A A A A A A A A A A	NBL C C C C C C C C C C C C C C C C C C C	-	- NBR D D D D D D D D D D D D D D D D D D D	C D SBL	C D SBT	D D SBR	B B Intersection A A A A A A A A A A A A A A A A A A A



Table 15. 2030 No-Build Intersection LOS Analysis Summary, PM Peak Period (Continued)

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	D	-	A	-	-	-	A	A	-	-	A	A	-
		15:15	D	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		15:30	D	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		15:45	D	-	A	-	-	-	A	Α	-	-	Α	Α	-
		16:00	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
Int 50	Girard & Miles	16:15	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		16:30	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		16:45	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		17:00	В	-	А	-	-	-	А	Α	-	-	Α	Α	-
		17:15	В	_	A	-	_	-	A	A		_	A	A	
		17:30	В		A	-			A	A		-	A	A	
				-			-	-			-				
		17:45	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	-	-	-	D	-	-	-	-	С	-	-	-	-
		15:15	-	-	-	С	-	-	-	-	С	-	-	-	-
		15:30	-	-	-	D	-	-	-	-	C	-	-	-	-
		15:45	-	-	-	D	-	-	-	-	С	-	-	-	-
		16:00	-	-	-	С	-	-	-	-	С	-	-	-	
Int 51		16:15	-	-	-	С	-	-	-	-	С	-	-	-	-
		16:30	-	-	-	D	-	-	-	-	С	-	-	-	-
		16:45	-	-	-	D	-	-	-	-	С	-	-	-	-
		17:00	-	-	-	С	-	-	-	-	c	-	-	-	-
		17:15	-	-	-	D	-	-	-	-	С	-	-	-	-
		17:30	-	-	-	С	-	-	-	-	С	-	-	-	-
$\vdash$		17:45	-	-	-	С	-	-	-	-	С	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	-	-	-	С	-	С	-	-	-	-	-	-	-
		15:15	-	-	-	С	-	С	-	-	-	-	-	-	-
		15:30	-	-	-	С	-	С	-	-	-	-	-	-	-
		15:45	-	-	-	С	-	С	-	-	-	-	-	-	-
		16:00	-	-	_	В	-	A	-	÷	-	-	-	_	_
Int 52		16:15	-	-	-	В	-	A	-	-	-	-	-	-	-
1111 32		16:15	-	-	-	В	-	A	-	-	-	-	-	-	-
				-							-	-	-		-
		16:45	-		-	В	-	A	-	-				-	
		17:00	-	-	-	В	-	Α	-	-	-	-	-	-	-
		17:15	-	-	-	В	-	Α	-	-	-	-	-	-	-
		17:30	-	-	-	В	-	Α	-	-	-	-	-	-	-
		17:45	-	-	-	В	-	Α	-	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR		NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	Е	-	D	-	-	-	Α	-	-	-	-	-	-
		15:15	Е	-	Е	-	-	-	Α	-	-	-	-	-	-
		15:30	E	-	E	-	-	-	A	-	-	-	-	-	-
		15:45	E	-	E	-	-	-	A	-	-	-	-	-	-
		16:00	В	-	A		-	-	A	-	-	-	-	_	-
Int 53		16:15	В	-	Α	-	-	-	A	-	-	-	-	-	-
		16:30	В	-	Α	-	-	-	Α	-	-	-	-	-	-
		16:45	В	-	Α	-	-	-	A	-	-	-	-	-	-
		17:00	В	-	Α	-	-	-	Α	-	-	-	-	-	-
		17:15	В	-	Α	-	-	-	Α	-	-	-	-	-	-
		17:30	Α	-	Α	-									-
		17:45				-	-	-	Α	-	-	-	-	-	
			A	-	_	-	-	-		-	-	-	-	-	-
			A FRI	FRT	Α	-	-	-	А	-	-	-	-	-	-
1		Time Period	EBL	EBT	A EBR	WBL	WBT	WBR	A NBL	NBT	NBR	SBL	SBT	SBR	- Intersection
		Time Period 15:00	EBL	-	Α	WBL B	-	- WBR	A NBL	- NBT	- NBR	SBL -	SBT	SBR	Intersection
		15:00 15:15	EBL	-	A EBR -	- WBL B	WBT	WBR B	A NBL -	NBT -	NBR -	SBL -	SBT	SBR -	Intersection
		15:00 15:15 15:30	EBL	-	A EBR	B B	WBT	WBR B B	A NBL - -	NBT - -	NBR -	- SBL - -	SBT -	SBR - -	Intersection
		Time Period 15:00 15:15 15:30 15:45	- - - -	- - -	A EBR	WBL B B B	WBT	WBR B B B	A NBL - - -	NBT - - -	NBR	SBL - - -	SBT	SBR	Intersection
	Girard & Site	Time Period 15:00 15:15 15:30 15:45 16:00		- - - -	A EBR	WBL B B B A	WBT	WBR B B B	A NBL	- NBT	NBR - - - -	- SBL	SBT	SBR	Intersection
Int 54		15:00 15:15 15:30 15:45 16:00 16:15		- - -	A EBR	B B B B A	WBT	WBR B B B A A	A NBL - - -	- NBT	- NBR	- SBL	SBT	SBR	Intersection
Int 54		15:00 15:15 15:30 15:45 16:00 16:15 16:30			A EBR	B B B B A A	WBT	WBR B B B A A A	A NBL	- NBT	- NBR	- SBL	- SBT - - - - - -	- SBR	Intersection
Int 54		Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45		- - - -	A EBR	B B B B A A A	WBT	B B B B A A	A NBL	- NBT	- NBR	- SBL	SBT	SBR	Intersection
Int 54		15:00 15:15 15:30 15:45 16:00 16:15 16:30			A EBR	B B B B A A	WBT	WBR B B B A A A	A NBL	- NBT	- NBR	- SBL	- SBT - - - - - -	- SBR	Intersection
Int 54		Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45			A EBR	B B B B A A A	WBT	B B B B A A	A NBL	- NBT	- NBR	- SBL	- SBT - - - - - -	- SBR	Intersection
Int 54		Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00	EBL	- - - - - -	A EBR	B B B B A A A	- WBT	B B B B A A A	A NBL	- NBT	- NBR	- SBL	- SBT	SBR	Intersection
Int 54		Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15	EBL	- - - - - - - -		B B B A A A A A A A	- WBT	WBR B B B A A A A A A	A NBL	- NBT	- NBR	- SBL	- SBT	- SBR	Intersection
Int 54		Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45	EBL	- - - - - - - - - - -	A EBR	WBL B B B B A A A A A A A A A A A A A A A		WBR B B B A A A A A A A	A NBL	- NBT	NBR	- SBL	- SBT	- SBR	Intersection
Int 54		Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period	EBL		A EBR	BBBBBBAAAAAAAAAAAAAWBL		WBR B B B B A A A A A WBR	A NBL NBL	- NBT	- NBR	- SBL	- SBT	- SBR	Intersection
Int 54		Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00	EBL EBL B		A EBR	WBL B B B B B A A A A A A WBL		WBR B B B A A A A A WBR	A NBL NBL A	- NBT	- NBR	- SBL	- SBT	- SBR	Intersection
Int 54		Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15	EBL EBL B B		A EBR	WBL B B B B A A A A A A A A A A A A A A A		WBR B B B B A A A A A A A A A A A A A B	A NBL NBL A A	- NBT	- NBR	- SBL	- SBT	- SBR	Intersection
Int 54		Time Period 15:00 15:15 15:30 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30	EBL EBL B B B		A EBR	WBL B B B B A A A A A A A A A A A A A A A	wbt	WBR B B B B A A A A A C C C C C C C C C C C	A NBL NBL A A A	- NBT	NBR	- SBL	- SBT	SBR	Intersection
Int 54		Time Period 15:00 15:15 15:15 15:30 15:45 16:30 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 15:30 15:45	EBL		A EBR	WBL B B B B A A A A A WBL	WBT	WBR B B B B A A A A A A C C C C C C C C C C	A NBL NBL A A A A	NBT	NBR	SBL	SBT	SBR	Intersection
	Driveway 4	Time Period 15:00 15:00 15:00 15:15 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:00 17:15 17:30 17:45 17:30 15:15 15:30 15:45 16:00 15:15 15:30 15:45 16:00	EBL		A EBR	WBL B B B B A A A A A A C C C C C C C C C C	WBT	WBR B B B B A A A A A C C C C C C C C C C C	A NBL NBL A A A A A	NBT	NBR	SBL	SBT	SBR	Intersection
Int 54	Driveway 4  Girard & Site	Time Period 15:00 15:00 15:00 15:15 15:15 15:30 15:45 16:30 16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:30 15:15 15:30 15:45 15:30 15:45 16:30 16:45 16:30 15:15 15:30 15:45 16:00 16:15	EBL		A EBR	WBL B B B B A A A A A C C C C C C C C C C C	WBT	WBR B B B B A A A A A C C C C C C C C C C C	A NBL	NBT	NBR	SBL	SBT	SBR	Intersection
	Driveway 4	Time Period 15:00   15:15   15:15   15:30   15:45   16:00   16:15   16:30   16:45   17:00   17:15   17:30   17:45   17:30   17:45   15:50   15:15   15:30   15:45   16:00   15:15   15:30   15:45   16:00   15:45   16:00   16:01   16:01   16:01   16:30   16	EBL		A EBR	WBL B B B B A A A A A A C C C C C C C C C C	WBT	WBR B B B B A A A A A A C C C C C C C C C C	A NBL	- NBT	NBR	SBL	SBT	SBR	Intersection
	Driveway 4  Girard & Site	Time Period 15:00 15:00 15:00 15:15 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 16:00 16:15 16:30 16:45	EBL		A EBR	WBL B B B B A A A A A A C C C C C C C C C C	WBT	WBR B B B B A A A A A A C C C C C C C C C C	A NBL NBL A A A A A A A A A A A A	- NBT	- NBR	SBL	SBT	SBR	Intersection
	Driveway 4  Girard & Site	Time Period 15:00   15:15   15:15   15:30   15:45   16:00   16:15   16:30   16:45   17:00   17:15   17:30   17:45   17:30   17:45   15:50   15:15   15:30   15:45   16:00   15:15   15:30   15:45   16:00   15:45   16:00   16:01   16:01   16:01   16:30   16	EBL		A EBR	WBL B B B B A A A A A A C C C C C C C C C C	WBT	WBR B B B B A A A A A A C C C C C C C C C C	A NBL	- NBT	NBR	SBL	SBT	SBR	Intersection
	Driveway 4  Girard & Site	Time Period 15:00 15:00 15:00 15:15 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 16:00 16:15 16:30 16:45	EBL		A EBR	WBL B B B B A A A A A A C C C C C C C C C C	WBT	WBR B B B B A A A A A A C C C C C C C C C C	A NBL NBL A A A A A A A A A A A A A	- NBT	- NBR	SBL	SBT	SBR	Intersection
	Driveway 4  Girard & Site	Time Period 15:00 15:15 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 16:30 15:45 16:30 16:45 17:30 17:45 17:30 15:45 16:00 15:15 15:30 16:00 16:15 16:30 16:45 17:00 17:15 16:30 16:45 17:00 17:15	EBL		A EBR	BBBBBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	WBT	WBR B B B B B A A A A A C C C C C C C C C C	A NBL	- NBT	NBR	- SBL	SBT	SBR	Intersection
	Driveway 4  Girard & Site	Time Period 15:00 15:00 15:00 15:15 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 15:15 15:30 15:15 16:30 16:45 16:00 16:15 16:35 16:00 16:15 16:35 16:00 17:15 17:30 17:45 17:45 17:30 17:45	EBL		A EBR	BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB	WBT	- WBR B B B B A A A A A A A A A A A A A A A	A NBL	- NBT	- NBR	SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection
	Driveway 4  Girard & Site	Time Period 15:00 15:00 15:00 15:15 15:15 15:30 15:45 16:00 16:15 16:30 17:15 17:15 17:15 17:15 17:15 17:15 15:30 15:45 16:00 16:15 16:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:45	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C	WBT		A NBL	NBT	NBR	- SBL	SBT	SBR	Intersection
	Driveway 4  Girard & Site	Time Period 15:00   15:15   15:15   15:30   15:45   16:00   16:15   16:30   16:45   17:00   17:15   17:30   17:45   16:00   15:15   15:30   15:45   16:00   15:15   16:30   16:45   17:00   17:15   16:30   16:45   17:00   17:15   17:30   17:45   17	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C	WBT		A NBL	- NBT	NBR	- SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection
	Driveway 4  Girard & Site	Time Period 15:00 15:00 15:00 15:00 15:15 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 15:15 15:30 15:15 15:30 15:15 15:30 16:15 16:30 16:45 17:00 16:15 16:30 16:45 17:00 16:15 17:30 17:45 17:45	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C	WBT		A NBL	- NBT	NBR	- SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection
	Driveway 4  Girard & Site	Time Period 15:00 15:00 15:00 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:45 17:30 17:45 15:30 15:45 16:00 16:15 16:30 15:45 16:00 16:15 16:30 16:45 17:00 17:45 17:30 17:45 17:45 17:30 17:45	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C			A NBL	NBT	NBR	- SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection
	Driveway 4  Girard & Site	Time Period 15:00   15:15   15:35   15:45   16:00   16:15   16:30   16:45   17:30   17:45   17:30   15:15   16:30   15:15   16:30   15:15   15:30   15:45   16:00   16:15   16:30   16:45   17:30   17:45   16:00   16:15   17:35   17	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C			A NBL	- NBT	NBR	- SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection
	Driveway 4  Girard & Site	Time Period 15:00 15:00 15:00 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:45 17:30 17:45 15:30 15:45 16:00 16:15 16:30 15:45 16:00 16:15 16:30 16:45 17:00 17:45 17:30 17:45 17:45 17:30 17:45	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C			A NBL	NBT	NBR	- SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection
	Driveway 4  Girard & Site  Driveway 5	Time Period 15:00   15:15   15:35   15:45   16:00   16:15   16:30   16:45   17:30   17:45   17:30   15:15   16:30   15:15   16:30   15:15   15:30   15:45   16:00   16:15   16:30   16:45   17:30   17:45   16:00   16:15   17:35   17	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C			A NBL	- NBT	NBR	- SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection
	Driveway 4  Girard & Site Driveway 5	Time Period 15:00   15:00   15:00   15:00   15:15   15:30   15:45   16:00   16:15   16:30   16:45   17:00   17:15   17:30   17:45   17:30   15:45   16:00   15:15   15:30   16:45   17:30   17:45   17	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C	- WBT		A NBL	- NBT	NBR	- SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection
Int 55	Driveway 4  Girard & Site Driveway 5	Time Period 15:00   15:15   15:35   15:45   16:00   16:15   16:30   16:45   17:30   17:45   17:30   17:45   16:00   15:15   15:30   15:45   16:00   16:15   15:30   17:45   17:30   17:45   17:30   17:45   17:30   17:45   16:00   16:15   17:30   17:45   17:45   17	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C	- WBT		A NBL	- NBT	NBR	- SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  A  A  A
Int 55	Driveway 4  Girard & Site Driveway 5	Time Period 15:00   15:15   15:30   15:45   16:00   16:15   16:30   17:45   17:30   17:45   17:30   17:45   16:00   15:15   15:30   15:45   16:00   15:15   15:30   16:45   17:30   17:45   16:30   16:45   17:30   17:45   17:45   17:45   17:45   17:45   17:45   17:45   17:45   17:45   17:45   17:45   17:45   17:45   17:45   17:45   17	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C	- WBT		A NBL	- NBT	NBR	- SBL		SBR	Intersection  Intersection
Int 55	Driveway 4  Girard & Site Driveway 5	Time Period 15:00 15:00 15:00 15:00 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:45 17:45	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C	- WBT		A NBL		NBR	- SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  A  A  A  A
Int 55	Driveway 4  Girard & Site Driveway 5	Time Period 15:00   15:15   15:35   15:45   16:00   16:15   16:30   16:45   17:30   17:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   15:45   16:30   16:45   17:45   16:30   16:45   16:30   16:45   16:30   16:45   16:30   16:45   16:30   16:45   16:30   16:45   16:30   16:45   16:30   16:45   16:30   16:45   16:30   16:45   16:30   16:15   16:30   16:45   17:00   16:15   16:30   16:45   17:00   16:15   16:30   16:45   17:00   16:15   17:00   16:15   17:00   16:15   17:00   17	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C	- WBT		A NBL	- NBT	NBR	- SBL		SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  A  A  A  A
Int 55	Driveway 4  Girard & Site Driveway 5	Time Period 15:00 15:00 15:00 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 15:30 17:45 17:30 17:45 17:30 17:45 16:30 16:45 17:00 15:15 15:30 16:45 17:00 15:15 15:30 16:45 17:00 15:15 15:30 16:45 17:00 16:15 16:30 16:45 17:00 15:15 17:30 17:45 17:45 17:30 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C	- WBT		A NBL	- NBT	NBR	- SBL		SBR	Intersection
Int 55	Driveway 4  Girard & Site Driveway 5	Time Period 15:00   15:15   15:30   15:45   16:00   16:15   16:30   17:45   17:45   17	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C			A NBL	- NBT	NBR	- SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  A  A  A  A  A  A
Int 55	Driveway 4  Girard & Site Driveway 5	Time Period 15:00 15:00 15:00 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 15:30 17:45 17:30 17:45 17:30 17:45 16:30 16:45 17:00 15:15 15:30 16:45 17:00 15:15 15:30 16:45 17:00 15:15 15:30 16:45 17:00 16:15 16:30 16:45 17:00 15:15 17:30 17:45 17:45 17:30 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45 17:45	EBL		A EBR	WBL  B B B B A A A A A A C C C C C C C C C	- WBT		A NBL	- NBT	NBR	- SBL		SBR	Intersection



Table 16: 2030 Build Intersection LOS Analysis Summary, AM Peak Hour

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00 5:15	-	B B	C C	D E	A A	-	-	-	-	D D	D D	C	D D
		5:30	-	С	C	E	В	-	-	-	-	С	С	С	С
		5:45	-	С	В	Е	С	-	-	-	-	С	С	В	С
	Gibson &	6:00	-	С	С	Е	В	-	-	-	-	D	D	С	С
Int 1	Interchange (SB)	6:15	-	С	В	Е	С	-	-	-	-	С	С	В	С
		6:30	-	F	A	F	С	-	-	-	-	D	D	A	E
		6:45 7:00	-	F	B B	F F	C C	-	-	-	-	F F	F F	B B	F
		7:15	-	F	A	F	D	-	-	-	-	F	Е	A	Е
		7:30	1	F	Α	F	С	-	-	-	-	D	D	Α	Е
		7:45	-	E	Α	E	С	-	-	-	-	D	D	Α	D
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00 5:15	D D	A A	-	-	A B	A B	D D	D D	E	-	-	-	B B
		5:30	D	В	-	-	С	С	С	С	D	-	-	-	C
		5:45	D	В	-	-	В	В	С	С	D	-	-	-	С
	Gibson &	6:00	E	Α	-	-	Α	Α	D	D	E	-	-	-	В
Int 2	Interchange (NB)	6:15	D	В	-	-	В	В	D	D	D	-	-	-	В
		6:30 6:45	E E	F	-	-	B B	B C	D D	D D	F	-	-	-	E F
		7:00	D	F	-	-	С	D	С	С	F	-	-	-	F
		7:15	E	F	-	-	В	С	C	С	F	-	-	-	F
		7:30	E	F	-	-	С	E	С	С	F	-	-	-	E
		7:45	F	С	-	-	С	F	С	С	F	-	-	-	E
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00 5:15	A A	A A	A A	A A	A A	A A	D D	D D	-	E E	A A	-	
		5:15	A	A	A	A	A	A	D	D	-	E	D	-	
		5:45	Α	A	A	Α	Α	Α	D	D	-	Е	D	-	В
	Gibson & University	6:00	Α	Α	Α	Α	Α	Α	D	D	-	Е	D	-	Α
Int 3		6:15	A	A	A	A	A	A	D	D	-	E	D	-	В
		6:30 6:45	A B	C F	A A	C	B B	A B	D D	D C	-	D D	D D		
		7:00	A	F	A	D	В	A	D	D	-	D	D	-	
		7:15	Α	F	Α	D	В	В	D	D	-	D	D	-	D
		7:30	В	D	A	С	В	В	С	С	-	D	D	-	С
		7:45	В	C	В	C	В	В	С	С	-	D	С	-	
		Time Period 5:00	EBL A	EBT A	EBR A	WBL A	WBT A	WBR A	NBL D	NBT D	NBR D	SBL D	SBT D		
		5:15	A	A	A	A	A	A	D	D	D	D	D		
		5:30	А	В	Α	Α	Α	Α	D	D	D	D	D	D	В
		5:45	Α	В	Α	В	Α	Α	D	D	D	D	D	D	В
	Gibson & Yale	6:00	A	В	A	Α	В	A	D	D	С	D	D	D	В
Int 4		6:15 6:30	A A	B C	A B	B C	B B	A A	D D	D D	C C	D D	D D	- E - E - B - A - A - A - B - B - C - E - C - E - D - C - C - SBR Intersecti D B D B D B D B D B D D B D C D D C C C C	
		6:45	A	F	В	С	В	A	D	D	С	D	D		
		7:00	Α	F	В	С	В	Α	D	D	С	D	D		
		7:15	Α	F	В	D	В	Α	D	D	С	D	D		
		7:30 7:45	A A	D C	В	C C	B B	A A	D D	D D	C C	D	D F		
		Time Period	EBL	EBT	A EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT		Intersection
		5:00	Α	В	В	В	Α	Α	Α	Α	С	D	D		
		5:15	Α	В	В	В	Α	Α	D	Α	С	D	D	D	В
		5:30	A	В	В	D	A	A	D	Α	С	D	D	D	С
		5:45	A A	C	В	E A	A A	A A	D D	D D	C D	D D	D D	D D	В
Int 5	Gibson & Girard	6:00 6:15	A	A	A A	В	A	A	D	D	D	D	D	D	В
		6:30	A	В	A	D	A	A	D	D	D	D	D	D	В
		6:45	Α	В	Α	E	Α	Α	D	D	D	D	D	D	В
		7:00	A	С	A	F	A	A	D	D	D	D	D	D	С
		7:15 7:30	A A	C	A A	E E	A A	A	D D	D D	D D	D D	D D	D D	C C
		7:45	A	В	A	D	A	A	D	D	D	D	D	D	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	Α	А	Α	А	Α	А	Α	Α	D	D	E	В
		5:15	A	A	A	A	A	A	A	Α	A	D	D	E	В
		5:30	A	A	A	A	A	A	A	A	A	D	D	D	В
		5:45	A	Α	A	A	Α	A	A	С	D	D	E E	D	B
Int 6	Gibson & Carlisle	6:00 6:15	B B	A B	A	A	A A	A	D D	C	D D	D D	E	D D	B B
		6:30	В	В	A	В	A	A	D	В	D	D	E	D	В
		6:45	В	С	Α	С	В	Α	D	D	D	D	E	D	В
		7:00	С	С	A	D	В	A	D	D	D	D	E	D	С
		7:15	B C	C C	A	D	В	A	D D	D	D D	D D	E	D D	C C
		7:30 7:45	В	В	A A	C C	B B	A A	D	D D	D	D	E E	D	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	Α	Α	Α	Α	Α	D	E	Е	D	E	E	Α
		5:15	A	A	A	A	A	A	D	E	E	D	E	E	A
		5:30 5:45	A A	A A	A A	A A	A A	A A	D D	E E	E E	D D	E E	E E	A A
		6:00	A	A	A	A	A	A	D	E	E	D	E	E	A
1	Gibson & Maxwell	6:15	Α	Α	Α	Α	Α	Α	D	E	E	D	E	Е	Α
Int 7		6:30	Α	Α	A	A	A	A	D	E	E	D	E	E	Α
Int 7						Α	Α	Α	D	E	E	D	E	E	Α
Int 7		6:45	A	A R	Α Δ										
Int 7		6:45 7:00	Α	В	Α	D	Α	Α	D	E	E	D	E	E	В
Int 7		6:45													



Table 16. 2030 Build Intersection LOS Analysis Summary, AM Peak Period (Continued)

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	A	A	A	A	A	A	E	E	E	E	E	E	A
		5:15	A A	A A	A A	A A	A A	A A	E E	E E	E E	E E	E E	E E	A A
		5:30 5:45	A	A	A	A	A	A	E	E	E	E	E	E	A
		6:00	A	A	A	A	A	A	E	E	E	F	F	F	A
Int 8	Gibson & Quincy	6:15	A	A	A	A	A	A	E	E	E	Е	Е	Е	A
		6:30	Α	Α	Α	Α	Α	Α	Е	Е	Е	F	F	F	Α
		6:45	Α	Α	Α	Α	Α	Α	E	E	E	Α	Α	Α	Α
		7:00	Α	Α	Α	С	Α	Α	E	E	E	F	F	F	Α
		7:15	Α	Α	Α	С	Α	Α	E	E	E	F	F	F	Α
		7:30	Α	Α	Α	С	Α	Α	Е	E	E	E	E	E	Α
		7:45	Α	Α	Α	В	Α	Α	E	E	E	E	E	E	Α
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	A A	A A	A	A A	A A	A A	E	E E	D D	E	E E	E	Α
		5:15 5:30	A	A	A A	A	A	A	E	E	D	E	E		
		5:45	A	A	A	A	A	A	E	E	D	E	E		
		6:00	A	A	A	A	A	A	E	E	D	E	E		
Int 9	Gibson & Truman	6:15	Α	Α	Α	Α	Α	Α	D	D	D	D	D	D	Α
		6:30	Α	Α	Α	С	Α	Α	D	D	D	E	E	Е	Α
		6:45	В	В	В	D	Α	Α	D	D	С	E	E	E	В
		7:00	В	В	В	D	Α	Α	D	D	С	D	D	D	В
		7:15	E	D	D	D	В	В	D	D	В	D	D	D	
		7:30	В	С	С	D	Α	Α	D	D	С	D	D		
		7:45	С	С	С	D	В	В	E	E	В	D	D	D	
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT		Intersection
		5:00	В	В	В	В	С	С	E	E	E	E	E		
		5:15	В	B C	B C	B B	C	C	E E	E E	E E	E E	E E		
		5:30 5:45	B B	C	C	В	C	C	E	E	E	E	E		
		6:00	В	В	В	В	C	C	E	E	E	E	E		
Int 10	Gibson & San Mateo	6:15	В	С	С	В	C	C	E	E	E	E	E		
		6:30	С	С	C	В	С	C	E	E	E	E	E	C	C
		6:45	С	С	С	С	С	С	E	E	E	E	E	С	С
		7:00	С	С	С	С	D	D	Е	Е	E	Е	Е	С	D
		7:15	D	D	D	С	D	D	E	E	E	D	E	С	D
		7:30	С	С	С	С	D	D	E	E	E	E	E	С	D
		7:45	F	D	D	С	E	E	E	E	E	E	E	С	E
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT		Intersection
		5:00	-	-	-	D	-	С	-	Α	Α	Α	Α		
		5:15	-	-	-	D	-	С	-	Α	Α	Α	Α		
		5:30	-	-	-	D	-	С	-	A	A	A	A	-	
		5:45	-	-	-	D D	-	С	-	A	A	A A	A	E	
Int 11	Sunport & 2nd St	6:00 6:15	-	-	-	D	-	C	-	A A	A A	A	A A		
IIIL 11	Sumport & Zhu St	6:30	-	-	-	D	-	С	-	В	A	A	A		
		6:45		-	-	D	-	С		В	A	A	A	_	
		7:00	-	-	-	D	-	C	-	В	A	A	A	-	
		7:15	-	-	-	D	-	С	-	В	Α	Α	Α		
		7:30	-	-	-	D	-	С	-	В	Α	Α	Α	-	В
		7:45		-	-	D	÷	С	,	В	Α	Α	Α	-	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	С	D	D	С	С	С	Α	Α	Α	Α	Α		
		5:15	С	D	D	С	С	С	Α	Α	Α	Α	Α		
		5:30	С	D	D	С	С	С	A	Α	A	Α	A	Α	
		5:45	С	D	D	С	D	С				Α			B
Int 12	Sunport & Broadway	6:00	C						A	A	A		A		
Int 12				D D	D D	С	D D	С	Α	Α	Α	Α	Α	Α	В
		6:15 6:30	С	D	D	С	D	C C	A A	A A	A A	A A	A A	A A	B B
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		6:30	C C	D D D	D D D	C C	C C	C C C	A A A	A A B	A A B B	A A A	A A B	A A B	B B B
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Int 13	Sunport & Interchange (SB)	6:30 6:45 7:00 7:15 7:30 7:45 Time Period 5:00 5:15 5:30 5:45 6:00 6:15	C	D D D D D D D EBT A A A A A	D D D D D D EBR A A A A	C C C C C C WBL A A A A	D C C D D D WBT A A A A A	C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A	A B B B B B NBT	A B B B B B B NBR	A A A A A A A SBL C C C C C C	A B B B B B C C C C C C C C	A B B A A A A SBR C C C C C C	B B B B B B B Intersection C C C C C
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Int 13	Interchange (SB)	6:30 6:45 7:00 7:15 7:30 7:45 S:00 5:15 5:30 6:45 6:30 6:15 6:30 6:15 7:30 7:45 6:30 6:45 7:00 7:15 7:30 7:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45 6:30 6:45	C C C C C C C C C C C C C C C C C C C	D D D D D D D EBI A A A A B B B B B EBI A A A A A A A A A A A A A A A A A A A	D D D D D D EBR A A A A A A C C C C C C C C C C C C C	C C C C C C C WBL A A A A A A A C C C C C C C C C C C C	D C C C D D D WBT A A A A A A A A A A A A A A A A A A A	C C C C C C C C C C C C C C C C C C C	A A A A A A A NBL	A A A B B B B B B B B B B B B B B B B B	A A A B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B B SBT C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B Intersection C C C C C B B Intersection C C C C C C C C C C C C C C C C C C C
	Interchange (SB)  Sunport &	6:30 6:45 7:30 7:15 7:30 7:45 5:10 5:15 5:30 6:15 6:30 6:15 6:30 7:15 5:30 6:45 7:00 6:15 6:30 7:15 5:30 7:45 6:00 6:15 6:30	C C C C C C C C C C C C C C C C C C C	D D D D D D D D D D D D D D D D D D D	D D D D D D EBR A A A A A A C C C C C C C C C C C C C	C C C C C C C C C C C C C C C C C C C	D C C C D D D D D D D D D D D D D D D D	C C C C C C C C C C WBR	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B B B B B B B B B B B	A A A B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	A A B B B B B B B B SBT C C C C C C C C C C C C C C C C C C C	A A B B A A A A A SBR C C C C C C C C C C C C C C C C C C C	B B B B B B B B B Intersection C C C C C B B B B Intersection A A A A
	Interchange (SB)  Sunport &	6:30 6:45 7:30 7:15 7:30 7:45 5:00 6:15 5:30 6:15 6:30 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45	C C C C C C C C C C C C C C C C C C C	D D D D D D D EBT A A A A B B B B EBT A A A A A A A A A A A A A A A A A A A	D D D D D D EBR A A A A A A C C C C C C C C C C C C C	C C C C C C C WBL A A A A A A A C C C C C C C C C C C C	D C C C D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A B B B B B B B B B B B B B B B B B B	A A A B B B B B B B NBR D D D D D D D D D D	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B B SBT C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B Intersection C C C C C C C C A B B B B B B B A A A A
	Interchange (SB)  Sunport &	6:30 6:45 7:30 7:15 7:30 7:45 5:10 5:15 5:30 6:15 6:30 6:15 6:30 7:15 5:30 6:45 7:00 6:15 6:30 7:15 5:30 7:45 6:00 6:15 6:30	C C C C C C C C C C C C C C C C C C C	D D D D D D D D EBI A A A A B B B B B EBI A A A A A A A A A A A A A A A A A A A	D D D D D D D EBR A A A A A A C C C C C C C C C C C C C	C C C C C C C C A A A A A A A A A A A A	D C C C D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	A A A A A A NBL	A A A B B B B B B B B B B B B B B B B B	A A A B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B B B B B B B B B B B	A A B B A A A A SBR C C C C C C C C C C C C C C C C C C C	B B B B B B B B B B B B B B B B B B B
	Interchange (SB)  Sunport &	6:30 6:45 7:30 7:45 7:30 7:45 5:00 6:15 6:30 6:15 7:30 6:45 7:00 7:45 7:00 6:15 7:30 6:45 7:00 7:45 7:30 7:45 7:45 7:45 7:45 7:45 7:45 7:45 7:45	C C C C C C C C C C C C C C C C C C C	D D D D D D D EBT A A A A B B B B EBT A A A A A A A A A A A A A A A A A A A	D D D D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	D C C C D D D D D D D D D D D D D D D D	C C C C C C C C C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	A A A B B B B B B B B B B B B B B B B B	A A A B B B B B B NBR D D D D D D D D D D	A A A A A A A A A A A A A A A A A A A	A A B B B B B B S S B C C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B Intersection C C C C C C C C A B B B B B B B A A A A



Table 16. 2030 Build Intersection LOS Analysis Summary, AM Peak Period (Continued)

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	С	-	С	- 1150	-	-	В	Α	-	-	A	A	-
		5:15	С	-	С	-	-	-	В	Α	-	-	Α	Α	-
		5:30	С	-	С	-	-	-	В	A	-	-	A	A	-
		5:45 6:00	D B		C A	-	-	-	B A	A	-	-	A	A	-
Int 50	Girard & Miles	6:15	В	-	A	-	-	-	A	A	-	-	A	A	-
		6:30	В	-	Α	-	-	-	А	Α	-	-	Α	Α	-
		6:45	В	-	Α	-	-	-	A	Α	-	-	Α	Α	-
		7:00	В	-	A	-	-	-	A	A	-	-	A	A	-
		7:15 7:30	B B	-	A A	-	-	-	A A	A A	-	-	A A	A A	-
		7:45	В	-	В	-	-	-	A	A	-	-	A	A	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	-	-	В	-	-	-	-	В	-	-	-	-
		5:15	-	-	-	В	-	-	-	-	В	-	-	-	-
		5:30 5:45	-	-	-	C C	-	-	-	-	B C	-	-	-	-
		6:00	-	-	-	С	-	-	-	-	С	-	-	-	-
Int 51	Gibson & Site Driveway 1	6:15	-	-	-	D	-	-	-	-	С	-	-	-	-
	Dilveway 1	6:30	-	-	-	F	-	-	-	-	E	-	-	-	-
		6:45	-	-	-	F	-	-	-	-	F	-	-	-	-
		7:00 7:15	-	-	-	F	-	-	-	-	F	-	-	-	-
		7:30	-	-	-	F	-	-	-	-	E	-	-	-	-
		7:45	-	-	-	F	-	-	-	-	D	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	-	-	С	-	A	-	-	-	-	-	-	-
		5:15 5:30	-	-	-	C	-	A A	-	-	-	-	-	-	-
		5:45	-	-	-	D	-	A	-	-	-	-	-	-	-
	Cirord 9 City	6:00	-	-	-	В	-	A	-	-	-	-	-	-	-
Int 52	Girard & Site Driveway 2	6:15	-	-	-	В	-	Α	-	-	-	-	-	-	-
	Direway 2	6:30	-	-	-	В	-	A	-	-	-	-	-	-	-
		6:45 7:00	-	-	-	B B	-	A A	-	-	-	-	-	-	-
		7:15	-	-		В	-	A	-	-	-	-	-	-	-
		7:30	-	-	-	В	-	A	-	-	-	-	-	-	-
		7:45	-	-	-	В	-	Α	-	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00 5:15	B B	-	B B	-	-	-	B B	-	-	-	-	-	-
		5:30	В	-	В	-	-	-	В	-	-	-	-	-	-
		5:45	В	-	В	-	-	-	В	-	-	-	-	-	-
	Girard & Site	6:00	В	-	Α	-	-	-	Α	-	-	-	-	-	-
Int 53	Driveway 3	6:15	В	-	A	-	-	-	A	-	-	-	-	-	-
		6:30 6:45	B B	-	A A	-	-	-	A A	-	-	-	-	-	-
		7:00	В	-	A	-	-	-	A	-	-	-	-	-	-
		7:15	В	-	A	-	-	-	A	-	-	-	-	-	-
		7:30	В	-	Α	-	-	-	A	-	-	-	-	-	-
		7:45	В	-	Α	-	-	-	Α	-	-	-	-	-	-
		Time Period 5:00	EBL -	EBT -	EBR -	WBL B	WBT -	WBR A	NBL -	NBT -	NBR -	SBL -	SBT -	SBR -	Intersection
		5:15	-	-	-	В	-	A	-	-	-	-	-	-	-
		5:30	-	-	-	В	-	Α	-	-	-	-	-	-	-
		5:45	-	-	-	В	-	Α	-	-	-	-	-	-	-
Int 54	Girard & Site	6:00	-	-	-	A A	-	A A	-	-	-	-	-	-	-
1111 34	Driveway 4	6:15 6:30	-	-	-	A	-	A		-	-	-	-	-	-
		6:45	-	-	-	Α	-	Α	-	-	-	-	-	-	-
		7:00	-	=	-	Α	-	Α	-	-	-	-	-	-	-
		7:15	-	-	-	A	-	A	-	-	-	-	-	-	-
		7:30 7:45	-	-	-	A A	-	A A	-	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	-	Α	-	-	-	Α	-	-	-	-	-	-
		5:15	Α	-	Α	-	-	-	A	-	-	-	-	-	-
		5:30 5:45	A A	-	A A	-	-	-	A A	-	-	-	-	-	-
		5:45 6:00	A	-	A	-	-	-	A	-	-	-	-	-	-
Int 55	Girard & Site	6:15	A		A	-	-	-	A	-	-	-	-	-	-
	Driveway 5	6:30	Α	-	Α	-	-	-	Α	-	-	-	-	-	-
		6:45	A	-	A	-	-	-	A	-	-	-	-	-	-
		7:00 7:15	A A	-	A A	-	-	-	A A	-	-	-	-	-	-
		7:15	A	-	A	-	-	-	A	-	-	-	-	-	-
		7:45	A	-	A	-	-	-	A	-	-	-	-	-	-
		Time Period		Eastbound			Westboun	d		Northboun			outhboun	d	Intersection
		5:00		Α			Α			Α			Α		Α
		5:15		Α			Α .			Α			Α		A
		5:30 5:45		A A			A A			A A			A A		A
		6:00		A			A			A			A		A
Int 56	Alamo / Site Parking	6:15		Ā			A			Ā			Ā		A
	& Columbia	6:30		Α			Α			Α			Α		Α
		6:45		Α			Α			A			Α		A
		7:00		A			A			Α			Α		A
		7:15 7:30		A A			A A			A A			A A		A A
1		7:45		A			A			A			A		A



Table 17: 2030 Build Intersection LOS Analysis Summary, PM Peak Hour

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	EDL -	C	С	D	В	- VV DR	NDL -	-	NDK -	D	D	C	D
		15:15	-	С	D	F	Α	-	-	-	-	D	D	D	F
		15:30	-	С	D	D	В	-	-	-	-	D	D	D	D
		15:45 16:00	-	C	C D	D D	B A	-	-	-	-	D D	D D	C D	D D
Int 1	Gibson &	16:15	-	С	D	D	В	-	-	-	-	D	D	D	D
	Interchange (SB)	16:30	-	С	D	D	Α	-	-	-	-	D	D	D	D
		16:45	-	С	С	D	В	-	-	-	-	D	D	С	D
		17:00 17:15	-	C	D D	D D	A B	-	-	-	-	D D			D D
		17:30	-	C	D	D	A	-	-	-	-	D	D	D	С
		17:45	-	С	D	D	В	-	-	-	-	D	D	D	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00 15:15	F F	A A	-	-	B B	F	D D	D D	F	-	_	_	F
		15:30	F	A	-	-	В	F	D	D	F	-	-		F
		15:45	F	Α	-	-	А	F	D	D	F	-	-	-	F
	Gibson &	16:00	F	A	-	-	Α	F	D	D	F	-	-	-	F
Int 2	Interchange (NB)	16:15 16:30	F F	A A	-	-	A B	F F	D D	D D	F F	-	-		F F
		16:45	F	A	-	-	В	F	D	D	F	-	-	-	F
		17:00	F	Α	-	=	Α	F	D	D	F	-	-	-	F
		17:15	F	A	-	-	В	F	D	D	F	-	-	-	F
		17:30 17:45	F E	A B	-	-	B C	F D	D C	D C	F E	-	-	-	E D
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	D	В	В	Α	С	В	D	D	-	E	D	-	С
		15:15	D	В	В	A	С	В	D	D	-	E	D	-	С
		15:30 15:45	D D	B B	В	B	F	B	D D	D D	-	E E		-	E D
		16:00	D	В	A A	A A	С	B B	D	D	-	E	D	-	C
Int 3	Gibson & University	16:15	D	В	A	Α	D	В	D	D	-	E	D		С
		16:30	D	В	Α	Α	D	В	D	D	-	Е	D	-	С
		16:45	D	B B	A B	В	F	В	D C	D	-	E E			D D
		17:00 17:15	D D	В	В	B B	F	B B	D	C C	-	E			D
		17:30	С	В	A	A	С	В	D	D	-	E	D	-	С
		17:45	С	В	Α	Α	В	В	D	D	-	E	D	-	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL			Intersection
		15:00 15:15	D C	C	B B	B B	C	B A	D D	D D	C	C C			C C
		15:30	D	С	В	В	F	В	D	D	С	С	D	D	D
		15:45	D	С	В	С	F	В	D	D	С	С	D	D	Е
	611 0 11 1	16:00	D	C	В	В	С	A	D	D	С	D		D C D D D D D D D D D D D D D D D D D D	С
Int 4	Gibson & Yale	16:15 16:30	D D	C	A B	B B	C D	A A	D D	D D	D C	D D			C C
		16:45	D	C	В	В	D	A	D	D	C	D			D
		17:00	D	С	В	В	С	Α	D	D	С	D			С
		17:15	D	С	В	В	F	В	D	D	С	D			D
		17:30 17:45	C B	C B	B A	B A	C B	A A	D D	D D	D C	D D			C C
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL			Intersection
		15:00	В	С	Α	В	В	Α	D	D	D	D		D	С
		15:15	В	С	A	В	В	A	D	D	D	D			С
		15:30 15:45	C D	B B	A A	B B	B B	A A	D D	D D	D D	D D			C C
		16:00	D	A	A	В	В	A	D	D	E	D			В
Int 5	Gibson & Girard	16:15	D	Α	Α	В	В	A	D	D	E	D			В
		16:30	D	A	Α	В	В	A	D	D	E E	D			В
		16:45 17:00	D C	A A	A A	B A	B B	A A	D D	D D	E	D D			B B
		17:15	D	A	A	В	В	A	D	D	E	D			В
		17:30	С	A	Α	A	В	A	D	D	E	D			В
		17:45 Time Period	A EBL	B EBT	A EBR	A WBL	A WBT	A WBR	D NBL	D NBT	D NBR	D SBL			B Intersection
		15:00	F	В	A	A	В	A	E	D	D	D			C
		15:15	F	В	A	Α	В	A	D	D	D	D			C
		15:30	F	В	Α	A	С	A	F	D	D	D			D
						Α	С	A	D	D D	D D	D D			D D
		15:45	F D	B	Α Δ										
Int 6	Gibson & Carlisle	15:45 16:00	F D E	В	Α	Α	C F	A A	F F						
Int 6	Gibson & Carlisle	15:45	D					A A	F F	D D	D D	D D	D	D	D D
Int 6	Gibson & Carlisle	15:45 16:00 16:15 16:30 16:45	D E E	B B B	A A A	A B A	C C	A A A	F F	D D D	D D D	D D D	D E E	D D D	D D D
Int 6	Gibson & Carlisle	15:45 16:00 16:15 16:30 16:45 17:00	D E E F	B B B B	A A A A	A B A A	C C	A A A	F F D	D D D	D D D D	D D D	D E E	D D D	D D D C
Int 6	Gibson & Carlisle	15:45 16:00 16:15 16:30 16:45 17:00 17:15	D E E E F	B B B B	A A A A	A B A A A	C C C	A A A A	F F D	D D D D	D D D D	D D D D	D E E E	D D D D D	D D C C
Int 6	Gibson & Carlisle	15:45 16:00 16:15 16:30 16:45 17:00	D E E F	B B B B	A A A A	A B A A	C C	A A A	F F D	D D D	D D D D	D D D	D E E	D D D	D D D
Int 6	Gibson & Carlisle	15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period	D E E E F E C EBL	B B B B B A A EBT	A A A A A A A EBR	A B A A A A A WBL	C C C B B WBT	A A A A A WBR	F F D E D NBL	D D D D D E E NBT	D D D D D D NBR	D D D D D D SBL	D E E E E E SBT	D D D D D D SBR	D D C C B B Intersection
Int 6	Gibson & Carlisle	15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00	D E E F E C EBL A	B B B B A A EBT	A A A A A A A A A A A A A A A A A A A	A B A A A A A WBL	C C C B B WBT A	A A A A A A WBR A	F F D E D NBL E	D D D D C E E NBT E	D D D D D D NBR E	D D D D D D SBL	D E E E E E SBT E	D D D D D D SBR E	D D C C C B B Intersection B
Int 6	Gibson & Carlisle	15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15	E E F E C C EBL A A	B B B B A A EBT	A A A A A A A A A A A A A A A A A A A	A B A A A A A WBL E E	C C C B B WBT A	A A A A A A A A A A A A A A A A A A A	F F D E D NBL E	D D D D E E E NBT E	D D D D D NBR E	D D D D D SBL D D	D E E E E E SBT E E	D D D D D SBR E	D D C C C B B Intersection B
Int 6	Gibson & Carlisle	15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00	D E E F E C EBL A	B B B B A A EBT	A A A A A A A A A A A A A A A A A A A	A B A A A A A WBL	C C C B B WBT A	A A A A A A WBR A	F F D E D NBL E	D D D D C E E NBT E	D D D D D D NBR E	D D D D D D SBL	D E E E E E SBT E	D D D D D D SBR E	D D C C B B Intersection B
		15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45	D E E F E C C EBL A A A B A	B B B B B A A A A B B	A A A A A A A A A A A A A A A A A A A	A B A A A A A WBL E E E E	C C C B B WBT A A B B B	A A A A A A A A A B B	F F D E D NBL E E E E	D D D D E E E NBT E E E E	D D D D D D D NBR E E E E	D D D D D D D D D D D D D D D D D D D	D	D D D D D D SBR E E E E E E E	D D D C C B B B Intersection B B B B B B B
Int 6		15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15	D E E F E C C EBL A A B B	B B B B B B A A EBT A A B B B B	A A A A A A A A A A A A A A A A A A A	A B A A A A A WBL E E E E E	C C C B B B WBT A A B B B B	A A A A A A WBR A A B B B	F F D E D NBL E E E E E	D D D D D E E E E E E	D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	D	D D D D D D D D D D D D D D D D D D D	D D D C C B B Intersection B B B B B B B B
		15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 15:00 15:01 15:15 15:30 15:45 16:00 16:15 16:30	D E E E F E C C EBL A A A B B	B B B B B A A EBT A A B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	A B A A A A A A A B E E E E E E E E E E	C C C B B WBT A A A B B B B B B	A A A A A WBR A A B B B B	F F D E D NBL E E E E E	D D D D D E E E NBT E E E E E E	D D D D D D NBR E E E E E	D D D D D D D D D D D D D D D D D D D	D	D D D D D D SBR E E E E E E E E E E E E E	D D C C C B B B Intersection B B B B B B B B B B B B B B B B B B B
		15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 16:45	D E E E F E C C EBL A A B B C	B B B B B B A A EBT A A B B B B	A A A A A A A A A A A A A A A A A A A	A B A A A A A WBL E E E E E	C C C B B B WBT A A B B B B B B B B	A A A A A A A A A B B B B B	F F D E D NBL E E E E E	D D D D D E E E E E E	D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	D	D D D D D D D D D D D D D D D D D D D	D D C C B B Intersection B B B B B B B
		15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 15:00 15:01 15:15 15:30 15:45 16:00 16:15 16:30	D E E E F E C C EBL A A A B B	B B B B B B A A A EBT A A B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	A B A A A A WBL E E E E E E E E E E	C C C B B WBT A A A B B B B B B	A A A A A A A B B B B B B B B B B B B B	F F D E D D NBL E E E E E E	D D D D E E E E NBT E E E E E E	D D D D D D NBR E E E E E E	D D D D D D D D D D D D D D D D D D D	D E E E E E E E E E E E E E E E E E E E	D D D D D D D D D D D D D D D D D D D	D D C C B B B Intersection B B B B B B B B B B B B B B B B B B B
		15:45 16:00 16:15 16:30 16:45 17:15 17:30 17:45 117:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45	D E E F F E C C EBL A A B B C B B C B	B B B B B B A A A B B B B B B B B B B B	A A A A A A A A A A A A A A A	A B A A A A B B A A B A A B B B B B B B	F C C C C B B B WBT A A B B B B B B B B B B B B B B B B B	A A A A A A B B B B B B B	F F D D D NBL E E E E E E E E E	D D D D E E E NBT E E E E E E E E E E E E E E E E E E E	D D D D D D D D D D D D D D D D D D D	D D D D D D D D D D D D D D D D D D D	D E E E E E E E E E E E E E E E E E E E	D D D D D D D D D D D D D D D D D D D	D D C C C B B intersection B B B B B B B B B B B B B B B B B B B



Table 17. 2030 Build Intersection LOS Analysis Summary, PM Peak Period (Continued)

1500   A A A A A A B E D D D E E E E			Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
15-50   A			15:00	Α	Α	Α	Α	Α	Α	E	D	D	Е	E	E	В
Int 8															F	В
Mart															F F	B B
March   Marc															F	В
1645   8   8   A   A   8   8   8   E   D   D   T   T   T   T   T   T   T   T	Int 8	Gibson & Quincy											F	F	F	В
1700   A   B   A   A   B   B   E   D   D   T   T			16:30	В	В	Α		В			D	D	Е	E	E	В
1715   A															F	В
17-20															F F	В
1745   A															F	B B
Miles															A	В
1513   C															SBR	Intersection
153.30   C   C   C   C   C   C   C   C   C			15:00				С					С			С	F
Int 9															С	F
1819   Colson & Truman   1500   C   C   B   C   C   J   C   D   D   D   D   D   D   D   D   D															C E	F E
1819															D	E F
16-30   F	Int 9	Gibson & Truman													D	F
17:00   E   C   C   B   C   C   F   F   C   C   C   C   C				F						F	F		С	С	С	F
17:15   E			16:45		С	С				F					D	F
17-30   E   C   C   C   C   C   C   C   C   C											F				С	F
1745															E	E F
Int 10   Cibson & San Mateo															C D	D D
15:00	_														SBR	Intersection
15:15				F		С		С	С	E	E	E			С	D
15.45					С			С							С	E
Int 10   Gibson & San Mateo   Int 10   Gibson & Gibson															С	E
Int 10   Gibson & San Mateo   16:15   F   C   C   B   D   D   E   D   D   D   D   D   D   D															С	E
16:30	nt 10	Gibson & San Matoo													D D	E E
16:45	111 10	GIBSOIT & Sall Iviated													D	E
17:00   F															С	D
17:30			17:00		В	В	В	С	С				D	D	С	D
17.45															С	D
															С	D
15:00	_														C SBR	C Intersection
15:15															- JBK	В
Int 11   Sunport & 2nd St   15:30								-		-					-	В
16:00				-	-	-		-		-					-	В
Int 11 Sunport & 2nd St															-	В
16:30															-	В
16:45	nt 11	Sunport & 2nd St										1			-	В
17:00															-	B B
17:15															-	В
17:45					-	-		-		-					-	В
Int 12   Sunport & Broadway   Int 12   Sunport & Broadway   Int 12   Sunport & Broadway   Int 13   Sunport & Broadway   Int 14   Sunport & Broadway   Int 15   Sunport & Int 15   Sunport & Int 15   Sunport & Int 15   Int			17:30	-	-	-		-		-				В	-	В
15:00	_			-	-	-		-		-					-	В
15:15															SBR B	Intersection B
15:30															В	В
16:00   B   C   C   C   C   C   B   B   B   A   B															В	С
Int 12 Sunport & Broadway    16:15   B   C   C   C   C   C   C   B   B   B															В	С
16:30															В	C
16:45	nt 12	Sunport & Broadway													B B	C C
17:00															В	С
17:15															В	С
17:45															В	С
Time Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT															В	В
15:00	_					_									B SBR	B
15:15															C	Intersection B
15:30															c	В
Sunport &   16:00   -   A   A   A   A   -   -   -   C   C   C			15:30	-	Α	Α	Α	Α	-	-	-	-	С	С	С	В
Int 13  Int 13  Int 14  Interchange (SB)  Interc															С	В
Interchange (SB)	nt 13	Sunport &													С	В
16:45 - A A A A C C C 17:00 - A A A A C C C 17:15 - A A A A C C C 17:30 - A A A A C C C 17:30 - A A A A C C C 17:45 - A A A A D D D Time Period EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT 15:00 A A A A C C D	nt 13														C D	B B
17:00 - A A A A A C C  17:15 - A A A A A C C  17:30 - A A A A A C C  17:45 - A A A A A D D  Time Period EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT  15:00 A A A A C C D															С	В
17:15 - A A A A C C 17:30 - A A A A C C 17:45 - A A A A D D Time Period EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT 15:00 A A A A C C D										-	-	-			D	В
17:45 - A A A A D D  Time Period EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT  15:00 A A A A C C D			17:15		Α	Α	Α	Α					С	С	D	В
Time Period   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SB															D	В
15:00 A A A A C C D	_														D SBR	B Intersection
															SBR	A
1.1.1 A A A A C C U - I - I			15:15	A	A	-	-	A	A	С	С	D	-	-	-	A
15:30 A A A A C C D					Α	-	-		Α		С		-	-	-	A
15:45 A A A A C C D															-	Α
Sunport & 16:00 A A A A C C D		Sunport &													-	A
Int 14 Interchange (NR) 16:15 A A A A C C D	nt 14														-	A
16:30 A A A A D D D 1 16:45 A A A A C C D														-	-	A A
17:00 A A A A C C D															-	A
17:15 A A A A D D				Α	Α	-	-	Α	Α				-	-	-	А
17:30 A A A A C C D															-	A
17:45 A A A A C C D			17:45	À	A	-	-	A	A	С	С	D	-		-	Α



Table 17. 2030 Build Intersection LOS Analysis Summary, PM Peak Period (Continued)

Int 50															
Int 50		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
Int 50		15:00	F	-	Α	-	-	-	Α	A	-	-	Α	Α	-
Int 50		15:15	F	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
Int 50		15:30	F	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
Int 50		15:45	F	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
nt 50		16:00	С	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
	Girard & Miles	16:15	С	-	Α	-	-	-	Α	Α	-	-	Α	А	-
		16:30	C	-	A		-	-	A	A	-		A	A	-
		16:45	С	-	A	-	-	-	A	A	-	-	A	A	-
		17:00	С	-	A	-	-	-	A	A	-	-	A	A	-
		17:15	С	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		17:30	В	-	Α	-	-	-	Α	Α	-		Α	Α	-
		17:45	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
		Time Period	EBL	EBT		WBL	WBT	WBR	NBL	NBT	NBR		SBT	SBR	Intersection
		15:00	-	-	-	D	-	-	-	-	С	-	-	-	-
		15:15	-	-	-	D	-	-	-	-	С	-	-	-	-
		15:30	-	-	-	D	-	-	-	-	С	-	-	-	-
		15:45	-	-	-	D	-	-	-	-	C	-	-	-	-
		16:00	-	-	-	С	-	-	-	-	C	-	-	-	-
	Gibson & Site														
Int 51	Driveway 1	16:15	-	-	-	С	-	-	-	-	C	-	-	-	-
		16:30	-	-	-	D	-	-	-	-	С	-	-	-	-
		16:45	-	-	-	D	-	-	-	-	С	-	-	-	-
		17:00	-	-	-	D	-	-	-	-	С	-	-	-	-
		17:15	-	-	-	D	-	-	-	-	С	-	-	-	-
		17:30	-	-	-	С	-	-	-	-	С	-	-	-	-
		17:45	-	-	-	С	Α	-	-	-	С	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	-	-	-	D	-	С	-	-	-	-	-	-	_
		15:15	-	-	-	D	-	С	-	-	-	-	-	-	-
						D		C							
		15:30	-	-	-		-		-	-	-	-	-	-	-
		15:45	-	-	-	D	-	C	-	-	-	-	-	-	-
	Girard & Site	16:00	-	-	-	В	-	В	-	-	-	-	-	-	-
nt 52	Driveway 2	16:15	-	-	-	В	-	В	-	-	-	-	-	-	-
	Drive way 2	16:30	-	-	-	В	-	В	-	-	-	-	-	-	-
		16:45	-	-	-	В	-	В	-	-	-		-	-	-
		17:00	-	-	-	В	-	В	-	-	-	-	-	-	-
		17:15	-	-	-	В	-	В	-	-	-	-	-	-	-
		17:30	-	-	-	В	-	В	-	-	-	-	-	-	-
		17:45	-	-	-	В	-	В	-	-	-		-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	F	-	F	-	-	-	A	-	-	-	-	-	-
		15:15	F	-	F	-	-	-	Α	-	-	-	-	-	-
		15:30	F	-	F	-	-	-	Α	-	-	-	-	-	-
		15:45	F	-	F	-	-	-	Α	-	-	-	-	-	-
	Classed O Class	16:00	В	-	В	-	-	-	Α	-	-	-	-	-	-
nt 53	Girard & Site	16:15	В	-	В	-	-	-	Α	-	-		-	-	-
	Driveway 3	16:30	В	-	В	-	-	-	Α	-	-	-	-	-	-
		16:45	В	-	В	-	-	-	Α	-	-	-	-	-	-
		17:00	В	-	В	-	-	-	A	-	-	-	-	-	-
			В	-	В	-	-	-		-	-	-	-	-	-
		17:15				-			A		-	-	-	-	-
		17:30	В	-	В		-	-	A	-				-	
		17:45	В	-	В	-	-	-	Α	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	-	-	-	В	-	В	-	-	-	-	-	-	-
		15:15	-	-	-	В	-	В	-	-	-	-	-	-	-
		15:30	-	-	-	В	-	В	_			_			-
		15:45			-	В			-	-	-	-	-	-	
			-	-	-		-	В	-	-	-	-	-	-	-
	Girard & Site	16:00	-	-	-	В	-								-
Int 54	Driveway 4	16:00 16:15						В	-	-	-	-	-	-	
Int 54	Dilveway	16:15	-	-	-	B B	-	A A	-	-	-	-	-	-	-
Int 54	Diffeeway 4	16:15 16:30	-	-	-	B B B	-	A A A	-	-	-	-	-	-	-
Int 54	Dilveway 4	16:15 16:30 16:45	- - -	- - - -	- - - -	B B B	- - -	B A A A	- - -	- - -	- - -	-	- - -	-	
int 54	Diveway 4	16:15 16:30 16:45 17:00	- - - -	- - - -	- - -	B B B B	- - - -	A A A A	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
Int 54	Dilve way 4	16:15 16:30 16:45 17:00 17:15	- - - -	- - - - -	- - - -	B B B B B	- - - - -	A A A A A	- - - - -						- - - -
Int 54	Silveway 4	16:15 16:30 16:45 17:00 17:15 17:30	- - - -	- - - -	- - -	B B B B B B	- - - -	A A A A	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
Int 54	Silvens) 4	16:15 16:30 16:45 17:00 17:15 17:30 17:45		- - - - - -	- - - - -	B B B B B B B B B	- - - - -	B A A A A A A A A	- - - - - - -	- - - - - -	- - - - - -		- - - - - -		- - - - - -
Int 54	Sitemay 4	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period	- - - - - - - - - - - - - - - -	- - - - -	- - - - - - - - EBR	B B B B B B	- - - - -	A A A A A	- - - - - - - - - NBL						- - - -
int 54	Sitemay 4	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00	- - - - - - - - - - EBL	- - - - - - - - - - - - - -		B B B B B B WBL		B A A A A A A WBR	- - - - - - - - NBL	- - - - - -		- - - - - - - - - - SBL	- - - - - - - - - - - - - - - - - - -		- - - - - -
int 54	Sitemay 4	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period	- - - - - - - - - - - - - - - -	- - - - - -	- - - - - - - - EBR	B B B B B B B B B	- - - - -	B A A A A A A A A	- - - - - - - - - NBL	- - - - - -	- - - - - -		- - - - - -		- - - - - -
Int 54	5.11.6.113, 4	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00	- - - - - - - - - - EBL	- - - - - - - - - - - - - -		B B B B B B WBL		B A A A A A A WBR	- - - - - - - - NBL			- - - - - - - - - - SBL			Intersection
Int 54	5.11.11.7	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30				B B B B B B WBL		B A A A A A A WBR							Intersection
Int 54		16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45				B B B B B B B B C C C C C C C C C C C C		B A A A A A A A A A							Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45				B B B B B B WBL		B A A A A A A A C A A C C C C C C C C C							Intersection
Int 54		16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15				B B B B B B WBL		B A A A A A A A C C C C C C C C C C C C							Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30				B B B B B B WBL		B A A A A A A A A A A A A A A A A A A A						SBR	Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45				B B B B B B B C C C C C C C C C C C C C		B A A A A A A WBR							Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A A C C C C C C C C C C C							Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:80 15:00 15:15 15:30 15:45 16:30 16:15 16:30 16:45 17:00 17:15				B B B B B B WBL		B A A A A A A A C C C C C C C C C C C C							Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A A C C C C C C C C C C C							Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:80 15:00 15:15 15:30 15:45 16:30 16:15 16:30 16:45 17:00 17:15				B B B B B B WBL		B A A A A A A A C C C C C C C C C C C C							Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:05 16:45 17:00 17:15 17:30				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C							Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:15 15:30 15:15 15:30 16:00 16:15 16:30 16:45 17:05 17:15 17:35 17:35 17:35 17:35 17:35 17:35				B B B B B B B C C C C C C C C C C C C C	Westboun	B A A A A A A A C C C C C C C C C C C C							Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 15:15 15:30 16:15 16:30 16:45 17:30 17:45 17:30 17:45				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C					SBT		Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 Time Period 15:00 16:15 16:30 16:45 17:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C							Intersection  Intersection  Intersection  Intersection  Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:80 15:15 15:30 16:60 16:15 16:30 16:45 17:30 17:15 17:30 17:45 16:00 17:15 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C					SBT		Intersection  Intersection  Intersection  Intersection  Intersection
	Girard & Site	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 15:15 15:30 16:15 16:30 16:45 17:30 17:15 17:30 17:15 17:30 17:45				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C					SBT		Intersection
Int 55	Girard & Site Driveway 5	16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:30 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 18:30 15:45 15:35 15:35 15:35 15:35 15:35 15:35 15:35				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C							Intersection
int 55	Girard & Site Driveway 5	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:15 15:30 15:45 16:00 16:15 17:30 17:45 16:00 16:15 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:45 17:30 17:45				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C					SBT		Intersection  Intersection  Intersection  Intersection  Intersection  A  A  A
Int 55	Girard & Site Driveway 5	16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:30 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 18:30 15:45 15:35 15:35 15:35 15:35 15:35 15:35 15:35				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C					SBT		Intersection  Intersection
Int 55	Girard & Site Driveway 5	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:15 15:30 15:45 16:00 16:15 17:30 17:45 16:00 16:15 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:45 17:30 17:45				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C					SBT		Intersection  Intersection  Intersection  Intersection  Intersection  A  A  A
Int 55	Girard & Site Driveway 5	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:20 15:15 15:30 16:45 16:00 16:15 16:30 16:45 17:30 17:45 17:40				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C					SBT		Intersection  Intersection
Int 55	Girard & Site Driveway 5	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:20 15:15 15:30 16:45 17:30 16:45 17:30 16:45 17:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 18:30 16:45 17:45 18:30 18:45 18:30 18:45 18:30 18:45 18:30 18:45 18:30 18:45 18:30				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C					SBT		Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  A  A  A  A  A
Int 55	Girard & Site Driveway 5	16:15 16:30 16:45 17:00 17:15 17:30 17:45 15:00 15:01 15:15 15:30 16:15 16:30 16:45 17:00 17:45 16:00 16:15 16:30 17:45 17:30 17:45 16:00 15:15 16:30 17:45 16:00 15:15 16:30 16:45 17:00 15:15 16:30 16:45				B B B B B B B C C C C C C C C C C C C C		B A A A A A A A C C C C C C C C C C C C							Intersection  Intersection  Intersection  Intersection  Intersection  A  A  A  A



# 2040 YEAR SCENARIO (2030 BUILD + 10 YEARS)

The volumes for the 2040 scenarios have been developed and provided as indicated below:

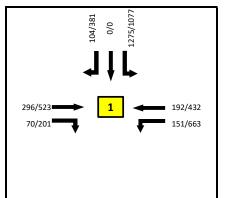
- Figures 36 and 37, 2040 Horizon Year volumes for the Gibson Corridor
- Figures 38 and 39, 2040 Horizon Year volumes for the Sunport/Girard Corridors

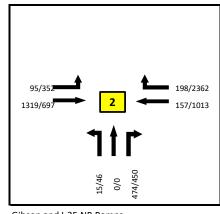
Tables 18 and 19 show the 15-minute LOS results for the 2040 scenario, 10 years after Phase 2 build-out for the AM and PM peak periods, respectively.

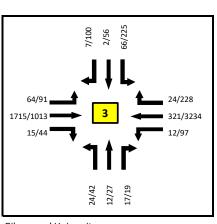
Without improvements to the 2030 road network, results will deteriorate from the 2030 Build scenario, if not in LOS designations, then in delay and vehicle queue which are not shown in these tables. Overall, the number of LOS E/F movements for the AM period is equal to 74/234, respectively, and in the PM peak period 141 and 182, respectively.

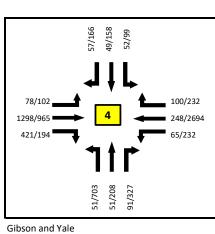


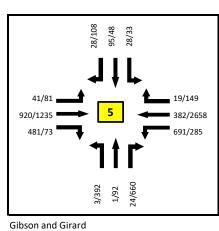


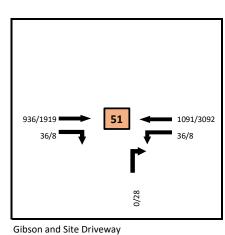








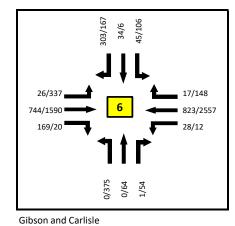


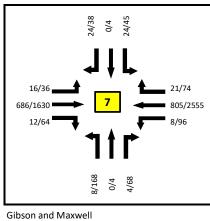


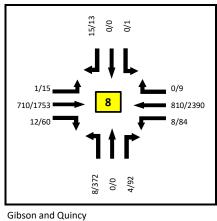
Gibson and I-25 SB Ramps

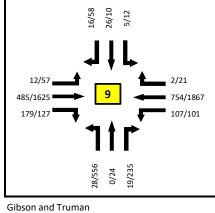
Gibson and I-25 NB Ramps

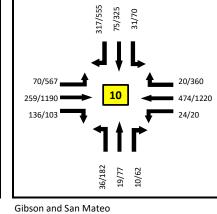
Gibson and University











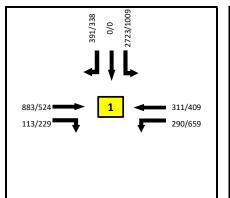
5:00AM to 6:00AM & 3:00PM to 4:00PM

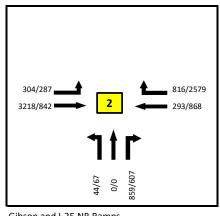
**2040 HORIZON YEAR PEAK-HOUR VOLUMES GIBSON BOULEVARD CORRIDOR** 

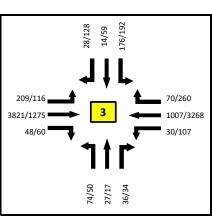
Legend
AM / PM Volumes

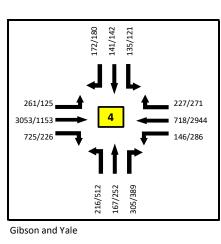


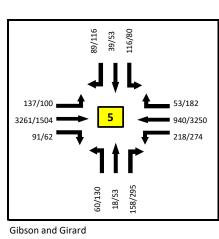


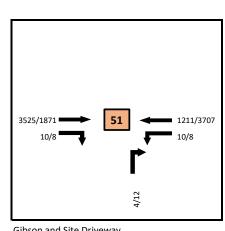










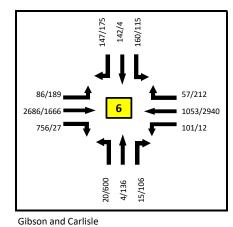


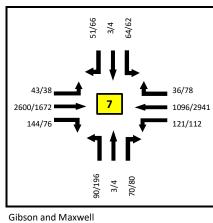
Gibson and I-25 SB Ramps

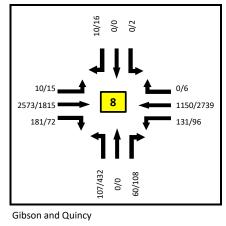
Gibson and I-25 NB Ramps

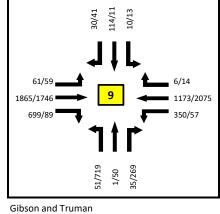
Gibson and University

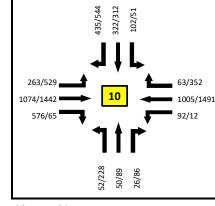
Gibson and Site Driveway









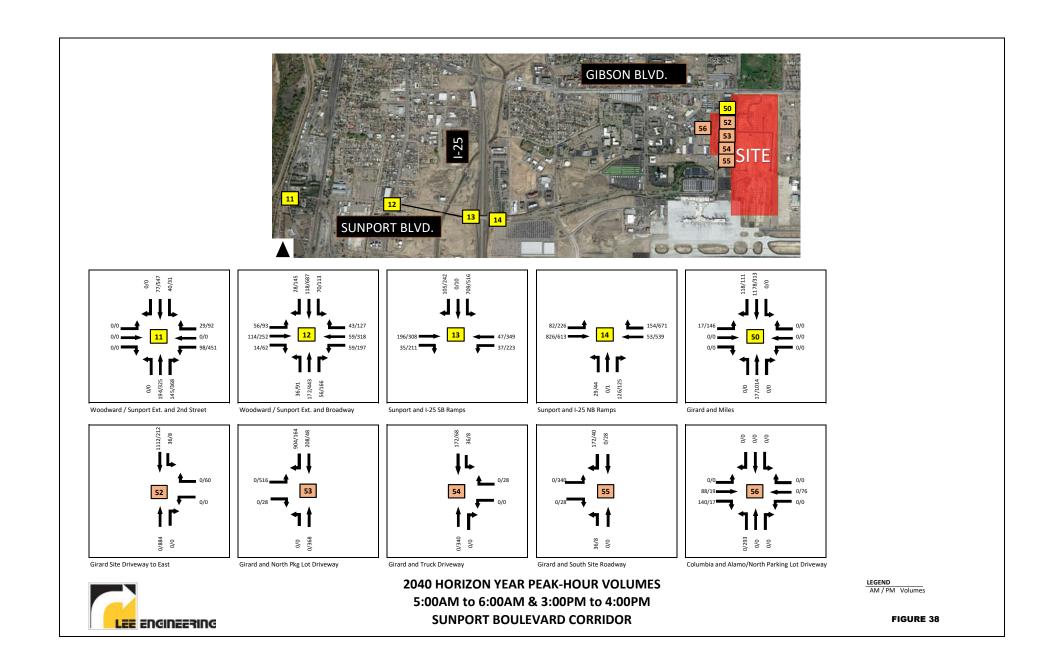


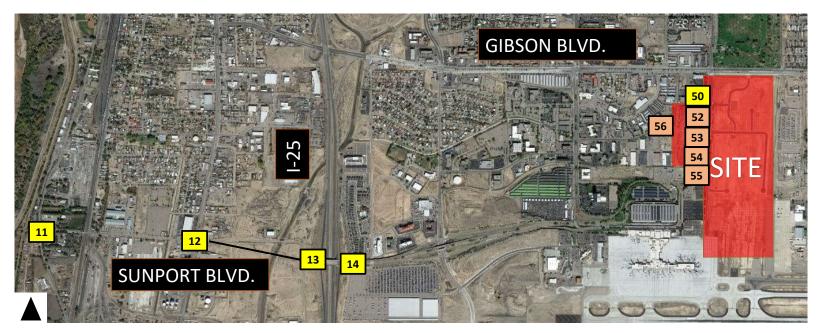
Gibson and San Mateo

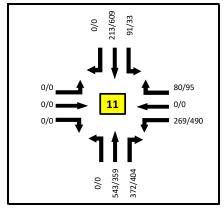


**2040 HORIZON YEAR PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **GIBSON BOULEVARD CORRIDOR** 

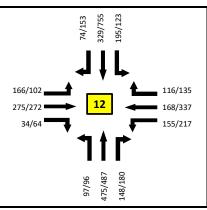
Legend
AM / PM Volumes



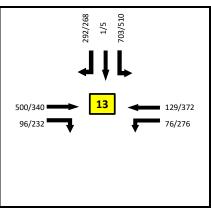




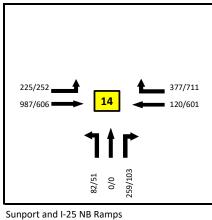
Woodward / Sunport Ext. and 2nd Street

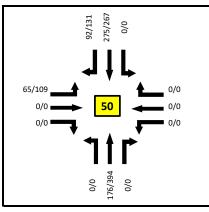


Woodward / Sunport Ext. and Broadway

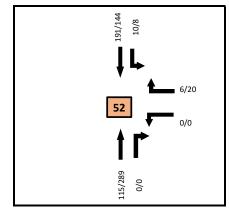


Sunport and I-25 SB Ramps

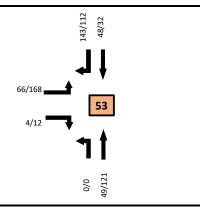




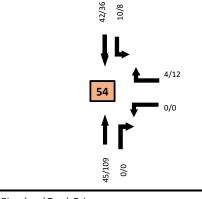
Girard and Miles



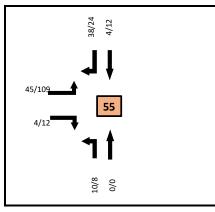
Girard Site Driveway to East



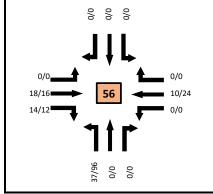
Girard and North Pkg Lot Driveway



Girard and Truck Driveway



Girard and South Site Roadway



Columbia and Alamo/North Parking Lot Driveway



**2040 HORIZON YEAR PEAK-HOUR VOLUMES** 6:45AM to 7:45AM & 4:00PM to 5:00PM **SUNPORT BOULEVARD CORRIDOR** 

AM / PM Volumes

Table 18: 2040 Horizon Year Intersection LOS Analysis Summary, AM Peak Hour

Maria   Mari																
Minter   M				EBL					WBR	NBL	NBT	NBR				Intersection
Marchan				-					-	-	-	-				
Marie   Mari				-						-	-	-				
Marchard   Marchard			5:45	-	С	В		С	-	-	-	-		С	В	С
Marie   Mari																
Marting   Mart	Int 1	Interchange (SB)														
Part									-	-	-	-				
									-	-	-	-				
Marie				-					-	-	-	-				
Marie				-	_				-	-	-	-				
Martin   M																
M12						-	-						-	-	-	
INT 2   16100   16   16   16   16   16   16						-	-						-	-	-	
Marchage   Marchage				D	В	-	-					D	1	-	-	
Marie																
	Int 2	Interchange (NB)														
																-
Part																
Miniman   Mini						-	-	В	D	С			-	-	-	F
Marie   Mari																
Martin   M																
March   Marc												NBR			SBR	Intersection
Martin   M												-				
March   Marc												-			-	
March			5:45		В			Α	Α	D	D	-	Е	D	-	
Int 5   615   A		Gibson & University					Α									
Gestion & Claim   Color   Co	Int 3															
March   Marc																
1814   1815   1816																-
TAS			7:15	В	F	Α	С	В	В	D	D	-	D	D	-	E
Int 5					F							-				
Int 4															- A A - A A - A A - A A - A A A - A	
Int 5																
G  G  A		Gibson & Yale													A	
	Int 4															
Page																
111   112   113   114   115					F											
T-45																
Time   Period   Exit   Est																
Solid   Soli																
Int 5																
Signate					В					D				D		
Into																
Int																
	Int 5	Gibson & Girard														
Time   Fried   Fried			6:45	Α		Α	F	Α	Α	D	D	D	D	D	D	С
Time					F											
Time   Feriod   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   Intersection   NBR   SBL   SBT   SBR   Inters																
									A							
Since   Sinc									WBR							Intersection
Signature   Sign			5:00						Α					D		
Sison & Carlisle									1							
High																
Int 6   Gibson & Carlisle																
	Int 6	Gibson & Carlisle														
6:45		o de la comple														
Triple																
T:30				С				В	Α			С		E		
Time   Fried   B																
Since   Sinc																
S:15																
Signature   Sign									l							
Hit 7			5:30	Α	Α	Α	Α	Α	Α	D	E	E	D	E	E	Α
Int 7																
6:30 A A A A A A D E E D E E A 6:45 A A A B A D E E D E B 7:00 A B A D A A D E E D E B 7:15 A B A C A A D E E D E B 7:30 A B A D A A D E E D E B 8	Iv	Cibean Cat														
6:45 A A A B A A D E E D E B B 7:00 A B A D A A D E E D E B B 7:15 A B A C A A D E E D E B B 7:30 A B A D A A D E E D E B B	int 7	Gibson & Maxwell														
7:00 A B A D A A D E E D E E B 7:15 A B A C A A D E E D E E B 7:30 A B A D A A D E E D E E B																
7:30 A B A D A A D E E D E E B			7:00	Α	В	Α	D	Α	Α	D	E	E	D	Е	E	В
			7:15	Α	В	Α	С	Α	A	D	E	E	D	E	F	В
7:45 A B A C A A D E E D E B										_						



Table 18. 2040 Horizon Year Intersection LOS Analysis Summary, AM Peak Period (Continued)

		5:00	EBL A	EBT A	EBR A	WBL	WBT	WBR A	NBL E	NBT E	NBR E	SBL E	SBT E	SBR	Intersection A
		5:15	A	A	A	A	A	A	E	E	E	E	E	E	A
		5:30	Α	Α	Α	Α	Α	Α	E	E	E	E	E	E	Α
		5:45	Α	Α	Α	Α	Α	Α	E	E	E	E	E	Е	Α
Int 8	Gibson & Quincy	6:00 6:15	A A	A	A A	A A	A A	A A	E E	E E	E E	F E	F E	F E	A A
1111.0	Gibsoil & Quilicy	6:30	A	A	A	A	A	A	E	E	E	F	F	F	A
		6:45	A	A	A	A	A	A	E	E	E	A	Α	Α	A
		7:00	Α	Α	Α	D	Α	Α	E	E	E	F	F	F	В
		7:15	A	A	A	С	A	A	E	E	E	F	F	F	A
		7:30 7:45	A A	A	A A	C	A	A A	E	E E	E E	E E	E E	E	B A
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	А	Α	Α	Α	Α	Α	E	E	D	E	E	E	Α
		5:15	Α	Α	Α	Α	Α	Α	E	E	D	E	E	E	Α
		5:30 5:45	A A	A	A A	A A	A	A A	E E	E E	D D	E E	E	E E	A A
		6:00	A	A	A	A	A	A	E	E	D	E	E	E	A
Int 9	Gibson & Truman	6:15	A	A	A	A	A	A	D	D	С	D	D	D	В
		6:30	Α	Α	Α	D	Α	Α	D	D	D	E	E	E	В
		6:45	В	С	С	D	A	A	D	D	С	E	E	E	С
		7:00 7:15	B F	C E	C F	D D	A B	A B	D E	D E	C B	D D	D D	D D	C D
		7:30	С	D	D	D	A	В	D	D	В	D	D	D	c
		7:45	D	D	D	D	В	В	F	F	В	D	D	D	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00 5:15	B B	B B	B B	B B	C C	C C	E E	E E	E E	E E	E E	C C	C C
		5:15	В	C	C	В	С	C	E	E	E	E	E	C	c
		5:45	В	С	С	В	С	С	E	E	E	E	E	С	С
	Gibson & San Mateo	6:00	В	С	С	В	С	С	Е	E	E	E	Е	С	С
Int 10	- I all mateo	6:15	В	С	С	В	С	С	E	E	E	E	E	С	С
		6:30 6:45	C	C	C D	C	C D	D D	E E	E E	E E	E E	E	C	C D
		7:00	С	D	D	С	D	D	E	E	E	E	E	С	D
		7:15	D	D	D	С	D	D	Е	Е	Е	D	E	С	D
		7:30	D	D	D	С	D	D	E	E	E	E	E	С	D
		7:45	F	D	D	D	F	F	F	E	E	E	E SBT	С	E
		Time Period 5:00	EBL -	EBT -	EBR -	WBL D	WBT	WBR C	NBL -	NBT A	NBR A	SBL A	A	SBR -	Intersection A
		5:15	-	-	-	D	-	С	-	A	A	A	A	-	В
		5:30	-	-	-	D	-	С	-	Α	Α	Α	Α	-	В
		5:45	-	-	-	D	-	С	-	A	A	Α	A	-	В
Int 11	Sunport & 2nd St	6:00 6:15	-	-	-	D D	-	C	-	A A	A	A A	A A	-	B B
1111 11	Sumport & Zilu St	6:30	-	-	-	D	-	С	-	В	A	A	A	-	В
		6:45	-	-	-	D	-	С	-	В	A	A	Α	-	В
		7:00	-	-	-	D		С	-	В	Α	Α	Α	-	В
		7:15	-	-	-	D	-	С	-	В	A	A	A	-	В
		7:30 7:45	-	-	-	D D	-	C	-	B B	A A	A A	A	-	B B
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	С	D	D	С	С	С	Α	Α	Α	Α	Α	Α	В
		5:15	С	D	D	С	С	С	A	A	Α	Α	A	A	В
		5:30 5:45	C	D D	D D	C	D D	C	A A	A A	A	A	A	A	B B
		6:00	C	D	D	C	D	C	A	A	A	A	A	A	В
Int 12	Sunport & Broadway	6:15	С	D	D	С	D	С	Α	Α	Α	Α	Α	Α	В
		6:30	С	D	D	С	С	С	Α	В	В	Α	В	В	В
		6:45 7:00	C C	D D	D D	C C	C C	C C	A A	B B	B B	A A	B B	B B	B B
		7:00	С	D	D	C	C	С	A	В	В	A	В	В	В
		7:30	С	D	D	С	D	c	A	В	В	A	В	Α	В
		7:45	C	D	D	С	С	С	Α	В	В	Α	В	В	В
		Time Period 5:00	EBL -	EBT A	EBR A	WBL A	WBT A	WBR -	NBL -	NBT -	NBR -	SBL C	SBT C	SBR C	Intersection C
		5:15	-	A	A	A	A	-	-	-	-	C	С	С	c
		5:30	-	A	A	A	A	-	-	-	-	С	С	С	С
		5:45	1	В	В	Α	Α	-	-	-	-	С	С	С	С
	Sunport &	6:00	-	A	A	A	A	-	-	-	-	С	С	С	С
Int 13	Interchange (SB)	6:15 6:30	-	A A	A A	A A	A A	-	-	-	-	C	C	C	C B
		6:45	-	В	В	A	A	-	-	-	-	С	С	С	С
		7:00		Α	Α	Α	Α	-	-	-	-	С	С	С	В
		7:15	-	В	A	A	A	-	-	-	-	С	С	С	С
		7:30 7:45	-	B B	B A	A A	A A	-	-	-	-	C	C	C	C B
_		7:45 Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	A	A	-	-	A	A	C	С	D	-	-	-	A
		5:15	Α	Α	-	-	Α	Α	С	С	D	-	-	-	Α
		5:30	A	A	-	-	A	A	С	С	D	-	-	-	A
			Α	Α	-	-	A A	A A	C C	C	D D	-	-	-	A A
		5:45		Α				I A			U				
Int 14	Sunport &	5:45 6:00	Α	A	-	-					D	-	-	-	
Int 14	Sunport & Interchange (NB)	5:45		A A A			A A	A A	C C	C C	D D			_	A A
Int 14		5:45 6:00 6:15 6:30 6:45	A A A	A A A	-	-	A A A	A A A	C C	C C	D D	-	-	-	A A A
Int 14		5:45 6:00 6:15 6:30 6:45 7:00	A A A A	A A A	-	-	A A A	A A A	C C C	C C C	D D	- - - -	- - -	- - -	A A A
Int 14		5:45 6:00 6:15 6:30 6:45	A A A	A A A	-	-	A A A	A A A	C C	C C	D D	-	-	-	A A A



Table 18. 2040 Horizon Year Intersection LOS Analysis Summary, AM Peak Period (Continued)

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	C	-	C	- VVDL	-	- VVDR	B	A	- NDK	- SDL	A	A	-
		5:15	С	-	С	-	=	-	В	Α	-	-	Α	А	-
		5:30	C D	-	C	-	-	-	B B	A	-	-	A	A	-
		5:45 6:00	В	-	A	-	-	-	A	A	-	-	A A	A	-
Int 50	Girard & Miles	6:15	В	-	Α	-	-	-	Α	Α	-	-	A	A	-
		6:30	В	-	Α	-	-	-	Α	Α	-	-	Α	А	-
		6:45	В	-	A	-	-	-	A	A	-	-	A	A	-
		7:00 7:15	B B	-	A	-	-	-	A	A	-	-	A A	A	-
		7:30	В	-	A	-	-	-	A	A	-	-	A	A	-
		7:45	В	-	В	-	-	-	Α	Α	-	-	Α	Α	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00 5:15	-	-	-	B B	-	-	-	-	B B	-	-	-	-
		5:30	-	-	-	С	-	-	-	-	В	-	-	-	-
		5:45	-	-	-	С	-	-	-	-	С	-	-	-	-
		6:00	-	-	-	D	-	-	-	-	С	-	-	-	-
Int 51		6:15 6:30	-	-	-	E F	-	-	-	-	C E	-	-	-	-
		6:45	-	-	-	F	-	-	-	-	F	-	-	-	-
		7:00	-	-	-	F	-	-	-	-	F	-	-	-	-
		7:15	-	-	-	F	-	-	-	-	F F	-	-	-	-
		7:30 7:45	-	-	-	F	-	-	-	-	E	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	-	-	С	-	Α	-	-	-	-	-	-	-
		5:15	-	-	-	С	-	A	-	-	-	-	-	-	
		5:30 5:45	-	-	-	C	-	A	-	-	-	-	-	-	-
		6:00	-	-	-	В	-	A	-	-	-	-	-	-	-
Int 52		6:15	-	-	-	В	-	Α	-	-	-	-		-	-
		6:30	-	-	-	В	-	A	-	-	-	-	-	-	-
		6:45 7:00	-	-	-	B B	-	A A	-	-	-	-	-	-	-
		7:15	-	-	-	В	-	A	-	-	-	-	-	-	-
		7:30	-	-	-	В	-	Α	-	-	-	-	-	-	-
		7:45	-	-	-	В	-	Α	-	-	-	-	-	-	-
		Time Period 5:00	EBL B	EBT	EBR B	WBL	WBT	WBR	NBL B	NBT	NBR	SBL	SBT	SBR	Intersection
		5:15	В	-	В		-	-	В		-	-	-	-	-
		5:30	В	-	В	-	-	-	В	-	-	-		-	-
		5:45	В	-	В	-	-	-	В	-	-	-	-	-	-
Int 53		6:00 6:15	A A	-	A A	-	-	-	A	-	-	-	-	-	-
11111 33		6:30	A	-	A	-	-	-	A	-	-	-	-	-	-
		6:45	Α	-	Α	-	-	-	Α	-	-	-		-	-
		7:00	A	-	A	-	-	-	A	-	-	-	-	-	-
		7:15 7:30	A	-	A A	-	-	-	A	-	-	-	-	-	-
		7:45	A	-	A	-	-	-	A	-	-	-	-	-	-
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	-	-	-	A	-	A	-	-	-	-	-	-	-
		5:15 5:30	-	-	-	A A	-	A A	-	-	-	-	-	-	-
		5:45	-	-	-	A	-	A	-	-	-	-	-	-	-
	Girard & Site	6:00	-	-	-	Α	-	Α	-	-	-	-	-	-	-
Int 54		6:15	-	-	-	A	-	A	-	-	-	-	-	-	-
		6:30 6:45	-	-	-	A A	-	A A	-	-	-	-	-	-	-
		7:00	-	-	-	Α	-	Α	-	-	-	-	-	-	-
		7:15	-	-	-	A	-	A	-	-	-	-	-	-	-
		7:30 7:45	-	-	-	A A		A A	-	-	-	-	-	-	1
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		5:00	Α	-	Α	-	-	-	Α	-	-	-	-	-	-
		5:15	A	-	A	-	-	-	A	-	-	-	-	-	-
		5:30 5:45	A	-	A A	-	-	-	A	-	-	-	-	-	-
	Cirord & Cito	6:00	A	-	A	-	-	-	A	-	-	-	-	-	-
Int 55		6:15	Α	-	Α	-	-	-	Α	-	-	-	-	-	-
		6:30	A	-	A	-	-	-	A	-	-	-	-	-	-
		6:45 7:00	A A	-	A A	-	-	-	A A	-	-	-	-	-	-
		7:15	A	-	A	-	-	-	A	-	-	-	-	-	-
		7:30	Α	-	Α	-	-	-	Α	-	-	-	-	-	-
$\vdash$		7:45	Α	-	Α	-	-	-	Α		-	-	-	-	-
		Time Period 5:00		Eastbound A			Westboun A	a a		Northboun A	d	9	outhboun A	d	Intersection A
		5:15		A			A			A			A		A
		5:30		Α			Α			Α			Α		А
		5:45		A			A			A			A		A
Int 56		6:00 6:15		A A			A A			A A			A A		A A
1111 30		6:30		A			A			A			A		A
		6:45		Α			Α			Α			Α		А
		7:00		A			A			A			A		A
		7:15 7:30		A A			A A			A A			A A		A A
1		7:45		A			A			A			A		A
		7.43													



Table 19: 2040 Horizon Year Intersection LOS Analysis Summary, PM Peak Hour

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	-	С	С	D	В	-	-	-	-	D	D	С	D
		15:15	-	С	D	D D	B B	-	-	-	-	D	D	D C	D
		15:30 15:45	-	D D	C	D	В	-	-	-	-	D D	D D	С	D D
	ou o	16:00	-	С	D	D	В	-	-	-	-	D	D	D	D
Int 1	Gibson & Interchange (SB)	16:15	-	С	D	D	В	-	-	-	-	D	D	D	D
	interchange (3B)	16:30	-	С	D	D	В	-	-	-	-	D	D	D	D
		16:45 17:00	-	C	C D	D D	B B	-	-	-	-	D D	D D	C D	D D
		17:15	-	С	D	D	В	-	-	-	-	D	D	D	D
		17:30	-	С	D	D	В	-	-	-	-	D	D	D	С
		17:45	-	С	D	D	В	-	-	-	-	D	D	D	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00 15:15	F	A A	-	-	B B	F	D D	D D	F	-	-	-	F
		15:30	F	A	-	-	В	F	D	D	F	-	-	-	F
		15:45	F	Α	-	-	Α	F	D	D	F	-	-	-	F
	Gibson &	16:00	F	A	-	-	A	F	D	D	F	-	-	-	F
Int 2	Interchange (NB)	16:15 16:30	F	A A	-	-	A B	F F	D D	D D	F	-	-	-	F
		16:45	F	A	-	-	В	F	D	D	F	-	-	-	F
		17:00	F	Α	-	1	В	F	D	D	F	-	-	-	F
		17:15	F	Α	-	-	В	F	D	D	F	-	-	-	F
		17:30 17:45	F	A B	-	-	B C	F E	D C	D C	F E	-	-	-	E D
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	D	В	В	В	F	В	D	D	-	E	D	-	D
		15:15	D	В	В	В	F	В	D	D	-	E	D	-	D
		15:30	С	В	В	В	F	В	D	С	-	E	D	-	F
		15:45 16:00	D D	B B	B B	A B	F F	B B	D D	D D	-	E E	D D	-	E D
Int 3	Gibson & University	16:15	D	В	В	A	E	В	D	D	-	E	D	-	E
		16:30	D	В	А	В	F	В	D	D	-	Е	D	-	D
		16:45	D	В	В	В	F	В	D	D	-	E	D	-	E
		17:00	D D	В	B B	B B	F	В	C C	C C	-	E	D D	-	F
		17:15 17:30	D	B B	В	A	С	B B	D	D	-	E E	D	-	С
		17:45	С	В	В	A	С	В	D	D	-	E	D	-	С
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	D	С	В	В	D	В	D	D	С	С	D	D	D
		15:15 15:30	D D	C	B B	B C	D F	B B	D D	D D	C	C	D D	D D	D F
		15:45	D	С	В	C	F	В	D	D	С	С	D	D	F
		16:00	D	С	В	В	F	Α	D	D	С	D	D	D	D
Int 4	Gibson & Yale	16:15	D	С	В	В	F	Α	D	D	С	D	D	D	D
		16:30	D	С	В	С	F	В	D	D	С	D	D	D	E
		16:45 17:00	D D	C	B B	C C	F F	B B	D D	D D	C	D C	D D	D D	E D
		17:15	D	D	В	С	F	В	D	D	С	C	D	D	E
		17:30	D	С	В	В	С	Α	D	D	С	D	D	D	С
		17:45	С	С	В	В	С	Α	D	D	С	D	D	D	С
		Time Period 15:00	EBL C	EBT C	EBR A	WBL B	WBT B	WBR A	NBL D	NBT D	NBR D	SBL D	SBT E	SBR D	Intersection C
		15:15	С	С	A	В	В	A	D	D	D	D	E	D	С
		15:30	D	С	А	В	С	Α	D	D	D	D	Е	D	C
		15:45	D	В	В	В	С	Α	D	D	D	D	D	D	С
Int 5	Gibson & Girard	16:00 16:15	D D	A	A A	B B	B C	A A	D D	D D	E E	D D	E E	D D	B C
IIIL 3	GIDSOII & GITAIU	16:30	E	A	A	С	В	A	D	D	E	D	E	D	С
		16:45	E	A	A	C	В	A	D	D	E	D	E	D	С
		17:00	D	A	A	В	В	A	D	E	E	D	E	D	В
		17:15 17:30	E C	B A	A A	C A	B B	A A	D D	E D	E E	D D	E D	D D	B B
		17:45	В	В	A	A	В	A	D	D	D	D	D	D	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	F	В	А	Α	В	А	E	D	D	D	E	D	С
		15:15	F	В	A	A	С	A	D	D	D	D	E	D	С
		15:30 15:45	F	B B	A A	A A	C	A A	F D	D D	D D	D D	E E	D D	D D
		16:00	Е	В	A	A	С	A	F	D	D	D	E	D	D
Int 6	Gibson & Carlisle	16:15	Е	С	Α	В	F	В	E	D	С	С	D	С	F
		16:30	E	В	A	В	D	A	F	D	D	D	D	D	D
		16:45 17:00	F	B B	A A	A A	F C	A A	F D	D D	D D	D D	E E	D D	D C
		17:00	F	В	A	A	С	A	F	D	D	D	E	D	D
		17:30	E	Α	Α	Α	C	Α	D	E	D	D	D	D	С
		17:45	D	Α	Α	Α	В	А	D	E	D	D	E	D	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00 15:15	A A	A	A A	E E	A A	A A	E E	E E	E	D D	E E	E E	B B
		15:30	В	A	A	E	A	В	E	E	E	D	E	E	В
		15:45	В	В	A	E	В	В	E	E	E	D	E	E	В
		16:00	В	В	Α	E	В	В	E	E	E	D	E	E	В
					Α	E	В	В	E	E	E	D	E	E	В
Int 7	Gibson & Maxwell	16:15	С	В		-			_				-		_
Int 7	Gibson & Maxwell	16:15 16:30	С	В	Α	E F	B B	B B	E F	E F	E F	D	E F	E	B B
Int 7	Gibson & Maxwell	16:15				E E	B B	B B B	E E	E E	E E		E E E		B B B
Int 7	Gibson & Maxwell	16:15 16:30 16:45 17:00 17:15	C D C	B B B	A A A	E E	B B B	B B B	E E	E E	E E E	D D D	E E	E E E	B B B
Int 7	Gibson & Maxwell	16:15 16:30 16:45 17:00	C D C	B B B	A A A	E E	B B	B B	E E	E E	E E	D D D	E E	E E E	B B



Table 19. 2040 Horizon Year Intersection LOS Analysis Summary, PM Peak Period (Continued)

		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
1		15:00	A	A	A	A	A	A	E	D	D	E	E	E	В
		15:15	A	A	A	A	В	В	E	D	D	F	F	F	В
		15:30	A	A	A	A	В	В	E	D	D	F	F	F	В
		15:45	В	В	A	В	В	В	E	D	D	F	F	F	В
1	Cibara 8 Outras	16:00	В	A	A	A	В	В	E	D	D		F	F	В
Int 8	Gibson & Quincy	16:15	В	В	A	В	В	В	E	D	D	E E	E	E E	В
		16:30	В	В	A	В	В	В	E	D	D	F	E	F	В
		16:45	В	В	A	В	В	В	E	D	D				В
		17:00	B B	B B	A	B B	В	В	E E	D D	D D	F F	F F	F F	B B
		17:15 17:30	В	A	A A	A	B B	B B	E	D	D	F	F	F	В
		17:45	A	A	A	A	В	В	E	D	D	A	A	A	В
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
				C		C		C	F	F	C	C	C	C	F
		15:00 15:15	D E	С	D C	С	B C	C	F	F	С	С	C	C	F
		15:30	F	С	С	С	С	C	F	F	С	С	С	С	F
		15:45	F	С	D	C	С	С	F	F	В	F	F	F	E
		16:00	E	С	С	С	С	С	F	F	С	D	D	D	F
Int 9	Gibson & Truman	16:15	F	С	С	С	С	С		F	С	D	D	D	F
1111.5	GIDSOII & ITUITIAII	16:30	F	D	D	С	С	С	F	F	С	С	С	С	F
		16:45	F	С	С	С	С	С	F	F	С	D	D	D	F
		17:00	Е	С	С	C	С	С	F	F	С	С	С	С	F
		17:15	F	D	D	С	С	С	F	F	С	F	F	F	F
		17:30	E	С	С	C	С	C	F	F	С	С	С	С	F
		17:45	D	С	С	В	С	С	F	F	С	E	E	E	E
$\vdash$			EBL	EBT	EBR	WBL	WBT				NBR	SBL		SBR	
		Time Period 15:00	F	C	C	B	C	WBR C	NBL E	NBT D	D	D	SBT D	C	Intersection E
		15:15	F	С	C	В	D	D	E	E	E	D	D	С	E
		15:15	F	C	C	В	D	D	E	E	E	D	D	С	E
		15:45	F	С	С	В	D	E	E	E	E	D	D	C	E
		16:00	F	С	С	В	D	D	E	E	E	D	D	D	E
Int 10	Gibson & San Mateo	16:15	F	С	С	В	D	D	E	D	D	D	D	D	E
10	S S S S S S S S S S S S S S S S S S S	16:30	F	С	D	A	F	F	E	D	D	D	D	D	F
		16:45	F	С	С	C	E	E	E	E	E	D	D	С	E
		17:00	F	C	C	В	D	D	E	E	E	D	D	C	E
		17:15	F	c	C	В	D	D	E	E	E	D	D	C	E
		17:30	F	С	С	В	С	D	E	E	E	D	D	С	E
		17:45	F	C	C	В	c	С	E	E	E	D	D	C	D
		Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
		15:00	-	-	-	С	-	С	-	В	В	Α	Α	-	В
		15:15	-	-	-	С	-	С	-	В	В	Α	А	-	В
		15:30	-	-	-	С	-	С		В	В	Α	В	-	В
		15:45	-	-	-	С	-	C	-	В	В	A	В	-	В
		16:00	-	-	-					В		Α	В	-	В
						L C	-	В	-						
Int 11	Sunport & 2nd St		-	-	-	C	-	B B	-		B B			-	
Int 11	Sunport & 2nd St	16:15				С		В		В	В	Α	В		В
Int 11	Sunport & 2nd St	16:15 16:30	-	-	-	C C	-	B B	-	B B	B B	A A	B B	-	B B
Int 11	Sunport & 2nd St	16:15 16:30 16:45	-	-	3	C C	-	B B B	-	B B B	B B B	Α	В	-	В
Int 11	Sunport & 2nd St	16:15 16:30 16:45 17:00	-	-	- -	C C	-	B B	1	B B	B B	A A A	B B B	-	B B B
Int 11	Sunport & 2nd St	16:15 16:30 16:45	-	-	- -	C C C	-	B B B	1	B B B B	B B B B	A A A A	B B B	-	B B B
Int 11	Sunport & 2nd St	16:15 16:30 16:45 17:00 17:15	- - - -	- - - -	- - -	C C C	- - - -	B B C C	- - - -	B B B	B B B	A A A	B B B B	- - - -	B B B B
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Int 12	Sunport & Broadway  Sunport & Sunport &	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:20 15:00 15:15 15:30 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:00 15:15 17:30 17:45 17:30				C C C C C C C C C C C C C C C C C C C		B B B B C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A B S B L C C C C C C C C C C C C C C C C C C	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B B C C C C C C C C C B
Int 12	Sunport & Broadway  Sunport & Sunport &	16:15 16:30 17:45 17:30 17:45 17:30 15:15 15:30 15:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:15 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 18:30 18:45				C C C C C C C C C C C C C C C C C C C		B B B C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B B C C C C C C C C C B B Intersection B B B B B B B B B B B B B B B B B B B
Int 12	Sunport & Broadway  Sunport & Interchange (SB)	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:20 15:00 15:15 15:30 16:45 17:30 16:45 17:30 16:45 17:30 16:45 17:30 16:45 17:30 16:45 17:30 17:45 18:30 16:45 17:30 17:45 18:30 18:45 18:45				C C C C C C C C C C C C C C C C C C C		B B B C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B C C C C C C C C B B Intersection B B B B B B B B B B B B B B B B B B B
Int 12	Sunport & Broadway Sunport & Interchange (SB)	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:30 15:00 15:15 15:30 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 17:15 17:30 17:45 18:00 18:16 18:00 18:16 18:00 18:16 18:00 18:16 18:00 18:16 18:00 18:16 18:00 18:16 18:00 18:16 18:00 18:16 18:00 18:16 18:00 18:16 18:00 18:16				C C C C C C C C C C C C C C C C C C C		B B B B C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A B S B L C C C C C C C C C C C C C C C C C C	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B C C C C C C C C C B
Int 12	Sunport & Broadway  Sunport & Interchange (SB)	16:15 16:30 16:45 17:00 17:15 17:30 15:05 15:05 15:05 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:00 16:15 16:30 16:45 17:00 17:45 16:00 16:15 16:30 16:45 17:00 17:45 17:45 18:30 18:45				C C C C C C C C C C C C C C C C C C C		B B B C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B B C C C C C C C C B B Intersection B B B B B B B B B B B B B B B B B B B
Int 12	Sunport & Broadway  Sunport & Interchange (SB)	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:10 15:00 15:15 15:30 16:45 17:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:00 16:15 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 15:45 16:30 16:45 17:00 17:15 17:30 16:15 16:30 16:45 17:00 17:15 17:30 16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:45				C C C C C C C C C C C C C C C C C C C		B B B C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B C C C C C C C C B B Intersection B B B B B B B B B B B B B B B B B B B
Int 12	Sunport & Broadway  Sunport & Interchange (SB)	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:30 15:00 15:15 15:30 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:45				C C C C C C C C C C C C C C C C C C C		B B B B C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B B C C C C C C C C B
Int 12	Sunport & Broadway  Sunport & Interchange (SB)	16:15 16:30 17:45 17:30 17:45 17:30 15:15 15:30 15:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 17:30 17:45 18:30 18:45 18:45				C C C C C C C C C C C C C C C C C C C		B B B C C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B C C C C C C C B B Intersection B B B B B B B B B B B B B B B B B B B
Int 12	Sunport & Broadway  Sunport & Interchange (SB)	16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:30 15:00 15:15 15:30 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:45				C C C C C C C C C C C C C C C C C C C		B B B B C C C C C C C C C C C C C C C C		B B B B B B B B B B B B B B B B B B B	B B B B B B B B B B B B B B B B B B B	A A A A A A A A A A A A A A A A A A A	B B B B B B B B B B B B B B B B B B B		B B B B B B B B B B B B B B B B B B B



Table 19. 2040 Horizon Year Intersection LOS Analysis Summary, PM Peak Period (Continued)

POLISIO GLOVE A LUIS   150   1																
1912   1913   1			Time Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
1915			15:00	F	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
1915			15:15	F	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
MI 50    Glord & May   1966																
March   1900   C																
MISS   September   1615   C.   A   A																
MESS C C C A C C C A C C C A C C C A C C C A C C C A C C C A C C C A C C C A C C C A C C C A C C C A C C C A C C C A C C C A C C C C A C C C C A C C C C A C C C C A C C C C A C C C C A C C C C C A C C C C C A C C C C C A C C C C C C C A C																
Main	Int 50	Girard & Miles	16:15	С	-	Α	-	-	-	Α	Α	-	-	Α		-
Main			16:30	С	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
MESS OF STATE STAT					-		-	-	-			-	-			_
MESS   Control   1735   C   C   A   C   C   C   A   A   C   C																
MESS   17-06   18   18   18   18   18   18   18   1																
MISS   1976   8   1976   197																
Martin   M			17:30	С	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
March   Marc			17:45	В	-	Α	-	-	-	Α	Α	-	-	Α	Α	-
Met 24    Martin   State   Sta			Time Period		FRT		WRI	WRT	WRR			NRR	SRI			Intersection
MESS   Sistemary				EDE	LUI			WDI	VVDIC	NDL			JUL	301	JUIN	Intersection
MESSI  Character S. 1958  Disserved 1. 1958  Disser				-	-			-	-	-			-	-	-	-
MESS   Missell S   15:56					-	-				-	-				-	
THE SET OF THE PROPERTY OF THE			15:30		-	=	D	-	-	-	-	С	-	-	-	-
THE SET OF THE PROPERTY OF THE			15:45	-	-	-	Е	-	-	-	-	D	-	-	-	-
INS.   Display   16   16   16   17   17   18   18   18   18   18   18				-	-	-	D	-	-	-	-		-	-	-	_
Miss	Int 51	Gibson & Site														
MITSS  Grand & State  Final Sta	liit 31															
MISS																
INT 50    17/55   -   -   -   -   -   -   -   -   -			16:45	-	-	-	E	-	-	-	-	С	-	-	-	-
INT 52    17-06   1-7			17:00	-	-	-	D	-	-	-	-	С	-	-	-	-
INT 52    17-06   1-7			17:15	-	-	-	Е	-	-	-	-	С	-	-	-	-
MISS																
Miles																
INT S2    Grant   S. Ute   15:00	$\vdash$															
MR 52    MR 52   Girard & Steel   15-35				EBL	EBT	EBR		WBT		NBL	NBT	NBR	SBL	SBT	SBR	Intersection
MR 52    MR 52   Girard & Steel   15-35			15:00		L <sup></sup>		С		С	∟	L	L	L <sup></sup>	L - ¯	L -  ̄	
INT 52    First State   Discreption   Discre				-	-	-		-		-	-	-	-	-	-	-
INT 52    Grant & Size																
INT 52    Grant 6 State   16:00																
INS 2    Discourage   Discourag																
Int S2    Price wint 2	1	Girard & Sito														
Min 53	Int 52		16:15	-	-	-	В	-	A	-	-	-	-	-	-	-
16-65																
## 17:00	1															
17:15																
17-30   -   -   -   -   -   -   -   -   -																
Int 53    Single Step   1746			17:15	-	-	-	В	-	Α	-	-	-	-	-	-	-
Int 58    17-45   -   -   -   -   -   -   -   -   -			17:30	-	-	-	В	-	Α	-	-	-	-	-	-	-
Min   Second   Min   Second   Min   Second   Min   M																
No.   State   Control   State   St				501		500		1110000				was		0.07	-	
Int 53    Grand & Size   Driveway &   15:15   1																Intersection
Int 53    Girard & Site   Driveway 3   1			15:00	F	-	F	-	-	-		-	-	-	-	-	-
15.45			15:15	F	-	F	-	-	-	Α	-	-	-	-	-	-
15.45			15:30	F	-	F	-	-	-	Α	-	-	-	-	-	-
Int 53																
Int S3    Clinific Size   Clin				_												
Int Scient & Step Parking    Int Scient & Step Parking   Alamo / Site Parking   Alamo / Sit		Girard & Site														
16.55	Int 53															
17:00   8   -   A   -   -   -   A   -   -   -   -			16:30	В	-	В	-	-	-	Α	-	-	-	-	-	-
17:00   8   -   A   -   -   -   A   -   -   -   -			16:45	В		R				Δ.	-	-	-	-	-	_
17-15   8   -   A   -   -   -   A   -   -   -   -									-	A						
17:30   8   -   A   -   -   -   A   -   -   -   -																
Int 54    17.45   8   -   A   -   -   A   -   -   -   -   -			17:00	В	-	Α	-	-	-	Α	-	-	-	-	-	-
Int 54    Time Period   EBL   EBT   EBR   WBL   WBT   WBB   NBL   NBT   NBR   SBL   SBT   SBR   Intersection   15:00			17:00 17:15	B B	-	A A	-	1	1	A A	-	-	-	-	-	-
Int 54    15.00   -   -   -   -   -   -   -   -   -			17:00 17:15 17:30	B B B	-	A A A	-	-	-	A A A	-	-	-	-	-	-
Int 54    15.00   -   -   -   -   -   -   -   -   -			17:00 17:15 17:30	B B B	- - -	A A A	-	-	-	A A A	-	-	- - -		- - -	-
Int 54    First State   First			17:00 17:15 17:30 17:45	B B B	- - -	A A A	- - -	- - -	- - -	A A A	- - - -	- - - -	- - -		- - -	- - -
Int 54    Int 54			17:00 17:15 17:30 17:45 Time Period	B B B B	- - -	A A A	- - - - WBL	- - -	- - - WBR	A A A A NBL	- - - -	- - - -	- - -		- - -	- - -
Int 54			17:00 17:15 17:30 17:45 Time Period 15:00	B B B B	- - - - EBT	A A A A EBR		- - - - WBT	- - - - WBR B	A A A A NBL	- - - NBT	- - - NBR	- - - - SBL	- - - - SBT	- - - - - SBR	Intersection
Int 54    16:00			17:00 17:15 17:30 17:45 Time Period 15:00 15:15	B B B B -		A A A A EBR		- - - - WBT		A A A NBL	NBT	NBR			SBR	Intersection
Int 54    16:15			17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30	B B B EBL	- - - - - EBT - -	A A A EBR -		WBT	B B B B	A A A NBL -	NBT	NBR		SBT	SBR	Intersection
Int 54    Driveway 4			17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45	B B B EBL	EBT	A A A EBR		WBT	- WBR B B B B B	A A A NBL	NBT	NBR		SBT	SBR	Intersection
16:30		Girard & Site	17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45	B B B EBL	EBT	A A A EBR		WBT	- WBR B B B B B	A A A NBL	NBT	NBR		SBT	SBR	Intersection
16:45	Int 54		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00	B B B B EBL	- - - - - - - - - -	A A A A EBR		WBT		A A A A NBL	NBT	NBR		SBT		Intersection
17:00	Int 54		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15	B B B B EBL		A A A A EBR	- WBL B B B A A A	- - - - - - - - - -		A A A A NBL						Intersection
17:15	Int 54		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30	B B B B CEBL		A A A A A BEBR	- WBL B B B A A A			A A A NBL						Intersection
17:30	Int 54		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30	B B B B CEBL		A A A A EBR	- WBL B B B B A A A	- WBT	- WBR B B B B A A A A A	A A A A NBL						Intersection
17.45	Int 54		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45	B B B B EBL		A A A A A BEBR	- WBL B B B B A A A A	- WBT	WBR B B B A A A A A A A	A A A A A NBL	- NBT	- NBR	- SBL	- SBT	SBR	Intersection
17.45	Int 54		17:00 17:15 17:30 17:45 Time Period 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15	B B B B EBL		A A A A A BEBR	- WBL B B B B A A A A A	- WBT	WBR B B B B A A A A A A A A	A A A A A NBL	- NBT	- NBR	- SBL	- SBT	SBR	Intersection
Int 56    Fig.	Int 54		17:00 17:15 17:30 17:45 15:00 15:00 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30	B B B B EBL		A A A A A BEBR	B B B B B A A A A	- WBT	WBR B B B B A A A A A A	A A A A A NBL	- NBT	- NBR	- SBL	- SBT	SBR	Intersection
Int 55    Girard & Site Driveway 5   15:00   8   -   8   -   -   -   A   -   -   -   -   -   -	Int 54		17:00 17:15 17:30 17:45 15:00 15:00 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30	B B B B B B B B B B B B B B B B B B B		A A A A A BEBR	B B B B B A A A A	- WBT	WBR B B B B A A A A A A	A A A A A NBL	- NBT	- NBR	- SBL		SBR	Intersection
Int 55    Int 55	Int 54		17:00 17:15 17:30 17:45 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45	B B B B B EBL		A A A A A EBR	BBBBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	- WBT	WBR B B B B A A A A A A A A	A A A A NBL	- NBT	- NBR	- SBL	- SBT	SBR	Intersection
Int 55    First State   First	Int 54		17:00 17:15 17:30 17:45 17:45 15:30 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30	B B B B EBL		A A A A BEBR	BBBBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	- WBT	WBR B B B B A A A A A A A A	A A A A NBL NBL	- NBT	- NBR	- SBL	- SBT	SBR	Intersection
Int 55    16:55	Int 54		17:00 17:15 17:30 17:45 17:30 17:45 15:00 15:15 15:30 16:15 16:30 16:45 17:05 17:30 17:45 17:30 17:45	B B B B B EBL		A A A A BEBR	BBBBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	WBT	WBR B B B B A A A A A A WBR	A A A A NBL NBL A	NBT	- NBR	- SBL			Intersection
Int 55	Int 54		17:00 17:15 17:30 17:45 17:80 17:45 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45	B B B B B EBL BBL B B		A A A A EBR	WBL B B B B A A A A A A A A A A A A B	WBT	WBR B B B B A A A A A A WBR	A A A A NBL NBL A A A		- NBR	- SBL		SBR	Intersection
Int 55    16:15	Int 54		17:00 17:15 17:30 17:45 117:30 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:35 17:35 17:35 17:35 17:35 17:35 17:35 17:35 17:35 17:30	B B B B B EBL BBL B B B	- EBT	A A A A EBR	BBBBBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	WBT	WBR B B B B A A A A WBR	A A A A NBL	NBT	NBR NBR	SBL	SBT	SBR	Intersection  Intersection  Intersection  Intersection
Int 55    Driveway 5	Int 54		17:00 17:15 17:30 17:45 17:30 17:45 15:00 15:15 15:30 16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:30 17:15 17:30 17:45 15:00 15:15 15:30 15:45 15:50 15:15	B B B B B EBL B B B B B B	- EBT	A A A A A A A A A A A A A A A A A A A	BBBBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	- WBT	WBR B B B B A A A A A A A A A A A A A A A	A A A A NBL NBL A A A A	- NBT	- NBR		- SBT	SBR	Intersection  Intersection  Intersection  Intersection
16:30	Int 54	Driveway 4	17:00 17:15 17:30 17:45 17:30 17:45 15:00 15:15 15:30 16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:30 17:15 17:30 17:45 15:00 15:15 15:30 15:45 15:50 15:15	B B B B B EBL B B B B B B	- EBT	A A A A A A A A A A A A A A A A A A A	BBBBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	- WBT	WBR B B B B A A A A A A A A A A A A A A A	A A A A NBL NBL A A A A	- NBT	- NBR		- SBT	SBR	Intersection  Intersection  Intersection  Intersection
Int 56 Alamo / Site Parking & Columbia & Col		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 17:30 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 15:45 15:30 15:15 15:30 15:45 16:00	B B B B B EBL B B B B B		A A A A A A A A A A A A A A A A A A A	WBL B B B B A A A A A A C C C C C C C C C C	- WBT	WBR B B B B A A A A A A C C C C C C C C C C	A A A A A NBL NBL A A A A A A	- NBT	- NBR			SBR	Intersection  Intersection  Intersection  Intersection  Intersection
17:00		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 18:00 15:00 15:15 15:30 16:45 16:00 16:15 17:30 17:45 17:30 17:15 17:30 17:35 17:30 15:30 15:45 16:30 15:45 17:30 15:45 17:30 15:45 17:30 15:45 17:30 15:45 16:30 15:15 17:30 15:45 16:30 15:45 16:30 15:45	B B B B B B EBL B B B B B A A		A A A A EBR	BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB		WBR B B B B A A A A A A C C C C C C C C C C	A A A A A A A A A A A A A A A A A A A	NBT	NBR			SBR	Intersection  Intersection  Intersection  Intersection
17:15		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 17:30 17:45 15:00 15:15 15:30 16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:45	B B B B B B EBL B B B B B A A A		A A A A A A A A A A A A A A A A A A A		- WBT	WBR B B B B B A A A A A A C C C C C C C C C	A A A A NBL		- NBR		SBT		Intersection  Intersection  Intersection  Intersection  Intersection
17:30		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 17:30 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 18:30 15:45 16:00 15:15 16:30 15:45 16:00 16:15	B B B B B EBL		A A A A A A A A A A A A A A A A A A A		- WBT	WBR B B B B B A A A A A A C C C C C C C C C	A A A A NBL NBL A A A A A A A A A A		- NBR				Intersection  Intersection  Intersection  Intersection  Intersection
17:30		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 17:30 17:45 15:00 15:15 15:30 15:45 16:00 16:15 16:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 18:30 15:45 16:00 15:15 16:30 15:45 16:00 16:15	B B B B B EBL		A A A A A A A A A A A A A A A A A A A		- WBT	WBR B B B B B A A A A A A C C C C C C C C C	A A A A NBL NBL A A A A A A A A A A		- NBR				Intersection  Intersection  Intersection  Intersection  Intersection
17-45		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 15:00 15:15 15:30 16:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 17:45 16:00 15:15 17:30 17:45 17:45 16:30 16:45 17:00 15:15 17:30 15:45 16:30 16:45 17:00 15:15 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30	B B B B B EBL B B B B A A A A		A A A A A A A A A A A A A A A A A A A	BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB		WBR B B B B A A A A A C C C C C C C C C C C	A A A A NBL					SBR	Intersection  Intersection  Intersection  Intersection
Int 56 Alamo / Site Parking & Columbia   Col		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 17:30 17:45 15:30 15:50 15:51 15:30 16:15 16:30 16:45 17:30 17:15 17:30 17:45	B B B B B B B B B B B B A A A A A A A A		A A A A A A A A A A A A A A A A A A A		- WBT		A A A A NBL	- NBT	- NBR	- SBL	SBT		Intersection  Intersection  Intersection  Intersection  Intersection
Int 56 Alamo / Site Parking & Columbia & Col		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 11me Period 15:00 15:15 15:30 16:45 17:00 17:15 17:30 17:45 10:00 17:15 17:30 17:45 10:00 17:15 17:30 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:45	B B B B B B B B B B A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A		- WBT		A A A A A A A A A A A A A A A A A A A	- NBT	- NBR		SBT	SBR	Intersection  Intersection  Intersection  Intersection  Intersection
Int 56 Alamo / Site Parking & Columbia & Columbia & Columbia & A A A A A A A A A A A A A A A A A A		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 18:00 15:00 15:15 15:30 16:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:30 16:45 17:00 15:15 17:30 15:45 16:30 16:45 17:00 15:15 16:30 16:45 17:00 17:45	B B B B B B B B B B A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A				A A A A A A A A A A A A A A A A A A A				SBT SBT		Intersection  Intersection  Intersection  Intersection  Intersection  Intersection
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Int 56 Alamo / Site Parking & Columbia & Col		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 18:20 15:00 15:15 15:30 16:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:30 16:45 17:00 17:15 17:30 15:45 16:30 16:45 17:00 15:15 16:30 16:45 17:00 17:45 16:30 16:45 17:00 17:45	B B B B B B B B B B A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A				A A A A A A A A A A A A A A A A A A A				SBT		Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  A
Int 56         Alamo / Site Parking         16:15         A         A         A         A         A         A           & Columbia         16:30         A         A         A         A         A         A         A           16:45         A<		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 17:30 17:45 15:30 15:50 15:51 15:30 16:15 16:30 16:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 16:30 16:45 17:00 17:15 17:30 17:45 16:30 16:45 17:00 17:15 17:30 17:45 16:30 16:45 17:00 17:15 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:30 17:45 17:45	B B B B B B B B B B A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A				A A A A A A A A A A A A A A A A A A A						Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection
8 Columbia   16:15		Driveway 4  Girard & Site	17:00 17:15 17:30 17:45 11me Period 15:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 11me Period 15:00 16:15 15:30 16:45 17:00 17:45 16:00 16:15 16:30 16:45 17:00 17:45 17:30 15:45 16:00 16:15 16:30 16:45 17:30 15:45 16:50 16:15 16:30 16:45 17:30 17:45 17:30 17:45 17:30 17:45 11me Period 15:00	B B B B B B B B B B A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A		WBT		A A A A A A A A A A A A A A A A A A A				SBT		Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  A A A
16:30 A A A A A A A A A A A A A A A A A A A	Int 55	Driveway 4  Girard & Site  Driveway 5	17:00 17:15 17:30 17:45 17:30 17:45 15:30 15:50 15:51 15:30 16:15 17:30 16:15 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 15:45 16:30 16:45 17:00 17:15 17:30 17:45 17:30 15:45 16:30 16:45 17:00 17:15 17:30 17:45 17:45	B B B B B B B B B B A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A		WBT		A A A A A A A A A A A A A A A A A A A				SBT		Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  Intersection  A A A
16:45 A A A A A A A A A A A A A A A A A A A	Int 5S	Driveway 4  Girard & Site Driveway 5	17:00 17:15 17:30 17:45 18:20 17:45 18:20 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:20 16:45 17:00 17:15 17:30 15:45 16:30 16:45 17:00 15:15 16:30 16:45 17:00 17:45 18:20 18:45 18:20 18:45 18:20 18:45 18:20 18:45 18:20 18:45 18:30 18:45 18:40	B B B B B B B B B B A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A				A A A A A A A A A A A A A A A A A A A				SBT		Intersection  In
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17:30 A A A A A	Int 5S	Driveway 4  Girard & Site Driveway 5	17:00 17:15 17:30 17:45 18:20 17:45 18:20 15:15 15:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 18:30 18:45 18:46	B B B B B B B B B A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A				A A A A A A A A A A A A A A A A A A A				SBT		Intersection  In
	Int 5S	Driveway 4  Girard & Site Driveway 5	17:00 17:15 17:30 17:45 17:30 17:45 15:30 15:50 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:30 16:45 17:00 17:15 17:30 17:45 17:30 17:45 16:30 16:45 17:00 17:15 16:30 16:45 17:00 17:15 16:30 16:45 17:00 17:15 17:30 17:45 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30	B B B B B B B B B A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A				A A A A A A A A A A A A A A A A A A A						Intersection
	Int 5S	Driveway 4  Girard & Site Driveway 5	17:00 17:15 17:30 17:45 17:30 17:45 15:30 15:50 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:30 16:45 17:00 17:15 17:30 17:45 17:30 17:45 16:30 16:45 17:00 17:15 16:30 16:45 17:00 17:15 16:30 16:45 17:00 17:15 17:30 17:45 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30 16:15 16:30	B B B B B B B B B A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A		WBT  WBT  WBT  WBT  WBT  WBT  WBT  WBT		A A A A A A A A A A A A A A A A A A A				SBT		Intersection Inter
	Int 5S	Driveway 4  Girard & Site Driveway 5	17:00 17:15 17:30 17:45 11me Period 15:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 16:00 16:15 17:30 17:45 11me Period 15:00 16:15 16:30 16:45 17:00 17:15 15:30 15:45 16:00 16:15 16:30 16:45 17:30 17:45 11me Period 15:00 16:15 16:30 16:45 17:30 17:45 11me Period 15:00 16:15 16:30 16:45 17:30 17:45 11me Period 15:00 16:15 16:30 16:45 17:30 17:45 16:00 16:15 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45	B B B B B B B B B A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A		WBT  WBT  WBT  WBT  WBT  WBT  WBT  WBT		A A A A A A A A A A A A A A A A A A A				SBT		Intersection Inter
	Int 5S	Driveway 4  Girard & Site Driveway 5	17:00 17:15 17:30 17:45 17:30 17:45 17:30 17:45 15:30 15:45 16:00 16:15 16:30 16:45 17:00 15:15 17:30 17:45 17:45 17:45 17:40 17:15 17:30 17:45 16:30 16:45 17:00 17:15 17:30 17:45	B B B B B B B B B A A A A A A A A A A A		A A A A A A A A A A A A A A A A A A A				A A A A A A A A A A A A A A A A A A A				SBT		Intersection



#### 2040 POTENTIAL MITIGATION OPTIONS

The poor operational conditions identified along the Gibson corridor requires a need for additional travel lanes, turn lanes, potential restriction of turn movements mainline or side-streets to permit additional green time for the eastbound/westbound through movements. From the previous roadway capacity guidance along signalized arterial streets, the 2040 AM peak hour volume arriving at the eastbound Yale approach (highest hourly volume) is 4,039 vehicles. Assuming Gibson as an 8-lane facility, the roadway would have to accommodate 1,101 vphpl. Assuming 55% of the green time can be provided to the through movements, the projected 8-lane Gibson facility would operate very near the LOS B/C threshold.

If an additional travel lane is to be considered on Gibson Blvd, additional widening for dual left turn lanes should also be provided, accommodating locations requiring two turn lanes.

Alternatively, two travel options using Sunport Blvd to Girard Blvd exist. The first option requires travel through the AIS arrivals roadway, crossing 3 pedestrian roadway crossings. This would not be permitted as a viable routing alternative. Second, site-destined motorists could exit via University Blvd, turn east onto Randolph Road, north onto Yale Blvd, then east onto Alamo Ave to access the west side of the site's parking facilities. As roughly estimated, this travel route would take about 5 minutes 3 seconds to traverse. This is only about 3 seconds longer than taking I-25 north to Gibson Blvd, east to Girard Blvd then travel south to the parking structure. With travel duration being about equal, the 1% of the total 13% of vehicular site trips assumed to approach the site from the south using Sunport Blvd is likely an under-estimate.

				Nort	hbound T	ravel Duration	n Entering Site, Existi	ing Conditions					
				Speed		Travel					Speed		Travel
			Distance	Limit	Speed	Duration				Distance	Limit	Speed	Duration
Roadway	From	То	(Ft)	(MPH)	(F/S)	(Sec)	Roadway	From	To	(Ft)	(MPH)	(F/S)	(Sec)
Using Gibson B	ldv						<b>Using Sunport B</b>	ldv (Option 2)					
I-25	Sunprot Ramp	Gibson Ramp	4700	65	95.3	49.3	Sunprot Ramp	I-25	Sunport Blvd	1600	45	66.0	24.2
Gibson Ramp	I-25	Gibson Blvd	1200	45	66.0	18.2	Sunport Blvd	Sunprot Ramp	Universiry Blvd	1800	35	51.3	35.1
Gibson Blvd	Gibson Ramp	Girard Blvd	6820	45	66.0	103.3	Universiry Blvd	Sunport Blvd	Randolph Rd	1750	30	44.0	39.8
Girard Blvd	Gibson Blvd	North Lot Drv	1400	25	36.7	38.2	Randolph Rd	University Blvd	Yale Blvd	2700	30	44.0	61.4
		Total Route =	14120			209.0	Yale Blvd	Randolph Rd	Alamo Ave	300	30	44.0	6.8
	Traffic (	Control Penalty =		3	30	90.0	Alamo Ave	Yale Blvd	Columbia Dr	2000	30	44.0	45.5
	Total	Route Duration =				299.0			Total Route =	10150			212.7
								Traffi	c Control Penalty =		3	30	90.0
								Tot	al Route Duration =				302.7

To eliminate the travel along collector roadways that are not designed to carry a large number of vehicles, a new roadway connection from Sunport, prior to the exit to the AIS parking garage, could follow the Sunport Loop roadway alignment, elevate over the loop roadway intersection with Girard, and touch back down onto Girard Blvd further to the northwest or connect directly into the site's parking garage. Figure 40 shows the alternative schematically.

As an alternative to any new roadway construction, it may be beneficial to improve the existing, local roadway network from Sunport to the Alamo/Columbia intersection. Potential widening, eliminating on-street parking, or other options may be available.

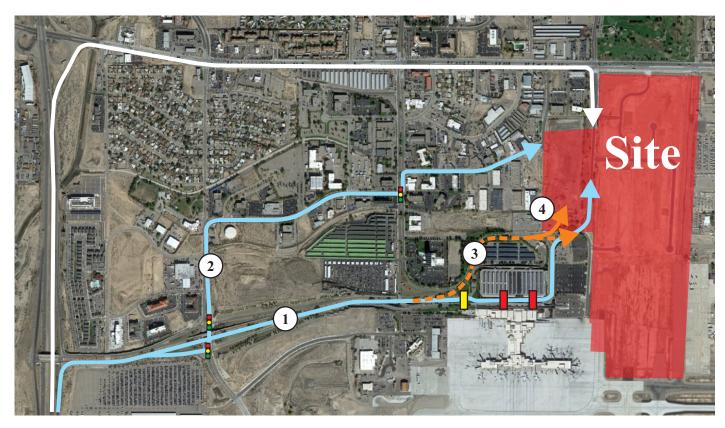
In a similar manner, the existing travel duration was calculated for site-related motorists exiting the site and having a destination to I-25 southbound. Analysis results indicates travel via Gibson Blvd is only 3 seconds shorter. Future signalization of the Gibson/I-25 intersections would result in increased travel duration. The 3% of the 13% of vehicular site trips assumed to use Sunport Blvd to I-25 south is likely an under-estimate.



#### Southbound Travel Duration Exiting Site, Existing Conditions

						.u.c. Du.u.o	Extremely cree, Extraction	5 cc					
				Speed		Travel					Speed		Travel
			Distance	Limit	Speed	Duration				Distance	Limit	Speed	Duration
Roadway	From	To	(Ft)	(MPH)	(F/S)	(Sec)	Roadway	From	То	(Ft)	(MPH)	(F/S)	(Sec)
Using Gibson B	ldv						Using Sunport Bl	dv (Option 1)					
Girard Blvd	North Lot Drv	Gibson Blvd	1400	25	36.7	38.2	Girard Blvd	South Roadway	Sunport Loop Rd	900	25	36.7	24.5
Gibson Blvd	Girard Blvd	Gibson Ramp	7800	45	66.0	118.2	Sunport Loop Rd	Girard Blvd	Sunport Blvd	1780	30	44.0	40.5
Gibson Ramp	Gibson Ramp	I-25	900	45	66.0	13.6	Sunport Blvd	Sunport Loop Rd	I-25 Ramp	5650	35	51.3	110.1
I-25	Gibson Ramp	Sunport Ramp	5200	65	95.3	54.5	I-25 Ramp	Sunport Blvd	I-25	1450	45	66.0	22.0
		Total Route =	15300			224.5			Total Route =	9780			197.0
	Traffic	Control Penalty =		3	30	90.0		Traffic	Control Penalty =		4	30	120.0
	Total	Route Duration =				314.5	·	Tota	Route Duration =				317.0





# **Potential Arrival Options**

Existing (white): Preferred Option. Travel north on I-25 to the Gibson Blvd exit, east on Gibson, then

south on Girard to parking area. Requires travel through 3 traffic signal.

Existing (light blue): Option 1. Travel Sunport through the AIS Arrivals area to Girard Blvd. Requires

drivers to yield for pedestrians within a crossing area and stop for pedestrians crossing

between the parking garage and the terminal at two locations.

Existing (light blue): Option 2. Travel Sunport and exit via University Blvd and take he local roadway network to access the site via Alamo Road. Requires travel through 3 signalized intersections.

Alternative (orange): Option 3. Construct new roadway leaving Sunport prior to the AIS parking garage exit.

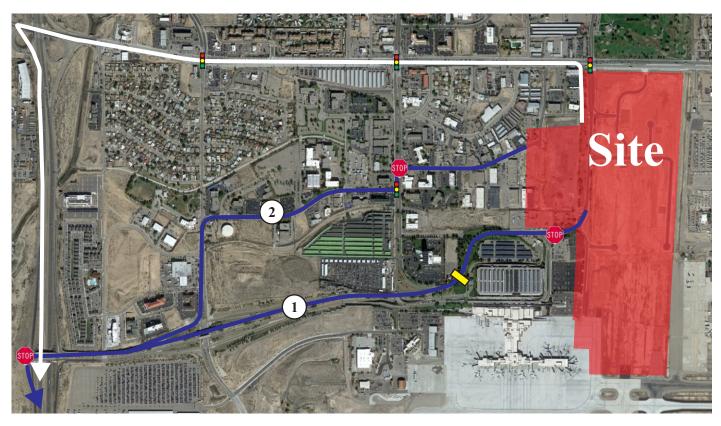
Follow the Sunport Loop roadway alignment and elevate over the loop roadway intersection with Girard and touch back down along Girard Blvd further to the northeast.

Alternative (orange): Option 4. Same as Option 3, but provide a direct connection into the site's parking garage at its 3rd level.

The total travel distance from I-25 and Sunport to the Girard Blvd parking entrance via Gibson Blvd, the preferred travel route, is about 14,120 feet. Assuming motorists travel at the posted speed limit and a 30 second penalty is added if traveling through any stop sign or traffic signal, total travel time of 299 seconds is estimated (4 min. 59 sec).

The total travel distance of Option 2 from the intersection of I-25/Sunport to Alamo/Columbia is about 10,150 feet in length. Using the posted speed limits and a 30 second penalty for traveling through any stop sign or traffic signal, total travel time of 303 seconds is estimated (5 min. 3 sec).





# **Potential Departure Options**

Existing (white): Preferred Option. Travel from parking area north on Girard Blvd, west on Gibson Blvd,

then south to I-25. Requires drivers to pass through 3 traffic signals.

Existing (dark blue): Option 1. Travel Girard Bvld south around the AIS parking structure to I-25. Requires

drivers to yield for pedestrians within a crossing area and 1 stop sign.

Existing (dark blue): Option 2. Travel Alamo Drive west to University Blvd via Randolph Road to Sunport

and access I-25 southbound. Requires travel through 2 stop signs and 1 signalized

intersection.

The total travel distance from to parking garage to I-25/Sunport On-Ramp via Gibson Blvd, the preferred travel route, is 15,300 feet. Assuming drivers travel at the posted speed limit and a 30 second penalty is added for traveling through any stop sign of traffic signal, a total travel duration of 314 seconds is estimated (5 min. 14 sec).

The total travel distance of Option 1 from the parking garage to bottom of the I-25 SB on-ramp is 9,780 feet in length. Assuming drivers travel at the posted speed limit and a 30 second penalty applied for traveling through any stop, yield or traffic signal, total travel duration of 317 seconds is estimated (5 min. 17 sec).

Project Orion - TIA



### LEFT-TURN VEHICLE STORAGE REQUIREMENTS

As part of the capacity analysis results, vehicle queue was assessed at the site-related left-turn bays where site trips are projected at. Table 20 provides results for the AM and PM peak hour for the 2020 Existing, 2025 Phase 1 Build and the 2030 Phase 1 Phase 2 Build-out scenarios. The table includes the existing storage length available (in feet), project turn volume, and 95<sup>th</sup>-percentile queue length (in feet) as calculated from the capacity analysis software. Turn lane queue that exceeds the available turn lane storage length is highlighted with red text. It is noted that significantly higher volumes may occur during the peak-hour of the generator, which is not displayed.

The results indicate the following concerns in the 2030 Build scenario:

- If needed, the 2<sup>nd</sup> southbound left-turn lanes at University and Yale that are currently hatched could be used for a second turn lane. Installing the second turn lane may require a protected turn phase that may reduce the available green time available to the Gibson Blvd through movements. No modifications are recommended at this time.
- The southbound left-turn movement at Girard exceeds available storage length by approximately 66 feet. Modification would impact a driveway to the north. No modifications are recommended at this time.
- The southbound left-turn movement at Carlisle exceeds available storage length by approximately 67 feet. No modifications are recommended at this time.
- The southbound left-turn movement at Maxwell exceeds available storage length by approximately 31 feet. No modifications are recommended at this time.
- The eastbound and westbound left-turn queue at Truman is anticipated to exceed the available storage length by 108 and 67 feet, respectively. Consider extending the eastbound turn lane to meet estimated queue. Consider providing additional green time to the westbound left-turn phase.
- The eastbound left-turn queue at San Mateo is anticipated to exceed the available storage length by 830 feet. No mitigation is offered to improve operations at this location.



Table 20: Left-Turn Queue Length Summary

Part		Existing		PM P	eak Hour (6	5:45 to 7:45	5 PM)			PM P	eak Hour (4	4:00 to 5:00	PM)	
Gibbon   1968   1969			2020 E					Build	2020 E					Build
Select		Length (ft)	Volume	Queue	Volume	Queue	Volume	Queue	Volume	Queue	Volume	Queue	Volume	Queue
Marchest   1906   191														
State   Stat			-	-	-	-	-	-	-	-	-	-	-	-
Mister   1966   1967												85		
Gibbon   1.5 Mil Parison   1		>500 (1)	1930	-	2310	-	2499	2152	0/3	-	921	-	931	221
State   Stat		-	-		-	-	-		-		-		-	-
Washer		300 (1)	-	-	-	-	275	420	-	-	-	-	260	665
March   Marc		500 (1)	-	_	-	-	-	-	-	_		_	-	-
State		750 (1)	37	4	38	6	40	47	54	1	58	1	61	99
Stateff	SB Left	. ,	-	-	-	-	-	-	-		-	-	-	-
Welleth	Gibson / University													
No. Left	EB Left	225	172	79	180	90	189	99	96	78	100	71	105	79
State   200-19   185   196   190   218   190   218   190   191					26		27				93		ı	
Gibbony/Wies													ı	
Black   480		200+ (3)	136	196	150	218	160	230	154	101	166	341	174	358
Walsert														
No Left   200   338   72   152   159   159   158   232   09   24   155   204   175   234   245														
Saleth									l				l	
Silbaron   Ciston														
Biself		200 (3)	100	105	112	1/0	123	230	9/	42	105	204	110	200
Wishert 801/2 11 20 51 34 131 63 209 170 149 80 201 69 257 109 108 108 161 87 107 149 150 149		220	112	42	110	26	124	20	92	20	96	AC.	00	E2
No. Left														
Saleth									l				l	
Sibson/Cardiale   Sibson   S														
Bileth														
Na Left   220   3   5   20   27   233   15   217   27   5   30   550   550   563   State   150   76   102   147   213   151   217   27   5   30   32   35   25   State   150   76   102   147   213   151   217   27   5   30   33   23   35   25   State   100   100   100   121   56   121   57   0   88   112   179   112   128   Walleft   UNK (4)   0   0   0   121   56   121   57   0   88   112   179   112   128   Walleft   UNK (4)   0   0   0   121   56   121   57   0   88   112   179   112   128   State   70   52   88   55   88   58   94   50   2   53   56   56   101   State   100   9   2   9   2   9   2   13   0   13   6   14   6   6   Walleft   UNK (4)   0   0   107   90   107   90   0   0   0   432   285   432   285   State   UNK (4)   0   0   0   107   90   107   90   0   0   0   432   285   432   285   State   UNK (4)   0   0   0   107   90   107   90   0   0   0   432   285   432   285   State   UNK (4)   0   0   0   107   90   107   90   0   0   0   432   285   432   285   State   UNK (4)   0   0   0   0   28   0   29   2   90   2   30   2   30   2   30   Walleft   UNK (4)   0   277   133   307   208   321   217   25   176   53   68   54   71   Walleft   UNK (4)   172   44   84   46   92   588   0   619   2774   651   2879   State   UNK (4)   41   72   44   84   46   92   588   0   619   2774   651   2879   State   UNK (5)   9   176   9   204   9   211   11   156   11   136   12   147   Walleft   150   154   163   234   262   245   289   276   99   438   605   97   982   Walleft   100   75   88   79   79   83   87   10   157   10   10   11   11   Walleft   UNK (6)   69   12   277   23   270   23   84   11   3   3   0   157   10   10   11   11   Walleft   UNK (6)   69   12   877   23   270   23   84   11   3   3   0   159   30   30   30   30   30   30   30   3		260	46	28	72	57	80	79	96	5	120	154	178	333
Size   150	WB Left												ı	
Gibson/Maswell	NB Left	220	3	5	20	27	20	27	429		527		550	
Bileft		150	76	102	147	213	151	217	57	5	105	196	108	202
Wile left   UNIX (4)   0   0   121   56   121   57   0   88   112   179   112   178   115   178   189   267   Sis Left   70   52   88   55   88   58   94   50   2   53   95   56   101   Sis Left   160   9   2   9   2   9   2   13   0   13   6   14   6   Sis Left   UNIX (4)   0   0   131   43   131   45   13														
Na Left UNK (4) 0 0 0 90 140 90 140 0 0 0 156 288 196 267 101 101 101 101 101 101 101 101 101 10		225						11						
SaleH													ı	
Sibson/Quincy													ı	
Bilett   160   9   2   9   2   9   2   13   0   13   6   14   6   Will left   UINK (4)   0   0   131   43   131   45   0   1   96   36   95   38   Ni Left   UINK (4)   0   0   107   90   107   90   0   0   422   285   432   285   Siblett   UIND (5)   0   1   0   28   0   29   2   90   2   30   2   31    Gibson/Truman   140   39   90   54   205   55   248   32   77   54   93   56   104   Will left   UINK (4)   41   72   44   84   46   92   588   0   619   2724   651   2879   Siblett   UINK (4)   41   72   44   84   46   92   588   0   619   2724   651   2879   Siblett   UINK (4)   41   72   44   84   46   92   588   0   619   7724   651   2879   Siblett   UINK (4)   41   72   44   84   46   92   588   0   619   7724   651   2879   Siblett   150   154   163   234   262   245   289   276   99   438   605   497   982   Will left   150   154   163   294   262   245   289   276   99   438   605   497   982   Will left   100   75   68   79   79   83   87   10   157   10   10   11   11   Ni Left   100   75   68   79   79   83   87   10   157   10   10   11   11   Ni Left   100   75   68   79   79   83   87   10   157   10   10   11   11   Ni Left   100   43   99   45   113   47   118   137   09   296		70	52	88	55	88	58	94	50	2	53	96	56	101
WB Left														
NS Left UNN (4) 0 0 0 107 90 107 90 0 0 432 285 432 285 Sale from UND (5) 0 1 0 28 0 2 30 2 31 0 2 31 Gibson/Tuman									l				l	
Saleft   UND   Sign   Part   Sale							-							
Gibson/Turnam											l		l	
Baleft		UND (5)	U		U	28	U	29		90		30		31
NB Left		140	39	90	54	205	56	248	32	72	54	93	56	104
NB Left														
Saleft													ı	
Gibson/San Mateo													ı	
WB Left 100 75 68 79 79 83 87 10 157 10 10 11 11 11 NB Left 160 43 99 45 113 47 118 187 0 0 196 269 206 280 SB Left 700(2) 84 157 88 200 92 206 42 0 44 76 46 78 SB Left 700(2) 84 157 88 200 92 206 42 0 44 76 46 78 SB Left Unk (6) 0 0 0 0 - 0 - 0 0 0 0 0 - 0 - 0 0 0 SB Left Unk (6) 69 12 257 223 270 231 84 11 476 338 500 350 NB Left Unk (6) 20 1 88 15 92 17 4 109 32 9 34 10 SB Left Unk (6) 20 1 88 15 92 17 4 109 32 9 34 10 SB Left 300(1) 107 109 147 102 154 107 56 5 5 92 53 97 34 10 SB Left 300(1) 107 109 147 102 154 107 56 5 5 92 53 97 55 WB Left 300(1) 15 5 95 88 100 31 14 0 94 34 99 37 SB Left 250(1) 20 7 192 56 202 61 3 0 123 39 129 43 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500(1,2) 61 - 65 23 60 236 64 7 - 251 58 264 65 SB Left 500(1,2) 61 - 65 23 60 236 64 7 - 251 58 264 65 SB Left 500(1,2) 61 - 65 23 60 236 64 7 - 251 58 264 65 SB Left 500(1,2) 61 - 65 23 60 236 64 7 - 251 58 264 65 SB Left 500(1,2) 61 - 65 23 60 236 64 7 - 251 58 264 65 SB Left 500(1,2) 61 60 60 23 60 236 64 7 - 251 58 264 65 SB Left 500(1,2) 61 60 60 23 60 236 64 7 - 251 58 264 65 SB Left 500(1,2) 61 60 60 23 60 236 64 7 - 251 58 264 65 SB Left 500(1,2) 61 60 60 23 60 60 236 64 7 - 251 58 264 65 SB Left 500(1,2) 61 60 60 23 60 60 236 64 7 - 251 58 264 65 SB Left 500(1,2) 61 60 60 23 60 60 23 60 64 7 - 251 58 264 65 SB Left 500(1,2) 61 60 60 60 60 60 60 60 60 60 60 60 60 60														
NB Left 150 43 99 45 113 47 118 187 0 196 269 206 280 SB Left 700 (2) 84 157 88 200 92 206 42 0 0 44 76 46 78 250 250 250 250 250 42 0 0 44 76 46 78 250 250 250 250 250 250 250 250 250 250	EB Left	150	154	163	234	262	245	289	276	99	438	605	497	982
Selecth   700   20	WB Left	100	75	68	79	79	83	87	10	157	10	10	11	11
Sunport/Noodward/Znd St	NB Left	160	43	99	45	113	47	118	187	0	196	269	206	280
EB Left Unk (6) 69 12 257 223 270 231 84 1 476 338 500 350 NB Left Unk (6) 69 12 257 223 270 231 84 1 476 338 500 350 NB Left Unk (6) 20 1 88 15 92 17 4 109 32 9 34 10 Sunport/Woodward/Broadway  EB Left 100 (1) 107 109 147 102 154 107 56 5 92 53 97 55 WB Left 300 (1) 155 5 95 28 100 31 14 0 94 34 99 37 SB Left 250 (1) 20 7 192 56 20 103 158 111 32 7 212 134 223 139 NB Left 250 (1) 20 7 192 56 20 61 3 0 123 39 129 43 Sunport/L-25 SB Ramps  WB Left 500 (1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500 (1,2) 757 - 581 253 611 261 570 - 418 169 439 176 SUNPOT/L-25 NB Ramps  EB Left 500 (1,2) 1 - 225 60 236 64 7 - 251 58 264 55 NB Left 250 (1,2) 1 - 225 60 236 64 7 - 251 58 264 56 SB Left 250 (1,2) 1 - 255 60 236 64 7 - 251 58 264 56 SB Left 250 (1,2) 1 - 255 60 236 64 7 - 251 51 51 54 54 SB Left 250 (1,2) 1 - 255 60 236 64 7 - 251 51 51 54 54 SB Left 250 (1,2) 1 - 255 60 236 64 7 - 251 51 51 54 54 SB Left 250 (1,2) 1 - 255 60 236 64 7 - 251 51 51 54 54 SB Left 250 (1,2) 1 - 255 60 236 64 7 - 251 51 51 54 54 SB Left 250 (1,2) 1 - 255 60 236 64 7 - 251 51 51 54 54 SB Left 250 (1,2) 1 - 255 60 236 64 7 - 251 51 51 54 54 SB Left 250 (1,2) 1 - 255 60 236 64 7 - 251 51 51 54 54 SB Left 250 (1,2) 1 - 250 50 11 70 86 73 3 3 - 51 51 51 54 54 SB Left 250 (1,2) 1 - 255 60 236 64 7 - 251 51 51 54 54 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 - 250 50 7 60 11 70 - 80 13 101 28 SB Left 250 (1,2) 1 -	SB Left	700 (2)	84	157	88	200	92	206	42	0	44	76	46	78
WB Left Unk (6) 69 12 257 223 270 231 84 1 476 338 500 350 NB Left Unk (6) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sunport/Woodward/2nd St													
NB Left Unk (6) 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								-				-		-
SB Left Unk (6) 20 1 88 15 92 17 4 109 32 9 34 10  Sunport/Woodward/Broadway  EB Left 100 (1) 107 109 147 102 154 107 56 5 92 53 97 55  WB Left 300 (1) 30 68 150 103 158 111 32 7 212 134 223 139  NB Left 100 (1) 15 5 95 28 100 31 14 0 94 34 99 37  SB Left 250 (1) 20 7 192 56 202 61 3 0 123 39 129 43  Sunport/L25 SB Ramps  WB Left 500 (1,2) 61 - 66 23 69 25 186 - 234 46 258 55  SB Left 500 (1,2) 757 - 581 253 611 261 570 - 418 169 439 176  Sunport/L25 NB Ramps  EB Left 500 (1,2) 1 - 225 60 236 64 7 - 251 58 264 65  NB Left 250 2 - 82 70 86 73 3 - 51 51 54 54  Girard/Miles  BLeft UND (5) 45 - 55 7 60 11 70 - 80 13 101 28  Girard/Site Driveway  WB Left 430 - 3 3 11 10 41 70 - 80 13 101 28  Girard/Site Driveway to East  N/A UND (5) 533 12 66 13 43 5 168 30  Girard/Stree Driveway  WA Left UND (5) 35 45 00 43 5 168 30  Girard/Stree Driveway  WB Left UND (5) 35 45 00 28 10 00 1 1 00 0 0 0 0 0 0 0 0 0 0 0 0 0													ı	
Sunport/Woodward/Broadway														
EB Left 100 (1) 107 109 147 102 154 107 56 5 92 53 97 55 WB Left 300 (1) 30 68 150 103 158 111 32 7 212 134 223 139 NB Left 100 (1) 15 5 95 28 100 31 14 0 94 34 99 37 SB Left 250 (1) 20 7 192 56 20 61 3 0 123 39 129 43 Sunport/-25 SB Ramps  WB Left 500 (1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500 (1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500 (1,2) 757 - 581 253 611 261 570 - 418 169 439 176 Sunport/-25 NB Ramps  EB Left 500 (1,2) 1 - 225 60 236 64 7 - 231 58 264 65 NB Left 250 2 - 82 70 86 73 3 - 51 51 51 54 54 54 Girard/Miles  EB Left 250 2 - 82 70 86 73 3 - 51 51 51 54 54 56 Singlard/Miles  EB Left 430 - 23 3 11 10 41 - 2 80 13 101 28 Singlard/Miles  EB Left 430 - 3 3 11 10 41 - 2 80 13 101 28 Singlard/Miles  EB Left 430 - 3 3 11 10 41 - 3 4 2 8 5 S Singlard/Miles  EB Left 430 - 3 5 5 7 60 11 70 - 80 13 101 28 Singlard/Miles  EB Left 900 5 - 5 5 7 60 11 70 - 80 13 101 28 Singlard/Miles  EB Left 900 5 - 5 5 7 60 11 70 - 80 13 101 28 Singlard/Miles  EB Left 900 5 - 5 5 7 60 11 70 - 80 13 101 28 Singlard/Miles  EB Left 900 5 - 5 5 7 60 11 70 - 80 13 101 28 Singlard/Miles  EB Left 900 5 - 5 5 7 60 11 70 - 80 13 101 28 Singlard/Miles  EB Left 900 5 - 5 5 7 60 11 70 - 80 13 101 28 Singlard/Miles  EB Left 900 5 - 5 5 7 60 11 70 - 70 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		Unk (6)	20	1	88	15	92	17	4	109	32	9	34	10
WB Left 300 (1) 30 68 150 103 158 111 32 7 212 134 223 139 NB Left 100 (1) 15 5 95 28 100 31 14 0 94 34 99 37 SB Left 250 (1) 20 7 192 56 202 61 3 0 123 39 129 43 199 37 SB Left 500 (1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500 (1,2) 75 7 - 581 253 60 125 186 - 234 46 258 55 SB Left 500 (1,2) 75 7 - 581 253 60 236 61 25 186 - 234 46 258 55 SB Left 500 (1,2) 75 7 - 581 253 60 236 64 7 - 251 58 50 169 25 186 190 190 190 190 190 190 190 190 190 190		100 (4)	107	100	167	102	151	107		-	63	F2	67	
NB Left 100 (1) 15 5 95 28 100 31 14 0 94 34 99 37 SB Left 250 (1) 20 7 192 56 202 61 3 0 123 39 129 43 SUnport/25 SB Ramps  WB Left 500 (1,2) 61 - 66 23 69 25 186 - 234 46 258 55 SB Left 500+ (1,2) 757 - 581 253 611 261 570 - 418 169 439 176 SUNPOT/25 NB Ramps  EB Left 500 (1,2) 1 - 225 60 236 64 7 - 251 58 264 65 NB Left 250 2 - 82 70 86 73 3 - 51 51 51 54 54 54 SI 61 570 10 11 70 - 80 13 101 28 SI 61 570 51 51 51 54 54 54 SI 61 570 51 51 51 54 54 54 SI 61 570 51 51 51 51 51 51 51 51 51 51 51 51 51														
SB Left 250 (1) 20 7 192 56 202 61 3 0 123 39 129 43 Sunport/1-25 SB Ramps									l				l	
Sunport/L-25 SB Ramps														
WB Left 500 (1,2) 61 - 66 23 69 25 186 - 234 46 258 55 S8 Left 500+ (1,2) 757 - 581 253 611 261 570 - 418 169 439 176 Sunport/P.2S NB Ramps  EB Left 500 (1,2) 1 - 225 60 236 64 7 - 251 58 264 65 NB Left 250 2 - 82 70 86 73 3 - 51 51 54 54 54 S4 Girard/Niles  EB Left UND (5) 45 - 55 7 60 11 70 - 80 13 101 28 Girard/Site Driveway  WB Left 430 - 3 11 10 41 - 4 2 8 5 Girard/Site Driveway to East  N/A UND (5) 5 3 12 66 13 - 43 5 168 30 Girard/Stork Parking to Driveway  WB Left UND (5) 5 3 45 0 28 109 1 Ammo/South Bite Roadway  EB Left UND (5) 1 5 3 2 3 3 - 2 2 8 109 1 Ammo/South Bite Roadway  EB Left UND (5) 3 5 45 0 28 109 1 Ammo/South Bite Roadway  EB Left UND (5) 3 5 45 0 28 109 1 Ammo/South Bite Roadway  EB Left UND (5) 3 5 45 0 28 109 1 Ammo/South Bite Roadway  EB Left UND (5) 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		250 (1)	20	,	132		202	01	,	J	123	JJ	123	+3
SB Left 500+(1,2) 757 - 581 253 611 261 570 - 418 169 439 176 Sunport)-25 NB Ramps		500 (1.2)	61	-	66		69	25	186	-	234	46	258	55
Sunport/-25 NB Ramps				_						-			ı	
EB Left		, -, -,												
NB Left		500 (1,2)	1	-	225	60	236	64	7	-	251	58	264	65
Girard/Miles													ı	
Gibson/Site Driveway	Girard/Miles													
WB Left         430         -         3         11         10         41         -         -         4         2         8         5           Girard/Site Driveway to East         UND (5)         - </td <td></td> <td>UND (5)</td> <td>45</td> <td>-</td> <td>55</td> <td>7</td> <td>60</td> <td>11</td> <td>70</td> <td>-</td> <td>80</td> <td>13</td> <td>101</td> <td>28</td>		UND (5)	45	-	55	7	60	11	70	-	80	13	101	28
Girard/Site Driveway to East   UND (5)														
N/A		430	-	-	3	11	10	41	-	-	4	2	8	5
Girard/North Parking Lot Drivewy   EB Left														
EB Left		UND (5)	-	-	-	-	-	-	-	-	-	-	-	-
Girard/Truck Driveway	Girard/North Parking Lot Drivewy													
N/A UND (5)		UND (5)	-	-	53	12	66	13	-	-	43	5	168	30
Girard/South Site Roadway														
EB Left         UND (5)         -         -         35         45         0         -         -         28         109         1           Alamn/Columbia/Site Driveway		UND (5)	-	-	-	-	-	-	-	-	-	-	-	-
Alamo/Columbia/Site Driveway         IEB Approach         UND (5)         -         -         15         32         3         -         -         20         28         2         2           WB Approach         UND (5)         -         -         7         10         1         -         -         7         24         2           NB Approach         UND (5)         -         -         30         37         6         -         -         24         96         10           SB Approach         UND (5)         -         -         0         0         -         -         0         0         0		LIND (C)			25		Ar.	0			20		100	1
EB Approach         UND (5)         -         -         15         32         3         -         -         20         28         2           WB Approach         UND (5)         -         -         7         10         1         -         -         7         24         2           NB Approach         UND (5)         -         -         30         37         6         -         -         24         96         10           SB Approach         UND (5)         -         -         0         0         -         -         0         0		UND (5)	-	-	35		45	U	_	-	28		109	1
WB Approach         UND (5)         -         -         7         10         1         -         -         7         24         2           NB Approach         UND (5)         -         -         30         37         6         -         -         24         96         10           SB Approach         UND (5)         -         -         0         0         0         -         -         0         0		LIND (E)			10		32	2			20		70	2
NB Approach         UND (5)         -         -         30         37         6         -         -         24         96         10           SB Approach         UND (5)         -         -         0         0         -         -         0         0				-						-				
SB Approach UND (5) 0 0 0 0 0 0				-					l	-				
									[	-				
Notes:	oo approach	•					U	U		-				U

- Notes:

  1 Future Condition (2025/2030)

  2 Dual Turn Lane (sum of both lanes)

  3 2nd left lane available (hatched)

  4 Unknown, EUL Project

  5 Undetermined, signle lane approach

  6 Unknown, Sunport Ext. Project



# FUTURE YEAR NO-BUILD AND BUILD FREEWAY TRAFFIC VOLUMES

Freeway and ramp volumes were calculated in a similar manner as the intersection volumes that were calculated. The 2025 No-Build volumes included a 1% per year growth rate over 2020 conditions and include the estimated EUL project volumes. For the 2025 Build scenario, the Project Orion Phase 1 site trips were included. The volumes, in 15-minute intervals, were substituted into the existing 2020 freeway network and analyzed using the HCS software without modification from the earlier analysis period.

LOS summary results for the I-25 northbound direction for the 2020 Existing condition (for comparison purposes), the 2025 No-Build scenario, and the 2025 Build scenario are provided in Table 21. The LOS summary results for the southbound direction, provided for the same three horizon periods are provided in Table 22.

#### 2025 No-Build Results

Overall, the northbound I-25 freeway corridor continues to show LOS D or better operation on all freeway segments from 5:00 to 9:00 AM. When compared to the 2020 Existing condition, additional segments and individual time periods change from LOS C to LOS D. During the peak PM period, Segment N7 (overlap segment of the Gibson merge and Cesar Chavez diverge) shows 1 period of LOS E operation (4:15PM) with a total of 10 segment/time periods showing LOS D operation. All other segments show LOS C or better operation throughout the PM peak period.

In the southbound direction, there are increased time periods on Segments S1, S2, and S3 that show LOS D conditions while LOS F operation is estimated on Segment S3 (off-ramp to eastbound Gibson) for 3 additional time periods (7 total) beginning at 6:30AM. In total, LOS D or worse operation is noted for 32 total time periods throughout the day (an increase from 14 periods in the 2020 Existing condition).

#### 2025 Build Results

The site added traffic to the I-25 corridor northbound direction in the AM and PM peak periods result in nearly similar operating conditions on the freeway segments throughout the day. LOS D or worse operation is noted for a total of 1 additional AM period and 6 additional PM periods compared to 2025 No-Build conditions. The only segment estimated to operate at LOS E remains the westbound Gibson merge condition (Segment N7) for 1 15-minute time period beginning at 4:15PM.

Similar conditions are estimated for the southbound direction. Build volumes add 1 LOS F time period to the eastbound Gibson off-ramp segment during peak morning conditions, while three additional time periods are noted with LOS D operation in the S2 overlap segment (diverge segment to westbound Gibson) due to the slight increase in freeway volume demand associated with the site (1 AM and 2 PM periods). All other segments operate at LOS C or better during all time periods.

Similar to the 2020 Existing Conditions analysis, the following software warnings were noted for the 2025 scenarios:

- Southbound I-25 AM Peak Period: Diverge capacity is less than diverge demand on Segment S3 (SB Off-ramp to EB Gibson)
- Northbound I-25 PM Peak Period: Merge capacity is less than merge demand on Segment N7 (Gibson WB On-Ramp).



# **2025 BUILD**

					Le	vel of Serv	vice			
	Segment	N1	N2	N3	N4	N5	N6	N7	N7	N8
	5:00	A	Α	A	A	A	A	Α	A	A
	5:15	А	В	A			В	В	В	Α
	5:30	A	В	A			В	В	В	A
	5:45	A	В	A			В	В	В	_ A_
	6:00	В	В	В	В	В	В	В	В	В
	6:15	В	С	В	В	В	В	С	С	В
po	6:30	С	С	С	В	С	С	С	С	С
erie	6:45	В	С	В	В	В	В	С	С	В
Time Period	7:00	С	С	С	С	С	С	С	С	С
트	7:15	D	D	D	С	С	С	D	D	С
	7:30	С	С	С	С	С	С	С	С	С
	7:45	В	С	В	В	В	В	В	В	В
	8:00	В	С	В	В	В	В	В	В	В
Marie Barrier	8:15	В	С	В	В	В	В	В	В	В
	8:30	В	С	В	В	В	В	В	В	В
	8:45	В	В		В	Α	В	В	В	В
	14:00	Α	В	Α	В	В	В	В	В	В
	14:15	В	В		В	В	В	В	В	В
	14:30	В	В	A	В	В	В	В	В	В
	14:45	В	В	В	В	В	В	С	В	В
	15:00	В	В	В	В	В	В	С	С	С
	15:15	В	В	A	В	В	В	С	С	С
1775	15:30	В	В	В	В	В	В	С	С	С
	15:45	В	В	В	В	В	В	С	С	С
B	16:00	В	В	В	В	В	В	D	С	С
Time Period	16:15	В	В	В	В	В	В	D	С	С
ne F	16:30	В	В	В	В	В	В	С	С	С
F	16:45	В	В	В	В	В	В	С	С	С
	17:00	В	В		В	В	В	D	С	С
	17:15		В		В	В	В	С	С	В
	17:30		В		В	A	В	В	В	В
	17:45		В		В			В	В	Α
	18:00		В		В		В	В	В	В
	18:15		В		Α		В	В	В	Α
	18:30		В				В	В	В	
	18:45	A	В				A	В	В	A
								Ove	rlap	
Гуре		Basic	Diverge	Basic	Weave	Basic	Merge	Merge	Diverge	Basic
ength,		1500	1500	2600	2250	1150	1200	1500	1500	1500
Segmen	nt ID	N1	N2	N3	N4	N5	N6	N7	N7	N8
Nort	thbound cations	South of Sunport	Off-Ramp to Sunport N	Btw Sunport Off and On Ramps	Btw Sunport On and Gibson Off Ramp	Btw Gibson Off and EB On Ramps	Gibson EB On-Ramp	Gibson WB On- Ramp	Cesar Chavez Off- Ramp	North of Cesar Chavez

•				Lev	el of Serv	rice			
Segment	N1	N2	N3	N4	N5	N6	N7	N7	N8
5:00	A	A	А	A	A	A	A	A	A
5:15	Α	В				В	В	В	A
5:30	A	В	Α			В	В	В	A
5:45		В	A			В	В	В	A
6:00	В	В	В	В	В	В	В	В	В
6:15	С	С	В	В	В	В	С	С	С
6:30	С	С	С	В	С	С	С	С	С
6:45	С	С	С	В	В	В	С	С	С
7:00	С	D	С	С	С	С	С	С	С
7:15	D	D	D	С	D	С	D	D	D
7:30	С	D	С	С	С	С	D	С	D
7:45	В	С	В	В	В	В	С	В	В
8:00	В	С	В	В	В	В	С	С	В
8:15	В	С	В	В	В	В	С	В	В
8:30	В	C	В	В	В	В	C	C	В
8:45	В	В	В	В	A	В	В	В	В
14:00	В	В	В	В	В	В	С	С	В
14:15	В	В	В	В	В	В	С	С	В
14:30	В	В	В	В	В	В	С	С	В
14:45	В	В	В	В	В	В	С	С	С
15:00	В	В	В	В	В	В	С	С	С
15:15	В	В	В	В	В	В	С	С	С
15:30	В	В	В	В	В	В	D	С	С
15:45	В	В	В	В	В	В	D	С	C
16:00	В	В	В	В	В	В	D	D	D
16:15	В	В	В	В	В	В	E	D	D
16:30	В	В	В	В	В	В	D	С	C
16:45	В	В	В	В	В	В	D	С	С
17:00	В	В	В	В	В	В	D	D	D
17:15	В	В	A	В	В	В	C	С	C
17:30	A	В		В	A	В	С	В	В
17:45		В		В		В	В	В	A
18:00	A	В	A	В	A	В	В	В	В
18:15		В		В	A	В	В	В	В
18:30		В		A		В	В	В	В
18:45		В				В	В	В	В
10.43	A	В	A		and the same	Б			В
	Racio	Diverge	Basic	Weave	Basis	Morgo	200	rlap	Basi
	Basic 1500	1500	2600	2250	Basic 1150	Merge 1200	Merge 1500	Diverge 1500	1500
	N1		N3	N4	N5		N7	N7	N8
	INT	11/2				N6	IN 7	IN /	148
	r <sub>o</sub>	Off-Ramp to Sunport Z	Btw Sunport Off and On Ramps	Btw Sunport On and Gibson Off Ramp	Btw Gibson Off and EB On Ramps	Gibson EB On-Ramp	Ł	⊭	E
	du	Sun	Off ps	Rar	v Gibson Off a EB On Ramps	Ä	o o	0 2 0	esa
	f Su	\$	ort	15 #5	Rai	ŏ	on WB Ramp	Chave	th of Ce
	ho		Sunport Of On Ramps	du o	ibs On	E .	Ra	ည် <u>&amp;</u>	ŧ è
	South of Sunport	-Raj	v Su O	tw Sunport On an Gibson Off Ramp	^ G EB	1050	Gibson WB On- Ramp	Cesar Chavez Off- Ramp	North of Cesar
	Š	🕏	B‡	B G	Btv	Gib	"	ŭ	_

2025 NO-BUILD

				Lev	el of Serv	ice			
Segment	N1	N2	N3	N4	N5	N6	N7	N7	N8
5:00	A	В	A	A	A	A	A	A	A
5:15	Α	В	A			В	В	В	Α
5:30	В	В		В	Α	В	В	В	A
5:45	A	В	- A-	A	A	В	В	В	A
6:00	В	В	В	В	В	В	В	В	В
6:15	С	С	В	В	В	В	С	С	С
6:30	С	С	С	В	С	С	С	С	С
6:45	С	С	С	В	В	В	С	С	С
7:00	С	D	С	С	С	С	D	С	С
7:15	D	D	D	С	D	С	D	D	D
7:30	С	D	С	С	С	С	D	С	D
7:45	В	С	В	В	В	В	С	С	В
8:00	В	С	В	В	В	В	С	С	В
8:15	В	С	В	В	В	В	С	С	В
8:30	В	C	В	В	В	В	С	С	В
8:45	В	В	В	В	A	В	В	В	В
14:00	В	В	В	В	В	В	С	С	В
14:15	В	В	В	В	В	В	С	С	В
14:30	В	В	В	В	В	В	С	С	В
14:45	В	В	В	В	В	В	С	С	С
		-						С	С
15:00 15:15	В	В	В	В	В	В	D	С	С
15:30					В	В	D		
	B	В	В	В	В	В	D	D	D
15:45		В	В		В	В	D	D	D
16:00	В	В	В	В	В	В	D	D	D
16:15	В	В	В	В	В	В	E	D	D
16:30	В	В	В	В	В	В	D	С	С
16:45	В	В	В	В	В	В	D	С	С
17:00	В	В	В	В	В	В	D	D	D
17:15	В	В		В	В	В	С	С	С
17:30		В		В	A	В	С	В	В
17:45	Α	В	Α	В	Α	В	В	В	A
18:00		В		В	Α	В	В	В	В
18:15		В		В	Α	В	В	В	В
18:30		В			A	В	В	В	В
18:45	A	В	A	A	A	В	В	В	В
							Ove	erlap	
	Basic	Diverge	Basic	Weave	Basic	Merge	Merge	Diverge	Basic
	1500	1500	2600	2250	1150	1200	1500	1500	1500
	N1	N2	N3	N4	N5	N6	N7	N7	N8
	South of Sunport	Off-Ramp to Sunport Z	Btw Sunport Off and On Ramps	Btw Sunport On and Gibson Off Ramp	Btw Gibson Off and EB On Ramps	Gibson EB On-Ramp	Gibson WB On- Ramp	Cesar Chavez Off- Ramp	North of Cesar Chavez

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					Level of	f Service			
	Segment	S1	52	S2	S3	S4	S5	S6	S7
	5:00	A	A	В	Α	A	A		
	5:15	A		В	Α				
	5:30	В	В	В	В	A			
	5:45	В	В	С	В	Α			
	6:00	В	В	С	В	Α			
	6:15	С	С	С	С	В	A	В	Α
po	6:30	С	С	D	F	В	A	В	Α
Time Period	6:45	D	С	D	F	В	В	В	В
e P	7:00	С	С	D	F	В	A	A	A
ĮĮ.	7:15	С	С	D	F	В	A	В	Α
	7:30	С	С	D	С	В	Α	В	Α
	7:45	С	С	D	С	В	A	В	Α
	8:00	С	С	С	С	В	A	В	A
	8:15	С	С	С	С	В	Α	В	Α
	8:30	С	С	С	С	В	A	В	Α
	8:45	В	В	С	В	В	Α	В	Α
	14:00	В	В	С	В	В	В	В	В
	14:15	В	В	С	В	В	В	В	В
	14:30	С	С	С	С	В	В	В	В
	14:45	С	С	D	С	В	В	В	В
	15:00	С	С	D	С	В	В	В	В
-	15:15	С	С	С	С	В	В	В	В
	15:30	С	С	С	С	В	В	В	В
	15:45	С	С	С	С	В	В	В	В
р	16:00	С	С	С	С	В	В	В	В
Time Period	16:15	С	С	D	С	В	В	В	В
Je P	16:30	С	С	С	В	В	В	В	В
Tir	16:45	С	С	С	С	В	В	В	В
	17:00	С	С	С	С	В	В	В	В
	17:15	С	С	С	С	В	В	В	В
	17:30	С	С	С	С	В	В	В	В
	17:45	С	С	С	С	В	В	В	В
	18:00	С	С	С	С	В	В	В	В
	18:15	В	С	С	В	В	В	В	В
	18:30	В	В	С	В	В	В	В	В
	18:45	В	В	С	В	В	В	В	В
			Ove	rlap					
Туре		Basic	Merge	Diverge	Diverge	Weaving	Basic	Merge	Basic
Length,	ft	1500	1500	1500	1100	3225	2500	1500	1500
Segmer		S1	S2	S2	S3	S4	S5	S6	S7
	thbound cations	N of Cesar Chavez On-Ramp	On-Ramp from Cesar Chavez	Off-Ramp to WB Gibson	Off-Ramp to EB Gibson	Btw Gibson On and Sunport Off Ramps	Btw Gibson and Sunport	Btw Sunport Off and On Ramps	On-Ramp from Sunport

,								
Segment	S1	52	52	S3	S4	S5	S6	57
5:00	A	A	В	A	A	A	A	A
5:15	A	В	В	Α	A		A	
5:30	В	В	В	В	Α		A	
5:45	В	В	С	В	Α		Α	А
6:00	В	В	С	В	A	Α	A	Α
6:15	С	С	С	С	В		В	A
6:30	D	С	D	F	В	В	В	В
6:45	D	D	D	F	В	В	В	В
7:00	D	С	D	F	В	A	В	A
7:15	D	D	D	F	В		В	В
7:30	С	С	D	F	В		В	A
7:45	D	С	D	F	В		В	В
8:00	С	С	D	F	В	A	В	A
8:15	С	С	D	С	В		В	A
8:30	С	С	D	С	В		В	A
8:45	С	С	С	С	В	A	В	
14:00	C	С	С	В	В	В	В	В
14:15	C	С	C	В	В	В	В	В
14:30	С	С	С	С	В	В	В	В
14:45	С	C	D	С	В	В	В	В
15:00	С	С		С				
		C	D	С	В	В	В	В
15:15	С	_	D		В	В	В	В
15:30	С	С	D	С	В	В	В	В
15:45			D		В	В	В	В
16:00	С	С	D	С	В	В	В	В
16:15	С	С	D	С	В	В	В	С
16:30	С	С	С	С	В	В	В	В
16:45	С	С	D	С	В	В	В	С
17:00	С	С	С	С	В	В	В	С
17:15	С	С	D	С	В	В	В	С
17:30	С	С	С	С	В	В	В	В
17:45	С	С	С	С	В	В	В	В
18:00	С	С	С	С	В	В	В	В
18:15	С	С	С	С	В	В	В	В
18:30	В	В	С	В	В	В	В	В
18:45	В	В	С	В	В	В	В	В
	200		rlap			-		
	Basic	Merge	Diverge	Diverge	Weaving	Basic	Merge	Basic
	1500	1500	1500	1100	3225	2500	1500	1500
	S1	S2	S2	S3	S4	S5	S6	S7
	N of Cesar Chavez On-Ramp	On-Ramp from Cesar Chavez	Off-Ramp to WB Gibson	Off-Ramp to EB Gibson	Btw Gibson On and Sunport Off Ramps	Btw Gibson and Sunport	Btw Sunport Off and On Ramps	On-Ramp from Sunport

				Level of	Service			
Segment	51	52	52	S3	54	S5	56	57
5:00	Α	В	В	В	A			
5:15		В	В	В	Α			
5:30	В	В	С	В	Α			
5:45	В	В	С	С	A			
6:00	В	В	С	В	A			
6:15	С	С	D	С	В		В	
6:30	D	С	D	F	В	В	В	В
6:45	D	D	D	F	В	В	В	В
7:00	D	С	D	F	В	Α	В	A
7:15	D	D	D	F	В		В	В
7:30	С	С	D	F	В		В	Α
7:45	D	С	D	F	В		В	В
8:00	С	С	D	F	В		В	A
8:15	С	С	D	F	В		В	
8:30	С	С	D	С	В		В	A
8:45	C	C	С	С	В		В	
14:00	C	С	C	С	В	В	В	В
14:15	С	С	С	С	В	В	В	В
14:30	С	С	D	С	В	В	В	В
14:45	С	С	D	С	В	В	В	В
15:00	С	С	D	С	В	В	В	В
15:15	C	С	D	C	В	В	В	С
15:30	С	С	D	C	В	В	В	С
15:45	С	С		С	В	В	В	В
	С	С	D	С				
16:00	С		D	C	В	В	В	В
16:15		С	D		В	В	В	С
16:30	С	С	С	C	В	В	В	В
16:45	С	С	D		В	В	В	С
17:00	С	С	С	С	В	В	В	С
17:15	С	С	D	С	В	В	В	С
17:30	С	С	D	С	В	В	В	В
17:45	С	С	С	С	В	В	В	В
18:00	С	С	С	С	В	В	В	В
18:15	С	С	С	С	В	В	В	В
18:30	В	В	С	В	В	В	В	В
18:45	В	В	С	В	В	В	В	В
	Park Park Park		rlap					
	Basic	Merge	Diverge	Diverge	Weaving	Basic	Merge	Basic
	1500	1500	1500	1100	3225	2500	1500	1500
	S1	S2	S2	S3	S4	S5	S6	S7
	N of Cesar Chavez On-Ramp	On-Ramp from Cesar Chavez	Off-Ramp to WB Gibson	Off-Ramp to EB Gibson	Btw Gibson On and Sunport Off Ramps	Btw Gibson and Sunport	Btw Sunport Off and On Ramps	On-Ramp from Sunport
	N of C	On-Ran	Off-R	0ff-F	Btw Gi Sunpol	Btw (	Btw Sur Or	9-no

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#### 2030 AND 2040 FREEWAY CONDITIONS

As part of the planned/programmed improvements for the I-25 corridor, it has been assumed the freeway changes outlined in the *I-25 South Corridor Study* that Phase 1B is the preferred alternative for the study area. The changes include adding another general purpose lane to I-25 in both directions, providing a braided ramp design to accommodate Gibson and Avenida Cesar Chavez on-off traffic, and providing for signalized intersections at the ramp intersections with Gibson Blvd. Figure 41 highlights the modifications that are planned for the Sunport and Gibson intersection areas as well and the southbound off-ramp for Gibson Road just south of Avenida Cesar Chavez for the 2030 horizon year and beyond. The figure also shows the freeway segmentation used for the HCS analysis in the northbound and southbound directions.

Following a similar methodology to Phase 1 volume development, traffic volumes analyzed for 2030 No-Build condition included an increase in base year traffic volumes at a rate of 1% per year above existing 2020 conditions, the EUL non-site traffic volumes, plus the traffic volumes associated with Phase 1 of the development. Build volumes associated with the potential Phase 2 site development were added to the 2030 No-Build conditions. For the 2040 horizon year, the 2030 existing volume component was increased another 1% per year for 10 years and added to the EUL, Phase 1, and Phase 2 traffic volumes to estimate 2040 volume conditions on the I-25 corridor from south of Sunport Blvd to north of Gibson Blvd.

As indicated in the intersection analysis section of this report, the 2040 forecast volumes entering and exiting Gibson Blvd from I-25, as estimated in the *I-25 South Corridor Study*, are significantly lower than estimated in this report. Therefore, analyzed results are thought to be a conservative (high) estimate of potential operating conditions.

# 2030 AND 2040 YEAR FREEWAY ANALYSIS RESULTS

The freeway modifications were incorporated in the HCS Freeways module for evaluation. Similar to earlier evaluations, all freeway segments assume 10% trucks on the mainline, 3% trucks on the on/off ramps, and a 1% per year growth from the base year volume condition while adding site and site adjacent development volumes.

Tables 23 and 24 show the AM and PM peak period LOS summary analysis for the 2040 Horizon Year Freeway condition for the I-25 Northbound and Southbound segments, respectively.

From review of the above LOS tables, the following commentary is provided:



# SUNPORT SOMPH 3.400R SS SOMPH 3.400R SS SOMPH 3.400R SS SOMPH 3.400R SS SOMPH 3.400R SOMPH 3.40

# GIBSON SOMPH 4.000e 1,500R SOUTH DIVERSION CHANNING SOUTH DIVERSION CHANNING GIBSON SOUTH DIVERSION CHANNING GIBSON SOUTH DIVERSION CHANNING GIBSON SOUTH DIVERSION CHANNING SOUTH S

# AVENIDA CESAR CHAVEZ STORY STATE 1.25 STATE 1.25 STORY STATE 1.25 STATE 1.

# S6 FREEWAY SEGMENT N/S # BASIC SEGMENT MERGE SEGMENT DIVERGE SEGMENT WEAVE SEGMENT

# SEGMENT LENGTHS

N1 = 1500' Basi	С	S1 =	1500′	Basic
N2 = 1500' Dive	rge	S2 =	1500'	Diverge
N3 = 300' Basi	С	S3 =	2000'	Basic
N4 = 1500' Dive	rge	S4 =	1500'	Merge
N5 = 1600' Basi	С	S5 =	1700'	Basic
N6 = 2500' Wea	ive	S6 =	1700′	Weave
N7 = 2300' Basi	С	S7 =	2500'	Basic
N8 = 1500' Mer	ge	S8 =	1500'	Merge
N9 = 1500' Basi	С	S9 =	1500'	Basic

#### Note:

End segments assumed as basic segments for analysis purposes due to study area limitations.



S9 N1 N2



# 2030 NO-BUILD (W/ PHASE 1 TRIPS)

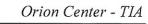
# 2030 TOTAL (PHASE 1 + PHASE 2 TRIPS)

# **2040 TOTAL**

					Le	vel of Sen	vice			
	Segment	N1	N2	N3	N4	N5	N6	N7	N8	N9
	5:00	A		Α	A	A	A	A	A	A
	5:15	A			A					
	5:30	A								
	5:45	A								
	6:00	A			A	A	В	A	A	В
	6:15	В	В	В	A	В	В	В	В	В
pc	6:30	В	В	В	В	В	В	В	В	В
eric	6:45	В	В	В	В	В	В	A	A	В
Time Period	7:00	В	В	С	В	В	В	В	В	В
Ë	7:15	В	В	С	В	В	В	В	В	С
	7:30	В	В	В	В	В	В	В	В	С
	7:45	A	A	В	Α	A	A	Α	A	В
	8:00			В	Α	A	В	٨	A	В
	8:15			В	Α	A	A	A		В
	8:30		A	В	Α	A	A		A	В
	8:45	A		A	Α		Α			A
1	14:00	A		A	A	A	Α		A	В
	14:15		A		A	A	A		A	В
	14:30	A	A		A	A	Α		A	В
	14:45				A	Α	A		В	В
	15:00	A	A	A	A	A	В	A	В	С
	15:15		A		Α	A	A		В	С
	15:30		A	A	A		A		В	С
	15:45		A	A	A	A	A	A	В	С
0	16:00	Α	A	Α	A		В	В	В	С
erio	16:15						В	В	В	С
Time Period	16:30		Α		A		В	В	В	С
를	16:45				A		A	A	В	С
	17:00	A	A	A	A	A	В	В	В	С
	17:15		A		A	A	A	A	В	В
	17:30						A		A	В
	17:45		A		A	A	A		A	A
	18:00	A	A	A	A	A	A	A	A	A
Balling	18:15		A				A			
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Nort	thbound cations	South of Sunport	Off-Ramp to	Btw Sunport and Gibson Ramps	Off-Ramp to	Btw Gibson Off and Sunport On Z	Btw Sunport On and ACC Off Ramps	North of ACC Off	On-Ramp from Gibson	North of Gibson Z

				Le	vel of Sen	vice			
Segment	N1	N2	N3	N4	N5	N6	N7	N8	N9
5:00	A	A	A	Α	A	A	Α	A	A
5:15		A			A				A
5:30		A		A	A			A	A
5:45		A	A					A	A
6:00	A	A	A	A	A	В	A	A	В
6:15	В	В	В	A	В	В	В	В	В
6:30	В	В	В	В	В	В	В	В	В
6:45	В	В	В	В	В	В	A	A	В
7:00	В	В	С	В	В	В	В	В	В
7:15	В	В	С	В	В	В	В	В	С
7:30	В	В	В	В	В	В	В	В	С
7:45	A	A	В	A	A	A	A	A	В
8:00	A	A	В	A	A	В	A	A	20075
8:15		A	В	A		A			В
8:30		A	В	A	A				В
8:45			A						В
	Α	A		A	A	A	A	A	A
14:00		A		A	A	Α-		A	В
14:15		A			A				В
14:30		A			A			A	В
14:45	Α	A	Α	A	A	A	Α	В	В
15:00		A		A	A	В		В	С
15:15		A		A				В	С
15:30		Α		A	Α	Α		В	С
15:45						A	A	В	С
16:00		A			A	В	В	В	С
16:15		A				В	В	В	С
16:30		- A		A	A	В	В	В	С
16:45	Α	Α	Α	A	A	A	A	В	С
17:00		Α				В	В	В	С
17:15		A						В	В
17:30		A							В
17:45									
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	Basic	Diverge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic
[	1500	1500	300	1500	1600	2500	2300	1500	1500
		N2	N3	N4	N5	N6	N7	N8	N9
	South of Sunport   Z	Off-Ramp to Sunport	Btw Sunport and Gibson Ramps	Off-Ramp to Gibson	Btw Gibson Off and Sunport On Ramps	Btw Sunport On and ACC Off Ramps	North of ACC Off Ramp	On-Ramp from Gibson	North of Gibson On-Ramp
L	Sou		Bt.		Bt	Br	Š	ō	8

				Le	vel of Serv	rice			
Segment	N1	N2	N3	N4	N5	N6	N7	N8	N9
5:00	Α	Α	Α	A	Α	A	Α	Α	A
5:15	Α	A		A	A	A		A	
5:30	A	A		Α	A	A		A	
5:45	A				A	A			
6:00	A		В	A		В	В	A	В
6:15	В	В	В	В	В	В	В	В	В
6:30	В	В	С	В	В	В	В	В	С
6:45	В	В	В	В	В	В	В	В	В
7:00	В	В	С	В	В	В	В	В	С
7:15	С	С	С	В	С	С	В	В	С
7:30	В	В	С	В	В	В	В	В	С
7:45	В	В	В	A		В			В
8:00	В	В	В	Α		В			В
8:15	В	A	В	A		В			В
8:30	A		В	A		В			В
8:45	A								
14:00	A					A		В	В
14:15	Α					В		В	В
14:30	Α				A	A		В	В
14:45	Α					В	A	В	В
15:00	Α					В	В	В	С
15:15	A				A	В	A	В	С
15:30	Α	Α			A	В	В	В	С
15:45	Α	Α	A	Α	A	В	Α	В	С
16:00	Α	Α	A	A		В	В	С	С
16:15	Α	Α	В	A		В	В	С	D
16:30	Α		В	A		В	В	В	С
16:45	A	Α	В	A	A	В	A	В	С
17:00	A	Α			Α	В	В	В	С
17:15	Α					Α		В	В
17:30	A	Α			Α	Α			В
17:45	Α	A	A	A	A	Α	A	-A	_ A
18:00	A	A							В
18:15	A	Α			A				В
18:30	A	A	A	Α	Α	A	A	Α	A
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	Posis.	Diverse	Dos! -	Diverse	Dani-	Wasifi	Da-!-	Marrie	Do :
	Basic	Diverge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic
	1500 N1	1500 N2	300 N3	1500	1600 N5	2500	2300	1500	1500
	MT.	INZ		N4		N6	N7	N8	N9
	South of Sunport IZ	np to	Btw Sunport and Gibson Ramps	np to	Btw Gibson Off and Sunport On Ramps	Btw Sunport On and ACC Off Ramps	North of ACC Off Ramp	On-Ramp from Gibson	North of Gibson On-Ramp
	th of S	Off-Ramp to Sunport	Sunp	Off-Ramp to Gibson	Gibson Sunport Ramps	tw Sunport O and ACC Off Ramps	th of AC Ramp	Ramp fr Gibson	rth of Gibs On-Ramp
	Sout	δ	Btw Gib	ŏ	Btw	Btw	Nort	-uo	Nort





# 2030 NO-BUILD (W/ PHASE 1 TRIPS)

# 2030 TOTAL (PHASE 1 + PHASE 2 TRIPS)

# **2040 TOTAL**

	5:00 5:15	S1 A	S2	S3	S4	S5	S6	S7	S8	
		A	STATE OF STREET					37	30	S9
	5:15				A	A	Α	A	A	A
		A					A		A	A
	5:30	A								
	5:45	В	A							
	6:00	В	A							
	6:15	В	В	A						
po	6:30	С	В	A			В	—A—		
Time Period	6:45	С	В	A			В	Α		
ne	7:00	С	В	A						
岸	7:15	С	В	A			В	A		
	7:30	В	В	A			В	A		
	7:45	С	В	Α			В	A		
	8:00	В	В	A_			В	A		
	8:15	В	В	Α			В	Α		
	8:30	В	В	Α						
	8:45	В	A							
	14:00	В	A		A		В	A	A	A
	14:15	В	A				В	Λ		В
	14:30	В	В	A		В	В	В	Α	В
	14:45	В	В			В	В	В	A	В
	15:00	В	В			В	В	В	A	В
	15:15	В	Α			В	В	В	В	В
	15:30	В	A			В	В	В	В	В
	15:45	В	A			В	В	В	A	В
9	16:00	В	A		A	В	В	В	A	В
eric	16:15	В	В			В	В	В	В	В
Time Period	16:30	В	A			В	В	В	А	В
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	17:00	В	A	Α	A	В	В	В	В	В
	17:15	В	A			В	В	В	В	В
	17:30	В	A			В	В	В	A	В
	17:45	В	Α			В	В	В	Α	В
	18:00	В	A	A	Α	В	В	В	Α	В
	18:15	В	A			В	В	В	A	В
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ength,		1500	1500	2000	1500	1700	1700	2500	1500	1500
Segmen	t ID	S1	S2	S3	S4	S5	S6	S7	S8	S9
Southbound Locations		North of Gibson Off- Ramp	Off-Ramp to Gibson	Btw Gibson Off and ACC On Ramps	On-Ramp from ACC	Btw ACC and Gibson On Ramps	Btw Gibson On and Sunport Off Ramps	Btw Sunport On and Off Ramps	On-Ramp from Sunport	South of Sunport On- Ramp

	Level of Service												
Segment	S1	52	S3	54	S5	S6	S7	S8	S9				
5:00	Α	A	A	A	Α	I A	Α	A	Α				
5:15	Α	A						A					
5:30	В	A						A					
5:45	В	В	A	A				A					
6:00	В	Α	A	A			A						
6:15	В	В	A	A			A	A					
6:30	С	В	A			В	A						
6:45	С	В	A			В	A	A					
7:00	С	В	A	A	A	A	A	A	A				
7:15	С	В				В	A	A					
7:30	В	В				В	A						
7:45	С	В	A	A		В	A	A					
8:00	В	В	A	A	A	В	A	A	A				
8:15	В	В		A		В	A						
8:30	В	В				A	A	A					
8:45	В	A				A		A					
14:00	В	В											
14:15	В	В				В	A	A					
14:30	1000				A	В	A	A	В				
14:45	В	В			В	В	В	A	В				
	В	В	Α	A	В	В	В	Α	В				
15:00	В	В			В	В	В	A	В				
15:15	В	Α			В	В	В	В	В				
15:30	В	Α	Α	A	В	В	В	В	В				
15:45	В	Α	Α	Α	В	В	В	Α	В				
16:00	В	В			В	В	В	A	В				
16:15	В	В			В	В	В	В	В				
16:30	В	Α			В	В	В	Α	В				
16:45	В	В	Α	A	В	В	В	В	В				
17:00	В	A			В	В	В	В	В				
17:15	В	В			В	В	В	В	В				
17:30	В	Α			В	В	В	A	В				
17:45	В	A	Α	Α	В	В	В	Α	В				
18:00	В	В			В	В	В	Α	В				
18:15	В	Α			В	В	В	A	В				
18:30	В	Α				В		A					
18:45	В	A	A	Α	A -	Α	A	Α	A				
					_								
	Basic	Diverge	Basic	Merge	Basic	Weave	Basic	Merge	Basic				
	1500	1500	2000	1500	1700	1700	2500	1500	1500				
	S1	S2	S3	S4	S5	S6	S7	S8	S9				
	North of Gibson Off-	Off-Ramp to Gibson	Btw Gibson Off and ACC On Ramps	On-Ramp from ACC	Btw ACC and Gibson On Ramps	sdi	Btw Sunport On and Off Ramps	_	South of Sunport On-				
	ou	äë	w Gibson Off al ACC On Ramps	E	Gib	Btw Gibson On and Sunport Off Ramps	on S	On-Ramp from Sunport	ort				
	of Gibso Ramp	\$	on C	£	pu	Ju d	am)	dr Poor	of Sunp Ramp				
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				Le	vel of Serv	vice			
Segment	S1	S2	53	54	S5	S6	57	58	59
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5:45	В	В	A	A	A	A	A	A	Α
6:00	В	A	A	A	Α	A	A	A	Α
6:15	В	В	Α			В	Α	A	
6:30	С	В	A		В	В	_A		
6:45	С	В	Α		В	В	A		Α
7:00	С	В	A	A	_ A_	В	Α	A	A
7:15	С	В	Α		В	В	Α		
7:30	С	В	A		A	В	Α		
7:45	С	В	Α		В	В	Α	A	
8:00	С	В	A		A	В	A	Α	Α
8:15	В	В	A			В	A		A
8:30	В	В	A			В	Α		Α
8:45	В	В	A			В	Α		A
14:00	В	В	A		В	В	В	А	В
14:15	В	В	Α		В	В	В	A	В
14:30	В	В	A		В	В	В	Α	В
14:45	С	В	В	A	В	В	В	A	В
15:00	В	В	A		В	В	В	В	В
15:15	В	В	A		В	В	В	В	В
15:30	В	В	Α		В	В	В	В	В
15:45	В	В	A		В	В	В	В	В
16:00	В	В	A		В	В	В	В	В
16:15	В	В	A		В	В	В	В	В
16:30	В	Α			В	В	В	В	В
16:45	В	В	A		В	В	В	В	В
17:00	В	В	Α		В	В	В	В	В
17:15	В	В	A		В	В	В	В	В
17:30	В	В	A		В	В	В	В	В
17:45	В	В	A		В	В	В	В	В
18:00	В	В	В	A	В	В	В	В	В
18:15	В	В	В	A	В	В	В	A	В
18:30	В	Α			В	В	В	A	В
18:45	В	A	A	Α	A	В	A	A	A
	Basic	Diverge	Basic	Merge	Basic	Weave	Basic	Merge	Basic
	1500	1500	2000	1500	1700	1700	2500	1500 S8	1500
	S1	S2	S3	S4	S5	S6	S7	S8	S9
	North of Gibson Off- Ramp	Off-Ramp to Gibson	Btw Gibson Off and ACC On Ramps	On-Ramp from ACC	Btw ACC and Gibson On Ramps	Btw Gibson On and Sunport Off Ramps	Btw Sunport On and Off Ramps	On-Ramp from Sunport	South of Sunport On-65
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#### 2030 NO-BUILD RESULTS

#### I-25 Northbound AM and PM Peak Periods

With the additional general purpose lane on I-25 northbound compared to current conditions, all merge, diverge, and basic freeway segments are shown to operate at LOS C or better conditions. The only weaving section, between the Sunport On Ramp and the Avenida Cesar Chavez Off-Ramp, is estimated to operate at LOS B conditions in both the AM and PM peak periods. The HCS software indicates the following warning message during the PM peak: "Merge capacity is less than merge demand on Segment 8 (on-Ramp from Gibson Blvd)."

#### <u>I-25 Southbound AM and PM Peak Periods</u>

All freeway segments are shown to operate at LOS C or better conditions throughout the AM and PM peak periods. However, the HCS software indicates the following warning message during the morning peak: "The diverge capacity on Segment 2 (off-ramp to Gibson Blvd) is less than the diverge demand. This may result in an off-ramp queue affecting mainline flow. This is not currently modeled in HCM methodologies. Use cautious when comparing LOS results."

#### 2030 BUILD RESULTS

Overall, the 2030 Build condition is very similar to the 2030 No-Build condition in both the AM and PM peak periods. The only exception is there are a few more LOS B periods on the southbound Gibson Off-Ramp diverge segment (Segment 2) than in the no-build scenario. The same warning texts were noted for the build condition as the no-build.

#### 2040 HORIZON YEAR RESULTS

The northbound results indicate with the additional background trips, additional segments during the AM peak period will operate at LOS C conditions, the 7:15 AM time period showing the most. During the PM period, one segment is shown to operate at LOS D, Segment 9 (segment north of Gibson On-Ramp) during the 4:15 time period. All other segments and time periods operate at LOS C or better.

The southbound results indicate more LOS B conditions as compared to 2030 conditions. The only LOS C conditions are noted for Segment 1, the segment prior to the Off-Ramp to Gibson. An HCS additional warning note stating "Oversaturation conditions currently exist in boundary time period 16. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning." No attempt to alleviate this warning to periods outside of the current analysis was conducted. As indicated previously, analysis volumes may be overestimates and results a conservative (high) estimate of future conditions.



# SAFETY ANALYSIS

The following presents a safety analysis of the site divided into four facets: Internal Queueing, Sight Access Sight Distance, Crash Data Summary, and Highway Safety Manual (HSM) Predictive Crash Analysis.

# SITE ACCESS SIGHT DISTANCE

#### AASHTO RECOMMENDED SIGHT DISTANCE

To be conducted.

The following presents recommended intersection sight distance requirements for the development. Intersection sight distance requirements were calculated based on the 2011 AASHTO "Green Book" chapter 9.5. Two sight distance cases were used for this analysis:

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

Intersection sight distances were calculated based on the following assumptions:

- Required intersection sight distance for Case B1 for site driveways accessing Girard Blvd.
- Required intersection sight distance for Case B2 for the site driveway access Gibson Blvd.

### INTERNAL SITE QUEUEING

#### SITE OPERATIONS & QUEUE MANAGEMENT

From review of Table 9, there are 1,719 vehicles estimated to arrive at the site for the start of the day shift during the 5:00 to 6:00AM hour. Below is a discussion regarding the access operation of the site access points during this time period.

The north surface lot east of Girard Blvd is to accommodate approximately 225 parking spaces with both entrances serving this lot from Gibson and Girard are to be gated and having manned security check points. From the estimated traffic volume figures, 108 vehicles are projected to enter this area during the peak morning period, 72 from Gibson, 36 from Girard. Noting both entrances are 2-lane, pre-screened or noted vehicles will not have to stop and will likely be able to continue into the parking area without significant time loss. The security building off of Gibson is located about 100 feet from the south curb line, able to store approximately 4 vehicles per lane. Although it is assumed only 1 lane to be used for validation purposes, it may be difficult for 2 or 3 vehicles to maneuver in the short distance to an appropriate lane, especially if one vehicle is currently being screened, blocking through vehicles that may not have to stop. It would be best to position this check point as far south as practical to minimize potential blocking concerns. An existing rightturn deceleration lane on eastbound Gibson eliminates the potential of vehicle queue from interfering with through vehicles. With 36 vehicles in the peak-hour projected to turn left into the site, the existing 400-foot left-turn storage length can accommodate up to 16 vehicles (assuming 25 feet/vehicle). The Girard Blvd security building is located about 100 feet east of Girard Blvd, however, with less vehicles estimated to enter from this secondary location (36 vehicles) and Girard Blvd being a lower speed roadway facility, the 100-foot distance is viewed to be an acceptable distance from the roadway.

Truck access to the assembly facility is to have a security check point as well upon entering, located about 200 feet from Girard Blvd. This 2-lane entrance would be able to accommodate a 3 truck queue per lane assuming 60 feet per truck before impacting traffic flow on Girard Blvd. From ITE trip analysis, only 7 entering trucks are estimated for any 60-minute period. Assuming vehicle checks are less than 10 minutes per vehicle,



up to 12 entering trucks could be serviced in an hour without impeding through traffic on Girard Blvd. Therefore, this location is anticipated to operate and be positioned acceptably.

The remaining employee-based trips (1719 - 108 = 1,611 vehicles) are to utilize the parking facilities located on the west side of Girard Blvd. The site plan indicates 5 total ingress points, one each on Miles Rd, Girard Blvd, and the south service roadway, with 2 entrances off of Columbia Drive. As currently estimated, 1,347 vehicles are to approach the parking area via southbound Girard, 228 via eastbound Alamo, and 36 via northbound Girard.

At this time it is unclear on how access into the parking area/garage is to be accommodated. This could be accommodated via transponder, ticket, or other type of system. From previous work conducted by Lee Engineering, observations were conducted of visitors entering a parking garage prior to an event to estimate the service rate of a longer time dependent, ticket-based system. Visitors entering a garage had to stop and take a ticket from a ticket dispenser, await the ticket, and then proceed past the gate. A sample of 50 vehicles were observed with the average processing time being about 8.5 seconds with a maximum and minimum processing times being 27 seconds and 4 seconds, respectively. The average processing rate of the single gate equates to a vehicle flow of about 423 vehicles per hour. Assuming 1,611 vehicles have to be process in a 60-minute period, a minimum 3.8 or 4 ticket-based lanes are required.

Noting surge demands and the location from where vehicles may be entering from, the following is provided assuming a longer time-dependent ticket-based system is utilized by Project Orion:

- A single entrance/ticket gate is needed off of the south service roadway to accommodate vehicles entering from ASI.
- A single entrance/ticket gate is needed at both Columbia Drive entrances to accommodate the vehicles arriving from Alamo Avenue.
- To accommodate the 1,347 vehicles arriving from southbound Girard Blvd, 1 ticket gate is needed
  off of Miles Road, and three ticket gates is needed off of the Girard entrance to accommodate the
  projected 904 vehicles entering at this location.

In all, an estimated 7 ticket-based systems would be needed to accommodate the vehicle demand estimated to the site in an acceptable manner. However, to account for demand surge and potential breakdown of the ticket mechanism, each entrance should have 1 additional dispenser to serve vehicles. Other systems may require fewer access lanes if transponders or other type of electronic systems are utilized. Assigned parking areas or access entry locations could also reduce the number of physical entering systems needed.

#### Staffing and Scheduling

As currently estimated within this report, the following employee schedule has been followed. The client has previously identified that the schedule is flexible to a certain extent, however, the current schedule is beneficial from a traffic perspective where the bulk of employee-related trips to and from the site are contained to off-peak or shoulder time periods utilizing these periods of unused roadway capacity opposed to peak-hour conditions of the roadway where less capacity is available. The Phase 2 employee count has been divided into 2 categories, employees arriving/departing during required work shift periods and employees not bound to these time influences. The total Phase 2 employee estimate was calculated based on the ITE trip generation estimates comparing trips per employees versus trips per 1,000 SF of building area (approx. 2.7 employees per 1,000 SF of building area).



		S	hift Times				
	Day	shift	Evening Shirt		Night Shift		
	Start End		Start	End	Start	End	
Site Phase	6:00 AM	3:00 PM	3:00 PM	10:00 PM	10:00 PM	6:00 AM	Site Total
Phase 1 Employees	14	1450		850		75	2575
Phase 2 Employees (shift employees)	700		200		10	00	1000
Phase 2 Employees (unbound by shift times)	1190		340		170		1700
Total Site Employees	3340		1390		545		5275

#### Signage

In regards to traffic control, all site driveways exiting onto the adjacent street network should be STOP-controlled. At the new roadway intersections created by the site, the following traffic control is identified to be best accommodate site traffic and conditions:

- Girard and Miles, STOP control on the Miles Road approach.
- Girard and South Roadway, STOP control on the South Roadway approach
- Alamo/Columbia/Site Driveway, ALL-WAY STOP control

No traffic control changes to other study area intersections are warranted.

#### **ON-SITE QUEUEING**

The peak-hour for site vehicles exiting the development is shown in Table 9, occurring during the 3PM hour and totaling 2,010 vehicles. Assuming 4% of vehicles are exiting from the gated northeast lot and 2% are trucks that are leaving, the remaining 94% or 1,890 vehicles are estimated to be exiting from the parking facilities provided on the west side of Girard Blvd. Noting 5 exit points are proposed from the parking facilities, an average of 378 vehicles per hour per exit is calculated. Noting significantly more parking spaces are planned for the south parking garage area or are anticipated to exit onto Girard Blvd, the number of gate mechanisms leading to Girard Blvd may require a second gate or exit lane. Because of the surrounding roadway network provides only single-lane facilities, a second gate would only be needed in case of gate failure or if vehicles would use a left and right exit lane simultaneously and in near equal proportions. A second gate or lane would be beneficial at the north lot to Girard (Int. #53) and to the south roadway where a left turn toward Girard and a right-turn toward Alamo could be anticipated.

#### CRASH DATA SUMMARY

A detailed crash summary has been completed to summarize existing crash trends and to determine possible safety impacts to the study area. The crash summary and safety analysis are divided into the following sections:

- Crash Summary, detailing 5 years of available crash trends for Gibson Blvd, I-25 and I-25 On/Off Ramps.
- Intersection crash rates.

Aggregate crash data was obtained for the study area for the most recently available five years. This included the years 2014 to 2018. Crashes were then summarized by year, type, lighting conditions, severity, and cause. Figure 42 below represents the frequency of crashes within a given area throughout the project. Figure 43 shows the severity of the crashes. To compare and summarize trends, crashes were grouped by facility type and divided into the following:

- Gibson Blvd
  - Broadway Blvd
  - Between Broadway Blvd & I-25



- I-25
- Between I-25 & University Blvd
- University Blvd
- Between University Blvd & Yale Blvd
- Yale Blvd
- Girard Blvd
- Between Girard Blvd & Carlisle Blvd
- Carlisle Blvd
- Between Carlisle Blvd & Maxwell St
- Maxwell St
- Between Maxwell St & Quincy St
- Quincy St
- Between Quincy St & Truman St
- Truman St
- San Mateo Blvd
- Between San Mateo Blvd & Louisiana Blvd
- I-25 Corridor
  - Between Avenida Cesar Chavez Blvd & Gibson Blvd Alameda Blvd
  - Gibson Blvd
  - Between Gibson Blvd & Sunport Blvd
  - Sunport Blvd
  - Between Sunport Blvd & Rio Bravo Blvd
- I-25 On/Off Ramps
  - I-25 SB Off-Ramp at Gibson Blvd Alameda Blvd
  - I-25 NB Off-Ramp at Gibson Blvd
  - I-25 NB On-Ramp at Gibson Blvd
  - I-25 SB Off-Ramp at Sunport Blvd
  - I-25 NB Off-Ramp at Sunport Blvd
- Sunport Blvd & Girard Blvd
  - Woodward Rd Between 2nd St & Broadway Blvd
  - Woodward Rd Between 2nd St & Broadway Blvd
  - Woodward Rd & Broadway Blvd
  - Sunport Blvd & I-25
  - Girard Blvd & Mile Rd



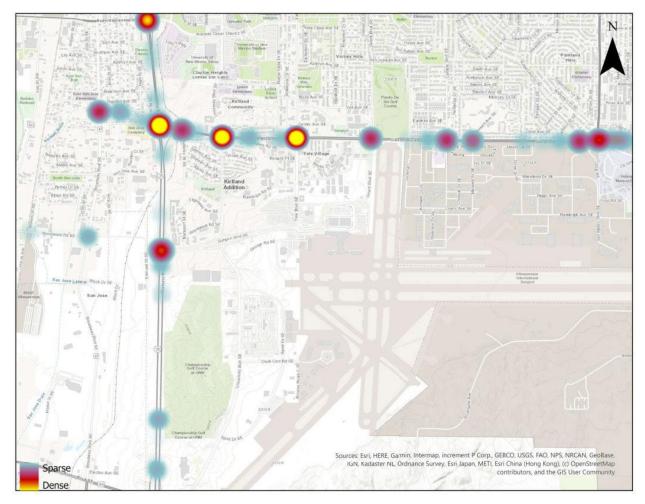


Figure 42: Crash Data Heat Map





Figure 43: Crash Severity Map

#### GIBSON BLVD SE CORRIDOR

Table 25, Table 26 & Table 27 below summarize crashes occurring along Gibson Blvd for the project area.



Table 25: Gibson Blvd Crash Summary 1 of 3

			T	Gibso	n Blvd ≟		D
	Crash Summary	Broadway Blvd	Between Broadway Blvd & I-25	1-25	Between I-25 & Universit Blvd	University Blvd	Between University Blvd & Yale Blvd
	Total Crashes	67	28	2	- 68	190	35
	2014	12	6	0	11	30	13
By Year	2015 2016	9 15	5	0	10 20	39 36	5
By	2017	14	8	0	11	43	6
	2018	17	6	1	16	42	6
	Fixed Object Unknown/Non-Collision	5	2	0	6	3 0	5
	Other Vehicle - All Others/Entering At Angle	0	1	0	0	2	0
	Other Vehicle - Both Going Straight/Entering At Angle	1	2	0	1	4	1
	Other Vehicle - Both Turn Left/Entering At Angle Other Vehicle - From Opposite Direction/All Others	41	0 11	2	0 34	0 97	0 15
	Other Vehicle - From Same Direction/All Others	3	5	0	9	37	4
	Other Vehicle - From Same Direction/Rear End Collision	5	3	0	9	30	7
	Other Vehicle - One Left Turn/Entering At Angle Other Vehicle - One Right Turn/Entering At Angle	2	2	0	2	8	0
	Other Vehicle - One Right Turn/Entering At Angle Other Vehicle - One Stopped/Entering At Angle	0	0	0	0	0	0
уре	Other Vehicle - One Vehicle/Backing From Other Than Driveway	0	0	0	0	0	0
Ву Туре	Other Vehicle - One Vehicle/Making A U-Turn	0	0	0	1	2	1
	Other Vehicle - One Vehicle/Parked Improper Location	1	0	0	0	2	0
	Other Vehicle - One Vehicle/Stopped Traffic Other Vehicle - One Vehicle/Forward From Parked Position	0	0	0	0	0	0
	Overturn/Rollover	0	0	0	0	0	1
	Parked Vehicle	1	1	0	1	0	1
	Pedalcyclist	0	0	0	0	0	0
	Pedestrian Vehicle on Other Road	1	0	0	0	0	0
	% Other Vehicle - From Same Direction	61%	39%	100%	50%	51%	43%
	% Other Vehicle - From Opposite Direction	7%	11%	0%	13%	16%	20%
	% Other Vehicle - One Left Turn/Entering At Angle	4%	18%	0%	13%	19%	11%
Pl SI	Day Dawn/Dusk	46 2	21	0	48 6	131 10	30 2
By Lighting Conditions	Dark	15	3	0	8	34	3
By Li	Invalid Code/Not Specified	4	2	1	6	15	0
	% Day	69%	75%	50%	71%	69%	86%
	PDO Injury	49 18	16 12	0	48 20	140 50	26 8
By Severity	Fatality	0	0	0	0	0	1
By S	% Property Damage Only	73%	57%	100%	71%	74%	74%
	% Injury	27%	43%	0%	29%	26%	23%
	Alcohol/Drug Involved	3	1	0	0	4	1
	Avoid No Contact - Other  Defective Steering	0	0	0	0	6 0	0
	Defective Tires	0	0	0	0	0	1
	Disregarded Traffic Signal	4	0	0	2	13	0
	Driver Inattention Driverless Moving Vehicle	18 0	0	0	21 0	49 0	8
	Driveriess moving venicle  Drove Left Of Center	2	1	0	0	1	0
	Excessive Speed	2	2	0	8	8	1
	Failed to Yield Right of Way	12	9	0	15	13	6
	Following Too Closely Improper Backing	8	3	0	4	35 19	8
anse	Inadequate Brakes	0	1	0	0	2	1
By Cause	Missing Data	7	1	1	8	15	1
	None Other No Privar France	4	3	0	0	6	0
	Other - No Driver Error Passed Stop Sign	0	0	0	0	1	0
	Pedestrian Error	1	0	0	0	2	0
	Road Defect	0	0	0	0	1	0
	Speed Too Fast for Conditions	1	0	0	0	8	1
	Traffic Control Not Functioning Vehicle Skidded Before Brake	0	0	0	0	3	0
	% Driver Inattention	27%	14%	0%	31%	26%	23%
	% Following Too Closely	18%	32%	0%	22%	7%	17%
	% Failed to Yield Right of Way	1%	4%	0%	6%	18%	23%
	% Excessive Speed	12%	11%	50%	6%	10%	11%



Table 26: Gibson Blvd Crash Summary 2 of 3

				Gibso	n Blvd		
	Crash Summary	Yale Blvd	Girard Blvd	Between Girard Blvd & Carlisle Blvd	Carlisle Blvd	Between Carlisle Blvd & Maxwell St	Maxwell St
	Total Crashes	200	64	18	60	1	41
	2014	32	10	2	12	0	4
Year	2015	44	13	3	14	0	8
ВуΥ	2016 2017	37 35	13 12	8	14 7	0	8 12
	2018	52	16	1	13	0	9
	Fixed Object	8	2	3	4	0	5
	Unknown/Non-Collision	0	0	0	0	0	0
	Other Vehicle - All Others/Entering At Angle Other Vehicle - Both Going Straight/Entering At Angle	5	2	0	2	0	0
	Other Vehicle - Both Turn Left/Entering At Angle	0	0	0	0	0	0
	Other Vehicle - From Opposite Direction/All Others	117	29	5	24	1	12
	Other Vehicle - From Same Direction/All Others Other Vehicle - From Same Direction/Rear End Collision	20	7	3 2	8	0	10
	Other Vehicle - From Same Direction/Rear End Collision Other Vehicle - One Left Turn/Entering At Angle	26 17	10	2	13 4	0	5
	Other Vehicle - One Right Turn/Entering At Angle	1	1	1	2	0	0
	Other Vehicle - One Stopped/Entering At Angle	1	0	0	0	0	0
Typ	Other Vehicle - One Vehicle/Backing From Other Than Driveway Other Vehicle - One Vehicle/Making A U-Turn	0	0	0	0	0	0
By	Other Vehicle - One Vehicle/Parked Improper Location	0	0	0	0	0	0
	Other Vehicle - One Vehicle/Stopped Traffic	0	0	0	0	0	0
	Other Vehicle - One Vehicle/Forward From Parked Position	0	0	0	0	0	0
	Overturn/Rollover Parked Vehicle	0	1	0	0	0	1
	Pedalcyclist	3	0	0	0	0	0
	Pedestrian	0	4	2	1	0	0
	Vehicle on Other Road	0	0	0	0	0	0
	% Other Vehicle - From Same Direction	59%	45%	28%	40%	100%	29%
	% Other Vehicle - From Opposite Direction % Other Vehicle - One Left Turn/Entering At Angle	13% 10%	11% 9%	11% 17%	22% 13%	0%	12% 24%
	Day	137	40	11	34	1	27
By Lighting Conditions	Dawn/Dusk	9	4	0	4	0	0
Liegt The tight	Dark	43 11	15 5	6	18 4	0	12
ğ ö	Invalid Code/Not Specified % Day	69%	63%	1 61%	57%	100%	66%
	PDO	145	35	8	39	1	25
Severity	Injury	55	27	8	21	0	16
	Fatality	0	2	2	0	0	0
By	% Property Damage Only % Injury	73% 28%	55% 42%	44% 44%	65% 35%	100%	61% 39%
	Alcohol/Drug Involved	7	4	5	3	0	2
	Avoid No Contact - Other	2	2	0	2	0	1
	Defective Steering	0	0	0	0	0	0
	Defective Tires Disregarded Traffic Signal	0 22	7	0	6	0	0 4
	Driver Inattention	53	11	2	19	0	14
	Driverless Moving Vehicle	1	0	0	0	0	0
	Drove Left Of Center	2	0	0	0	0	0
	Excessive Speed Failed to Yield Right of Way	15 24	3 11	2	4	0	7 2
	Following Too Closely	20	8	4	6	0	5
Se	Improper Backing	15	3	0	7	0	1
Cause	Inadequate Brakes	3	0	0	0 4	0	0
	Missing Data None	22 6	5	2	0	0	1
	Other - No Driver Error	4	2	0	4	0	1
	Passed Stop Sign	1	0	0	0	0	0
	Pedestrian Error	0	2	0	1	0	0
	Road Defect Speed Too Fast for Conditions	0	0	0	0	0	0 2
	Traffic Control Not Functioning	1	0	0	0	0	0
	Vehicle Skidded Before Brake	1	1	0	0	0	0
				110/	32%	0%	34%
	% Driver Inattention	27%	17%	11%			
	% Driver Inattention % Following Too Closely % Failed to Yield Right of Way	27% 12% 10%	17% 17% 13%	11% 11% 22%	7% 10%	0% 0%	5% 12%



Table 27: Gibson Blvd Crash Summary 3 of 3

			Gibson Blvd						
	Crash Summary	Between Maxwell St & Quincy St	Quincy St	Between Quincy St & Truman St	Truman St	San Mateo Blvd	Between San Mateo Blvd & Louisiana Blvd		
	Total Crashes	8	5	13	62	78	289		
	2014	0	1	1	8	13	54		
	2015 2016	3	0	2	13 15	19 20	47 68		
	2017	3	0	2	18	9	64		
	2018	1	3	5	8	17	56		
	Fixed Object Unknown/Non-Collision	0	0	3	0	5	14 0		
	Other Vehicle - All Others/Entering At Angle	0	0	0	0	0	1		
	Other Vehicle - Both Going Straight/Entering At Angle	0	0	0	0	1	7		
	Other Vehicle - Both Turn Left/Entering At Angle	0	0	0	0	0	0		
	Other Vehicle - From Opposite Direction/All Others Other Vehicle - From Same Direction/All Others	2	1	5	34 9	39 6	155 17		
	Other Vehicle - From Same Direction/Rai Others  Other Vehicle - From Same Direction/Rear End Collision	1	2	3	5	11	15		
	Other Vehicle - One Left Turn/Entering At Angle	0	0	1	7	4	45		
	Other Vehicle - One Right Turn/Entering At Angle	0	0	0	2	3	9		
Type	Other Vehicle - One Stopped/Entering At Angle Other Vehicle - One Vehicle/Backing From Other Than Driveway	0	0	0	0	0	1		
By⊥y	Other Vehicle - One Vehicle/Making A U-Turn	0	0	0	0	0	3		
ш	Other Vehicle - One Vehicle/Parked Improper Location	0	0	0	0	0	0		
	Other Vehicle - One Vehicle/Stopped Traffic Other Vehicle - One Vehicle/Forward From Parked Position	0	0	0	0	1	1		
	Overturn/Rollover	0	0	0	0	0	2		
	Parked Vehicle	0	0	0	0	0	4		
	Pedalcyclist	0	0	0	2	4	1		
	Pedestrian Vehicle on Other Road	0	0	0	0	0	11		
	% Other Vehicle - From Same Direction	50%	20%	38%	55%	50%	54%		
	% Other Vehicle - From Opposite Direction	13%	40%	23%	8%	14%	5%		
	% Other Vehicle - One Left Turn/Entering At Angle	25%	20%	8%	15%	8%	6%		
Bu Su	Day Dawn/Dusk	1	4 0	7	46 3	60	212 12		
By Lighting Conditions	Dark	5	1	5	7	6	47		
By L Con	Invalid Code/Not Specified	0	0	1	6	9	18		
	% Day	25% 5	80%	54% 7	74% 42	77% 50	73% 177		
	Injury	3	2	5	20	28	108		
Severity	Fatality	0	0	1	0	0	4		
By	% Property Damage Only	63%	60%	54%	68%	64%	61%		
	% Injury	38%	40% 0	38% 4	32% 1	36% 4	37% 11		
	Alcohol/Drug Involved Avoid No Contact - Other	0	0	0	2	2	8		
	Defective Steering	0	0	1	0	0	0		
	Defective Tires	0	0	0	0	0	0		
	Disregarded Traffic Signal  Driver Inattention	3	4	0	7 14	8 18	29 61		
	Driverless Moving Vehicle	0	0	0	0	0	0		
	Drove Left Of Center	0	0	0	0	0	1		
	Excessive Speed Failed to Yield Right of Way	0	0	1	4 10	5 12	13 71		
	Following Too Closely	1	0	3	7	6	13		
	Improper Backing	1	0	1	9	7	32		
	Inadequate Brakes	0	0	0	0	1	0		
	Missing Data None	1	0	0	5	5	22 12		
	Other - No Driver Error	0	0	0	1	2	3		
	Passed Stop Sign	0	0	0	0	0	2		
	Pedestrian Error Road Defect	0	0	0	0	0	3		
	Speed Too Fast for Conditions	0	0	1	1	2	7		
	Traffic Control Not Functioning	0	0	0	0	0	0		
	Vehicle Skidded Before Brake	0	0	0	0	0	1		
	% Driver Inattention % Following Too Closely	38% 0%	80% 0%	0% 8%	23% 16%	23% 15%	21% 25%		
			070	0/0	10/0	13/0	23/0		
	% Failed to Yield Right of Way	13%	0%	23%	11%	8%	4%		



From the tables shown above, the following observations are made:

- Gibson Blvd Corridor:
  - The three most common classifications of vehicle crashes are observed to be Other Vehicle
     From Same Direction, Other Vehicle From Same Direction/Rear End Collision, and Other Vehicle From Same Direction/All Others
  - o For the years 2014 to 2018, 1,229 crashes were reported.
  - A majority of crashes for the corridor occurred during the daylight hours totaling 61% of crashes.
  - Ten fatal crashes were reported from 2014 to 2018, and about 31% remaining crashes involved injuries.
    - A fatal crash was reported on 10/2/2015 at approximately 2:49 PM as a Pedestrian crash with a top contributing factor of Alcohol/Drug Involved in Day - Lighted conditions.
    - A fatal crash was reported on 2/3/2016 at approximately 2:30 PM as a Pedestrian crash with a top contributing factor of Alcohol/ Drug Involved in Dark – Lighted conditions.
    - A fatal crash was reported on 2/14/2016 at approximately 6:45 AM as a Pedestrian crash with a top contributing factor of Alcohol/ Drug Involved in Dark – Lighted conditions.
    - A fatal crash was reported on 4/20/2016 at approximately 7:50 AM as an Other Vehicle – One Left Turn/Entering At Angle crash with no top contributing factor listed in Day – Lighted conditions.
    - A fatal crash was reported on 1/10/2017 at approximately 10:07 PM as a Pedestrian crash with a top contributing factor of Alcohol/ Drug Involved in Dark – Lighted conditions.
    - A fatal crash was reported on 8/26/2017 at approximately 9:38 AM as a Pedestrian crash with a top contributing factor of a Disregarded Traffic Signal in Day – Lighted conditions.
    - A fatal crash was reported on 9/3/2017 at approximately 8:19 PM with a Fixed Object and a top contributing factor of Alcohol/ Drug Involved in Dark – Lighted conditions.
    - A fatal crash was reported on 10/21/2017 at approximately 2:11 AM as a Pedestrian crash with a top contributing factor of Pedestrian Error in Dark – Not Lighted conditions.
    - A fatal crash was reported on 11/13/2017 at approximately 1:55 AM as an Other Vehicle - From Same Direction/Rear End Collision with a top contributing factor of Alcohol/ Drug Involved in Dark – Lighted conditions.
    - A fatal crash was reported on 12/7/2018 at approximately 8:13 PM as a Pedestrian crash with a top contributing factor of Pedestrian Error in Dark – Lighted conditions.
  - The most common causes of crashes are observed to be Driver Inattention, Failed to Yield Right of Way, Following Too Closely, and Improper Backing/Lane Change/Overtaking/Turn/ Driving.
  - It is observed that Gibson Blvd between San Mateo Blvd & Louisiana Blvd had the most occurrences of crashes totaling 24%.



# I-25 CORRIDOR

Table 28 below summarizes crashes occurring along Gibson Blvd for the project area.



Table 28: I-25 Corridor Crash Summary

				Interstate-25		
	Crash Summary	Between Avenida Cesar Chavez Blvd & Gibson Blvd	Gibson Blvd	Between Gibson Blvd & Sunport Blvd	Sunport Blvd	Between Sunport Blvd & Rio Bravo Blvd
	Total Crashes	140	215	4	89	45
	2014	12	34	0	11	5
ear	2015	29	43	0	14	4
By Year	2016 2017	20 47	44 49	2	17 17	8 12
	2018	32	45	1	30	16
	Fixed Object	42	36	0	11	5
	Other Vehicle - All Others/Entering At Angle	1	2	0	0	0
	Other Vehicle - Both Going Straight/Entering At Angle	1	5	0	0	2
	Other Vehicle - From Opposite Direction/All Others	49	93	4	29	11
	Other Vehicle - From Same Direction/All Others Other Vehicle - From Same Direction/Rear End Collision	21 19	38 28	0	30 13	15 11
	Other Vehicle - From Same Direction, Rear End Collision Other Vehicle - One Left Turn/Entering At Angle	2	4	0	0	0
e e	Other Vehicle - One Right Turn/Entering At Angle	0	1	0	0	0
Туре	Other Vehicle - One Stopped/Entering At Angle	1	0	0	0	0
By	Other Vehicle - One Vehicle/Making A U-Turn	0	2	0	0	0
	Other Vehicle - One Vehicle/Stopped Traffic	0	0	0	0	1
	Overturn/Rollover Parked Vehicle	3 0	5	0	5	0
	Pedestrian	1	0	0	1	0
	% Other Vehicle - From Same Direction	35%	43%	100%	33%	24%
	% Other Vehicle - From Opposite Direction	15%	18%	0%	34%	33%
	% Other Vehicle - One Left Turn/Entering At Angle	30%	17%	0%	12%	11%
DO 10	Day	81	145	0	56	31
By Lighting Conditions	Dawn/Dusk	2	15	2	1	3
를 를	Dark	48	41	2	28	9
කි රි	Invalid Code/Not Specified % Day	9 58%	14 67%	0%	63%	2 69%
	PDO PDO	86	144	4	50	27
<u>\$</u>	Injury	53	71	0	38	18
By Severity	Fatality	1	0	0	1	0
3y S	% Property Damage Only	61%	67%	100%	56%	60%
	% Injury	38%	33%	0%	43%	40%
	Alcohol/Drug Involved	7	5	0	7	2
	Avoid No Contact - Other	8	15	0	3	3
	Defective Steering Defective Tires	2	0 2	0	1	0
	Defective Tires Disregarded Traffic Signal	0	1	0	0	0
	Driver Inattention	29	36	0	20	14
	Driverless Moving Vehicle	1	0	0	0	0
	Drove Left Of Center	0	3	0	0	1
	Excessive Speed	13	19	1	7	0
	Failed to Yield Right of Way	5	22	1	1	2
ıse	Following Too Closely Improper Backing	13 17	35 21	0	21 10	13 4
By Cause	Improper Backing Inadequate Brakes	1	0	0	0	0
æ	Missing Data	13	16	1	2	1
	None	6	13	0	4	1
	Other - No Driver Error	6	12	0	6	1
		0	1	0	0	0
	Passed Stop Sign					
	Pedestrian Error	2	0	0	0	0
	Pedestrian Error Road Defect	2 1	0 1	0	0	0
	Pedestrian Error Road Defect Vehicle Skidded Before Brake	2 1 1	0 1 1	0	0	0
	Pedestrian Error Road Defect Vehicle Skidded Before Brake % Driver Inattention	2 1 1 21%	0 1 1 17%	0 0 0%	0 0 22%	0 0 31%
	Pedestrian Error Road Defect Vehicle Skidded Before Brake	2 1 1	0 1 1	0	0	0



From the table shown above, the following observations are made:

#### • I-25 Corridor:

- The three most common classifications of vehicle crashes are observed to be Other Vehicle
   From Same Direction, Other Vehicle From Opposite Direction, and Other Vehicle One
   Left Turn/Entering At Angle.
- o For the years 2014 to 2018, 493 crashes were reported.
- A majority of crashes for the intersections occurred during the daylight hours totaling 51% of crashes.
- Two fatal crashes were reported from 2014 to 2018, and 31% remaining crashes reported involved injuries.
  - A fatal crash was reported on 9/20/2015 at approximately 3:47 AM as an Other Vehicle - From Opposite Direction/All Others crash with a top contributing factor of Alcohol/Drug Involved in Dark – Lighted conditions.
  - A fatal crash was reported on 7/7/2018 at approximately 3:13 AM as a Pedestrian crash with a top contributing factor of Alcohol/Drug Involved in Dark – Lighted conditions.
- The most common causes of crashes are observed to be Driver Inattention, Following Too
   Closely, Failed to Yield Right of Way, and Excessive Speed.
- o It is observed that I-25 at Gibson Blvd had the most occurrences of crashes totaling 44%.



# I-25 ON/OFF RAMPS

Table 29 below summarizes crashes occurring at the I-25 On/Off Ramps throughout the project area.

Table 29: I-25 On/ Off Ramp Crash Summary

			Inter	state-25 On/Off R	lamps	
	Crash Summary	I-25 SB Off Ramp at Gibson Blvd	I-25 NB Off Ramp at Gibson Blvd	I-25 NB On Ramp at Gibson Blvd	I-25 SB Off Ramp at Sunport Blvd	I-25 NB Off Ramp at Sunport Blvd
	Total Crashes	14	13	6	1	5
	2014	0	1	0	0	0
ar	2015	5	2	2	0	1
By Year	2016	2	3	1	0	1
άn	2017	4	4	2	0	1
	2018	3	3	1	1	2
	Fixed Object	1	3	2	0	0
	Other Vehicle - From Opposite Direction/All Others	8	6	3	0	3
Ву Туре	Other Vehicle - From Same Direction/All Others	3	1	1	0	1
Ę	Other Vehicle - From Same Direction/Rear End Collision	2	3	0	1	1
<u> </u>	% Other Vehicle - From Same Direction	57%	46%	50%	0%	60%
	% Other Vehicle - From Opposite Direction	14%	23%	0%	100%	20%
	% Other Vehicle - One Left Turn/Entering At Angle	7%	23%	33%	0%	0%
g S	Day	10	8	5	1	3
By Lighting Conditions	Dark	3	5	1	0	1
y Lig	Invalid Code/Not Specified	1	0	0	0	1
ė O	% Day	71%	62%	83%	100%	60%
ξį	PDO	1200%	11	6	1	3
Severity	Injury	2	2	0	0	2
/ Se	% Property Damage Only	86%	85%	100%	100%	60%
By	% Injury	14%	15%	0%	0%	40%
	Alcohol/Drug Involved	0	1	0	1	0
	Avoid No Contact - Other	2	1	0	0	0
	Defective Steering	0	0	1	0	0
	Disregarded Traffic Signal	1	0	0	0	0
	Driver Inattention	4	2	2	0	0
	Excessive Speed	2	2	0	0	0
	Following Too Closely	2	2	1	0	1
Cause	Improper Backing	0	1	0	0	1
	Missing Data	1	0	1	0	2
By	Other - No Driver Error	0	0	1	0	1
	Road Defect	0	1	0	0	0
	Speed Too Fast for Conditions	2	2	0	0	0
	Vehicle Skidded Before Brake	0	1	0	0	0
	% Driver Inattention	29%	15%	33%	0%	0%
	% Following Too Closely	14%	15%	17%	0%	20%
	% Failed to Yield Right of Way	14%	15%	0%	0%	0%
	% Excessive Speed	14%	15%	0%	0%	0%



From the table shown above, the following observations are made:

- I-25 On/ Off Ramps:
  - The three most common classifications of vehicle crashes are observed to be Other Vehicle
     From Same Direction, Other Vehicle From Opposite Direction, and Other Vehicle Both Going Straight/Entering At Angle.
  - o For the years 2014 to 2018, 186 crashes were reported.
  - A majority of crashes for the intersections occurred during the daylight hours with 68% of crashes.
  - No fatal crashes were reported from 2014 to 2018, however, 23% remaining crashes reported involved injuries.
  - The most common causes of crashes are observed to be Driver Inattention, Following Too
     Closely, Failed to Yield Right of Way, and Excessive Speed.
  - It is observed that I-25 SB off-ramp at Gibson Blvd had the most occurrences of crashes totaling 56%.



# SUNPORT BLVD & GIRARD BLVD

Table 30 below summarizes crashes occurring along Gibson Blvd for the project area.

Table 30: Sunport Blvd & Girard Blvd Crash Summary

		Sunport Blvd & Girard Blvd						
	Crash Summary	Woodward Rd Sw & 2 nd St	Woodward Rd Between 2nd St & Broadway Blvd	W oodward Rd & Broadway Blv d	Sunport Blvd & 1-25	Girard Blvd & Mile Rd		
	Total Crashes	25	8	16	26	1		
	2014	6	1	0	2	1		
늅	2015	3	1	2	5	0		
By Year	2016	7	1	7	8	0		
20	2017	4	3	5	5	0		
	2018	5	2	2	6	0		
	Fixed Object	6	2	2	12	0		
	Other Vehicle - All Others/Entering At Angle	2	0	0	0	0		
	Other Vehicle - From Opposite Direction/All Others	9	4	4	10	1		
	Other Vehicle - From Same Direction/All Others	2	1	2	1	0		
a)	Other Vehicle - From Same Direction/Rear End Collision	2	1	3	0	0		
Ву Туре	Other Vehicle - One Left Turn/Entering At Angle	3	0	2	1	0		
βγ	Other Vehicle - One Stopped/Entering At Angle	0	0	1	0	0		
	Other Vehicle - One Vehicle/Making A U-Turn	1	0	0	0	0		
	Overturn/Rollover	0	0	2	2	0		
	% Other Vehicle - From Same Direction	36%	50%	25%	38%	100%		
	% Other Vehicle - From Opposite Direction	24%	25%	13%	46%	0%		
	% Other Vehicle - One Left Turn/Entering At Angle	8%	13%	13%	4%	0%		
b0 (0	Day	15	5	12	11	0		
By Lighting Conditions	Dawn/Dusk	1	0	0	3	0		
후 별	Dark	8	1	4	11	0		
S S	Invalid Code/Not Specified	1	2	0	1	1		
	% Day	60%	63%	75%	42%	0%		
_ <u>₹</u>	PDO	20	5	10	21	1		
e e	Injury	5	3	6	5	0		
By Severity	% Property Damage Only	80%	63%	63%	81%	100%		
<u> </u>	% Injury	20%	38%	38%	19%	0%		
	Avoid No Contact - Other	0	0	2	0	0		
	Disregarded Traffic Signal	0	0	1	0	0		
	Driver Inattention	6	3	6	2	0		
	Driverless Moving Vehicle	1	0	0	0	0		
	Excessive Speed	3	0	1	6	0		
	Failed to Yield Right of Way	4	0	0	2	0		
	Following Too Closely	4	2	2	0	0		
Cause	Improper Backing	2	1	2	7	0		
	Inadequate Brakes	2	0	0	1	0		
æ	Missing Data	0	2	0	2	1		
	Other - No Driver Error	1 1	0	1	1	0		
	Passed Stop Sign	1 1	0	0	2	0		
	Speed Too Fast for Conditions	240/	0	1	3	0		
	% Driver Inattention	24%	38%	38%	8%	0%		
	% Following Too Closely	8%	13%	13%	27%	0%		
	% Failed to Yield Right of Way	12%	0%	6%	23%	0%		
	% Excessive Speed	16%	25%	13%	0%	0%		



From the table shown above, the following observations are made:

- Sunport Blvd & Girard Blvd:
  - The three most common classifications of vehicle crashes are observed to be Other Vehicle
     From Opposite Direction/All Others, Fixed Object, and Other Vehicle From Same
     Direction/All Others.
  - o For the years 2014 to 2018, 76 crashes were reported.
  - A majority of crashes for the intersections occurred during the daylight hours with 48% of crashes.
  - No fatal crashes were reported from 2014 to 2018, however, 23% remaining crashes reported involved injuries.
  - The most common causes of crashes are observed to be Driver Inattention, Following Too
     Closely, Failed to Yield Right of Way, and Excessive Speed.
  - o It is observed that Sunport Blvd & I-25 had the most occurrences of crashes totaling 34%.

#### Intersection Crash Rates

Crash Rates were calculated using methods recommended by the FHWA. The scaling factor for Million Entering Vehicles (MEV) was calculated by dividing the sum of vehicles per day per year by 1,000,000. Using the MEV, the intersection crash rates were calculated by taking the number of crashes and dividing it by the MEV. Table 31 below summarizes the intersection crash rates using the 2018 MEV. Table 32 shows the intersection crash rates calculated using the yearly MEV for each intersection.

Table 31: 2018 Intersection Crash Rates

	Million Entering Vehilces (MEV)	Intersection Crash Rate (Crashes/MEV)
Gibson Blvd &Broadway Blvd	37.45265	1.789
Gibson Blvd at I-25	58.109825	0.034
Gibson Blvd & University Blvd	72.658725	2.615
Gibson Blvd & Yale Blvd	66.96655	2.987
Gibson Blvd & Girard Blvd	49.685625	1.288
Gibson Blvd & Carlisle Blvd	60.91485	0.985
Gibson & Maxwell St	60.91485	0.673
Gibson Blvd & Quincy St	60.91485	0.082
Gibson Blvd & Truman St	60.91485	1.018
Gibson Blvd & San Mateo Blvd	60.91485	1.280
Woodward Rd & 2nd St	18.386875	1.360
Woodward Rd & Broadway Blvd	43.736125	0.366
Sunport Blvd & I-25	20.737475	1.254
Girard Blvd & Mile Rd	8.630425	0.116



Table 32: Yearly Intersection Crash Rates

		Million Ent	ering Vehic	cles (MEV)			Intersect	tion Crash F	Rate (Crashe	es/MEV)	
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018	Average
Gibson Blvd &Broadway Blvd	6.247	6.753	6.800	6.738	7.491	1.921	1.333	2.206	2.078	2.270	1.961
Gibson Blvd at I-25	11.068	10.141	10.178	10.002	11.622	0.000	0.000	0.098	0.000	0.086	0.037
Gibson Blvd & University Blvd	13.977	14.077	13.341	13.121	14.532	2.146	2.771	2.698	3.277	2.890	2.757
Gibson Blvd & Yale Blvd	13.977	14.077	13.341	13.084	13.393	2.290	3.126	2.773	2.675	3.883	2.949
Gibson Blvd & Girard Blvd	11.551	13.113	13.153	12.935	9.937	0.866	0.991	0.988	0.928	1.610	1.077
Gibson Blvd & Carlisle Blvd	11.218	13.113	13.801	12.935	12.183	1.070	1.068	1.014	0.541	1.067	0.952
Gibson & Maxwell St	10.720	10.797	10.829	11.935	12.183	0.373	0.741	0.739	1.005	0.739	0.719
Gibson Blvd & Quincy St	10.720	10.797	10.829	11.935	12.183	0.093	0.000	0.092	0.000	0.246	0.086
Gibson Blvd & Truman St	10.720	10.797	10.829	11.935	12.183	0.746	1.204	1.385	1.508	0.657	1.100
Gibson Blvd & San Mateo Blvd	10.720	10.797	10.829	8.419	12.183	1.213	1.760	1.847	1.069	1.395	1.457
Woodward Rd & 2nd St	2.666	2.716	3.136	3.149	3.677	2.250	1.105	0.957	0.953	0.816	1.216
Woodward Rd & Broadway Blvd	4.011	4.008	4.036	3.999	8.747	0.000	0.499	0.496	0.500	0.229	0.345
Sunport Blvd & I-25	3.780	3.807	3.917	4.031	4.147	0.529	1.313	1.276	1.240	1.206	1.113
Girard Blvd & Mile Rd	1.187	1.178	1.182	1.879	1.726	0.842	0.000	0.000	0.000	0.000	0.168

# SUMMARY OF CONCLUSIONS

The following is a summary of conclusions identified from the analysis conducted within the body of this report:

#### SITE

- Two phases of development are planned. Phase 1 is to consist of an assembly facility, laboratory building, and ancillary developments accommodating about 2,575 employees. Phase 1 is planned for construction starting in 2021 and be complete and operating at full capacity in 2025. Phase 2 has no specific development timeline, but is anticipated for construction once an understanding of Phase 1 operations are known. Phase 2 is to possibly consist of a 1M SF office building to be fully occupied by 2030. Based on approximately 2.7 employees per 1,000 SF of office space, a total of 2,700 employees are anticipated or a grand total of 5,275 employees for both site phases.
- The owners have identified the site to be operating 24-hour a day during the weekdays in three work shifts beginning at 6AM, 3PM, and 10PM. The owners have stated the work shifts are flexible to a certain extent, however, the shifts identified place the majority of employee traffic outside of the traditional peak-hours of the roadway.
- The site is to have multiple access points, either gated with a security check point to the main (visitor)
  parking area and truck access or via gate mechanism or other type system at the garage/parking
  facility areas.
- A single site access is planned off of Gibson Blvd east of Girard Blvd (and one off of Girard Blvd) to a
  parking facility of approximately 220 spaces. Only a limited number of vehicles are planned to enter
  at this location.
- The majority of site-generated trips will be to and from the parking facilities located on the west side of Girard, south of Miles Road. A total of 5 access points to the parking area are planned.
- A secured truck access is planned off of Girard and a gated emergency access on the east side of the property to/from Gibson is also proposed.

#### TRIP GENERATION

Phase 1 is anticipated to generate a total of 7,493 trips of which 1,030 trips are anticipated to occur
via alternative travel mode and/or via TDM strategies that have not been determined at this time.
 Peak-hour of trips entering the site are anticipated to occur prior to the 6AM day shift start time,
equal to 1,160 trips. About 108 trips are estimated during the typical peak-hour of the roadway. In



- the evening the 680 employee-based trips are to arrive in the 2PM hour while 1,160 employee-based trips are to exit during the 3PM hour. During the identified 4PM peak-hour of the roadway, only 239 total trip ends are anticipated to be generated by the site and placed onto the adjacent road network
- Phase 2 is to generate an estimated 6,544 vehicle trip ends following the same shift schedule as Phase
   Being an office building, additional employee trips are anticipated during the traditional peak periods.
- Overall, the entire site when full developed and operational is projected to generate a total of 13,010 vehicle trip ends per day. Due to the shift times planned, the peak-hour of the facility is to begin at 5AM and 3PM, outside of the traditional roadway peak hours. During the site's 5AM peak, 1,821 trip ends (1,728 entering, 93 exiting) are anticipated and during the site's 3PM peak, 2,396 trips are estimated (386 in, 2,010 out). During the peak-hours of the roadway (6:45 to 7:45 AM and 4:00 to 5:00 PM), about 600 morning trips (203 entering, 388 exiting) and 725 evening trips (249 entering, 476 exiting) are estimated.
- As analyzed, a 20% reduction to employee trips was applied to account for alternative travel modes (transit, bike, pedestrian, and travel demand management options) that are in-place or could be enhanced. At this time, TDM strategies are being considered by the site owners.

#### TRIP DISTRIBUTION AND ASSIGNMENT

- Site trips were distributed onto the adjacent roadway network based on standard gravity model methodology using socio-economic data originally obtained from MRCOG. The distribution was estimated from population estimates within the 25 subarea Albuquerque Metropolitan Planning Area.
- Vehicles were assigned to site driveways and routes based on logical travel routes, site driveways, engineering judgement, and limited travel between the site and I-25 south using the local roadway network and the Sunport corridor through the AIS.

#### **TRAFFIC VOLUMES**

- Intersection turning movement counts and freeway volumes were not collected for this study, but relied upon previously collected counts, count data obtained from other traffic studies, and data provided by MRCOG.
- Count data was adjusted to a 2019 base-year condition and increased by 1% to account for 1 year of ambient traffic growth.
- Count data available for only peak hour time periods were adjusted/expanded to 15-minute intervals outside of the peak hour based on 24-hour count data on Gibson Blvd provided by MRCOG.
- To estimate background traffic conditions for the analysis years, existing traffic volumes were increased by 1% per year (based on MRCOG model forecast volumes between 2014 and 2040) and added to the planned EUL development traffic volumes. Along the Sunport corridor, volumes were estimated based on 2020 forecast volumes with the extension of Sunport Blvd to the west and increased by 1% per year.
- 2025 Total traffic added Phase 1 site trips to the 2025 Background volumes
- 2030 Background traffic included Phase 1 site trips.
- 2040 Horizon Year estimates included Phase 1 and Phase 2 site trips.

#### INTERSECTION CAPACITY ANALYSIS

All intersection analyses were performed using the Vistro software package. Analyses were conducted in 15-minute intervals from 5:00 to 8:00AM and from 3:00 to 6:00PM. Mitigation analyses were performed allowing the software to adjust the green splits and offsets, no attempt to modify the cycle lengths or hand-



adjust the green splits to better accommodate the left-turn or side street movements were made. Results of the analyses indicated (excluding site driveways):

		Number of Inters			
Analysis Scenario	<b>Time Period</b>	LOS E	LOS F	Total LOS E/F	<b>Total Movements</b>
2020 Existing	AM Period	152	5	157	
	PM Period	127	41	168	1320
2025 Background	AM Period	216	32	248	
	PM Period	185	63	248	1548
2025 Total	AM Period	217	27	244	
	PM Period	182	73	255	1548
2025 Mitigation	AM Period	213	27	240	
	PM Period	173	73	246	1548
2030 Background	AM Period	228	52	280	
	PM Period	182	111	293	1681
2030 Total	AM Period	240	48	288	
	PM Period	188	120	308	1681
2040 Horizon	AM Period	234	74	308	
	PM Period	185	141	326	1681

Note: Total number of movements analyzed in the 3 AM and 3 PM periods vary per analysis scenario based on intersection/traffic control changes. Movements exclude site driveway locations

#### GIBSON BOULEVARD ROADWAY CAPACITY ANALYSIS

Analysis of Gibson Boulevard and other roadway segments is typically based on the intersections ability to accommodate the traffic movements at the signalized intersections, typically the capacity constraint along a corridor. To estimate the capacity of Gibson Boulevard, a simplified method was utilized, based on an FHWA article using the speed limit of a roadway, percent green time afforded to the through traffic, and the number of lanes. The analysis was conducted for the eastbound Gibson Blvd roadway segment between University and Yale (highest volume condition) assuming peak-hour traffic is 8% of daily trips. Results indicate the following:

- Analysis indicates eastbound Gibson through traffic is provided 56% of the effective green time within its 120 second cycle length.
- Gibson currently accommodates about 970 vphpl during the AM peak hour. Based on the FHWA table, this is slightly below the LOS E threshold of 982 vphpl. The performance of Gibson Blvd (intersection LOS shows LOS C) shows operational conditions better than the FHWA table indicates. This may be due, in part, to good signal progression along the corridor, minimizing the number of stops vehicles would typically be exposed to.
- The following table highlights the roadway conditions in the other traffic volume scenarios using the FHWA table. Results indicate an 8-lane Gibson Blvd facility could operate at LOS:



	Analysis	AM Peak-Hour	Vehicles per	FHWA Estimate of LOS E Upper Threshold Value,		FHWA LOS Estimate Under an 8-Lane Gibson
Roadway Segment (Eastbound)	Scenario	Traffic Volume	Hour per Lane	6-lanes (vphpl)	Facility	Blvd cross-section
Gibson Bet. Univeristy and Yale	2020 Existing	2908	969	982	-1.3%	В
	2025 No Build	3451	1150	982	17.1%	В
	2025 Build	3500	1167	982	18.8%	В
	2030 No Build	3655	1218	982	24.0%	В
	2030 Build	3703	1234	982	25.7%	В
	2040 Horizon	4039	1346	982	37.1%	В

Note: Under an 8-lane facility, vphpl increases as compared to a 6-lane facility

#### **I-25 FREEWAY ANALYSIS**

Freeway volumes were analyzed assuming 2020 Existing volume conditions, grown at 1% per year plus the addition of the EUL site trips and the Project Orion trips. No adjustments the volumes to match 2040 forecast volumes were made. Overall, 2020 volumes exceed 2040 forecast volumes at the Gibson Blvd locations. Therefore, the analysis conducted may overestimate capacity concerns on the freeway. The 2020 and 2025 analyses assume the existing freeway condition while the 2030 and 2040 scenarios assume the programmed facility. Results indicate the following:

- Under 2020 Existing Conditions, all northbound freeway segments operate at LOS D or better
  conditions, while in the southbound direction all segments operate at LOD D or better except the
  diverge segment to eastbound Gibson Blvd which indicates LOS F operation from 6:30AM to 7:30AM.
  Notes identified within the HCS software states that the diverge capacity is less than the diverge
  demand at the off-ramp to eastbound Gibson Blvd and may result in off-ramp queue that affects
  mainline flow.
- In the 2025 Build scenario, segment operations show deterioration, with more southbound segments and time periods showing LOS D conditions along with increased LOS F operation (8 total 15-minute time periods beginning at 6:30AM) for the off-ramp to eastbound Gibson Blvd. In the northbound direction, only 1 segment in 1 15-minute time period (On-Ramp from westbound Gibson Blvd at 4:15PM) indicates LOS E operation. All other segments and time periods indicate LOS D or better conditions in the AM and PM peak periods.
- Under the I-25 improved freeway design, the 2040 Horizon year analysis indicates only 1 time period and 1 segment operating at LOS D (northbound on-ramp from Gibson Blvd) in the PM period while all other sections in the northbound and all segments in the southbound direction show LOS C or better conditions.
- Noting volume estimates used in the analysis may over-estimate volumes conditions on the mainline and entering/exiting the on/off ramps, the freeway design as analyzed is anticipated to operate in an acceptable manner through 2040.

#### 2025 MITIGATION OPTIONS

Under Existing 2020 traffic volume conditions, some side-street approach movements and Gibson Blvd eastbound/westbound left-turn movements show LOS E/F conditions. Most of the locations have low V/C ratios indicating the elevated delays associated with these movements are due to the longer cycle lengths and the movement demand volumes. The only signalized movements showing poor operation and high traffic volumes are at the northbound approach from Truman and Carlisle, the two approaches serving the Kirtland Airforce Base.

By 2025 with the addition of the EUL site traffic, additional movements begin to along Gibson and at San Mateo. With Phase 1 site traffic added, more movements show LOS E/F operation. To help mitigation conditions, the following improvements were identified that could simply be conducted:



- Utilize the unused left-turn pavement on the northbound Girard Blvd approach to Gibson Blvd to accommodate dual left-turn lanes. A signal phasing change to protected only is recommended.
- Perform corridor signal timing optimization to better accommodate traffic demand in the AM and PM peak hours.

Outside of the above changes, the ability to add capacity to the Gibson Blvd corridor is not possible due to ROW or physical constraints. Repeat motorists that perceive excessive and/or repetitive travel delays may look to alternative travel routes. Site-related vehicles originating or destined to/from I-25 south may choose to travel the Sunport Blvd corridor to by-pass the conditions along Gibson. No simple mitigation options are offered to alleviate the poor conditions along Gibson. It is recommended that a comprehensive analysis of the Gibson Blvd corridor be conducted to determine the best design options to accommodate vehicle demand.

#### 2030 MITIGATION OPTIONS

Without improvement to the Gibson Blvd corridor, site and non-site traffic may use the Sunport Blvd/Girard Blvd corridor to by-pass bottleneck locations along Gibson Blvd. Additional concerns east of Girard Blvd, including the intersections with the EUL site and eastbound left-turn movements at San Mateo Blvd in the afternoon peak period exist.

To mitigate conditions associated with the site, potential considerations to utilize parking facilities outside of the study area or to improve access to/from the Sunport Blvd corridor are being considered. A potential ingress improvement considers adding a roadway from Sunport Blvd, prior to the exiting toward the AIS parking garage, following the westbound/southbound AIS Loop roadway, and connecting to Girard Blvd or straight into the site's parking garage. Significant study will be required to determine the feasibility and the ability to add and construct to design standards. As an alternative option, it may be more beneficial and cost effective to improve the existing local street network to accommodate increased site traffic.

### RECOMMENDATIONS

The following recommendations are made based on the analysis and conclusions of this report:

#### **Review Agencies**

• It is recommended that a comprehensive Gibson Boulevard corridor study be developed to identify potential alternatives that could be implemented to improve the operations of the corridor. At this time, AM and PM peak period conditions appear to be operating near acceptable threshold levels. Future year conditions that include ambient traffic growth and new site development along Gibson Blvd could place demand volumes above capacity levels by 2025. Improvements to alleviate one issue by one developer (say westbound left-turn movements into the Orion site at Girard Blvd) via widening or signal phasing changes, could have significant impacts to other intersections along corridor. The ability to provide options that can be vetted by stakeholders or cost-shared though some type of mechanism would be beneficial. As part of the corridor study, analysis of Sunport Blvd options to accommodate additional traffic or to act as a Gibson Blvd reliever, should be included.

#### Other Agency Stakeholders

- To help reduce the number of vehicle trips on Gibson Blvd, a review of bike, pedestrian, transit or other ride-share options is recommended.
- ABQ Ride is currently evaluating options and costs of adding additional service to the site as current transit schedules do not provide service to allow arrival for the 6 AM shirt.



#### Site Owners

- It is recommended that the site consider staffing and work shift changes that would benefit site operations as well as roadway conditions.
- It is recommended that the site consider TDM strategies that could be implemented to reduce the number of employees that travel to and from the site in single-occupancy vehicles, such as cash incentives for carpooling, subsidized transit passes, and guaranteed rides home.
- It is recommended that site access be reviewed for potential restrictions that would benefit site traffic in selection of their travel route to and from the site.
- It is recommended that the security check point at the Gibson entrance be considered for relocation further to the south, eliminating potential weaving/blockage conditions that may arise due to the limited distance between the check point and the merging of traffic streams south of the Gibson curb line.
- It is recommended that the northbound Girard Blvd left-turn lane pavement markings be removed and a second left-turn lane be incorporated to mitigate long delays associated with this movement in Phase 1. Modifications may require signal equipment improvements.
- It is recommended that the site participate in the Gibson Blvd corridor study as the site is anticipated to generate a significant amount of vehicles trips onto a roadway that is near capacity.

