APS Atrisco Heritage Academy High School Access

Traffic Engineering Study



HIGH MESA Consulting Group

February 9, 2018

Traffic Engineering Study

Albuquerque Public Schools

Atrisco Heritage Academy High School

Prepared For:

Bernalillo County, City of Albuquerque

and

NMDOT District 3

Study Prepared By:

High Mesa Consulting Group

6010-B Midway Park Blvd NE

Albuquerque, NM 87109



February 9, 2018

TABLE OF CONTENTS

Description **Page**

1.0 Introduction **1**

2.0 Quantify Student Off-Campus Parking **2**

3.0 Cut-Through Traffic **4**

4.0 Speed Concerns **6**

5.0 Driver Types **10**

6.0 Findings **11**

Tables

Table 1 Parking Utilization Data 2
Table 2 Daily Traffic Volumes 4
Table 3 School Peak Traffic Volumes 5
Table 4 Speed Summary – 10 Day Count 6
Table 5 Speed Summary – 3 Day Count, School in Session 7
Table 6 Speed Summary – 3 Day Count, School on Break 7
Table 7 Speed Summary – 118th St SW, Peak Hour Traffic 8
Table 8 Speed Summary – Messina Dr, Peak Hour Traffic 8
Table 9 Speed Summary – Amole Mesa Ave West, Peak Hour Traffic 9
Table 10 Speed Summary – Amole Mesa Ave East, Peak Hour Traffic 9
Table 11 Driver Types 10
Table 12 On-Site Parking 10

Acronyms

AASHTO	American Association of State Highway and Transportation Officials
AADT	Annual Average Daily Traffic
AAWDT	Annual Average Weekday Traffic
AHAHS	Atrisco Heritage Academy High School
g/C	Green time per signal Cycle length
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
MRCOG	Mid-Region Council of Governments
mph	Miles per Hour
MOEs	Measures of Effectiveness
MTP	Metropolitan Transportation Plan (current document for year 2040)
MUTCD	Manual on Uniform Traffic Control Devices
NMDOT	New Mexico Department of Transportation
pcphpl	Passenger cars per hour per lane
PHF	Peak Hour Factor
v/c	Volume to Capacity ratio
vpd	Vehicles per Day
vph	Vehicles per Hour

1.0 INTRODUCTION

A traffic impact study has been prepared for a proposed egress from the existing Atrisco Heritage Academy High School (AHAHS) to Dennis Chavez Blvd SW. The traffic impact study was scoped by the NMDOT, Bernalillo County and the City of Albuquerque, and a number of concerns were raised that don't directly affect the traffic impact study. This traffic engineering study addresses those concerns that include:

1. Student Parking within Neighborhoods.
2. Cut-Through Traffic
3. Speeding Concerns Off-Campus
4. Driver Types

Each topic is addressed below and a summary of findings is included.

2.0 QUANTIFY STUDENT OFF-CAMPUS PARKING

Concerns have been raised with the City of Albuquerque Council staff that AHAHS students are parking on residential streets in the Sandstone Trails neighborhood and walking to school. The concern is that residential parking is being consumed by students, restricting the number of spaces available for residents. A series of 4 blocks was surveyed to quantify the extent of student parking.

A review of parking was conducted both with school 'in session' and 'not in session'. The 'not in session' data was collected on December 27 and 28, 2017. The 'in session' data collection occurred on January 11 and 12, 2018. The road segments where data was collected were:

Datum St, north of Cenote Rd
Datum St, south of Cenote Rd
Cenote Rd, Datum St to Bale Seals St
Beaker Rd, Datum St to Bale Seals St

Data were collected along both side of each of each road segment. Parking utilization was collected during the AM and PM periods corresponding to before and after school periods. The data collected when school was not 'in session' was done photographically to estimate parking utilization in the morning, at approximately 8:00 am.

A parking utilization study was conducted on January 11 and 12 while school was in session. The AM data collection began at 6:30 am and data was collected every 15 minutes until 7:30. School begins at 7:25 am; therefore, it was assumed that students would not park after that time. An afternoon study was conducted on January 11 from 2:00 until 3:00 pm. All vehicles parked on the street were counted for the utilization study. The results of the field data are contained in Table 1.

Table 1. Parking Utilization Data

Date	A	B	C	D	G	H	I	J	K	L
12/28/2017	0	0	3	7	8	8	3	2	0	0
12/29/2017	0	2	4	7	12	9	2	0	0	1
1/11/2018										
6:30	0	1	5	7	15	8	3	1	0	1
6:45	0	1	4	7	15	7	3	1	0	0
7:00	0	1	4	6	15	8	3	1	0	0
7:15	1	1	4	5	15	8	3	2	0	0
7:30	1	1	3	5	15	8	3	1	**1**	0
2:00	2	2	3	5	12	5	3	1	0	0
2:15	2	2	3	4	12	5	3	0	0	0
2:30	2	2	3	5	13	5	3	0	0	0
2:45	1	1	3	5	13	5	3	0	0	0
3:00	1	1	3	5	13	5	3	0	0	0
1/12/2018										
6:30	0	0	6	8	16	9	3	1	0	0
6:45	0	0	6	7	16	9	2	1	0	0
7:00	0	0	6	6	15	9	2	1	0	0
7:15	0	0	5	5	15	9	2	1	0	0
7:30	0	0	5	5	15	9	2	1	**1**	0

The top row of Table 1 refers to the subarea roadway links where parking data was collected. Those subareas are defined as:

A	Datum St E, N of Cenote Rd
B	Datum St W, N of Cenote Rd
C	Cenote Rd N, E of Datum St
D	Cenote Rd S, E of Datum St
G	Beaker Rd N, E of Datum St
H	Beaker Rd S, E of Datum St
I	Beaker Rd/Datum St curve
J	Datum St/Beaker Rd Cul-de-sac
K	Datum St E, S of Cenote Rd
L	Datum St W, S of Cenote Rd



Datum St looking north, December 29.

The two days of the utilization study while school was in session yielded one student parking on Datum St, south of Cenote Rd. The same student arrived each day between 7:15 and 7:30. This student's vehicle was gone by the time the afternoon count started at 2:00 on January 11. The second afternoon period was not collected based upon the first day results and the presence of only one student again on day 2.



Beaker Rd, looking East, December 29.

Parking is low/moderate on each of the study area streets except Beaker Rd. This street has excessive on-street parking and it is unlikely that there will be a concern for student parking because of the current congestion.

This parking assessment indicates that there is not a significant student parking concern within the Sandstone Trails neighborhood. It should be noted that this study was conducted in January, and results may vary if data is collected during a period of warmer weather. If the neighborhood continues to indicate that there are parking concerns in the spring, an additional day of utilization data could be collected.

3.0 CUT-THROUGH TRAFFIC

Cut-through traffic is a concern identified by residents in the neighborhoods north of Dennis Chavez Blvd that have access from 118th St. In speaking with Nancy Montaño, Councilor Peña's representative, there were concerns about cutting through the Sandstone Trails subdivision to reach Morrissey St to gain access to 98th St. This was examined and Morrissey St is currently closed at the boundary to Sandstone Trail. This route, if open, would take longer to access 98th St; therefore, this is not thought to be a viable cut-through alternative that would be used by many students. This area is currently developing, and when completed, it is unlikely to attract significant cut-through traffic.

The other streets identified where there could be 'cut-through' traffic are Amole Mesa Ave and Messina Dr. These roads are part of the logical travel route from AHAHS to neighborhoods north of Dennis Chavez Blvd and west of 98th St. These roads form the local street alternative to utilizing Dennis Chavez Blvd, likely preferred by parents with young drivers. It should be noted that Amole Mesa Ave and Messina Dr are neighborhood collector streets and they have no residential frontage. This indicates that these streets are designed to convey through traffic and there are no safety issues associated with residents accessing driveways. Thus, use of these roads by drivers who live within the adjacent residential neighborhoods would not be considered 'cut-through' traffic. Observation of vehicles on these routes also found many school buses using these roads for student pick-up and drop-off.

A traffic count study was conducted to quantify the volume and speed of traffic on Amole Mesa Ave and Messina Dr, as well as 118th St north of Dennis Chavez Blvd. There were two count locations along Amole Mesa Ave, one west of Messina Dr and one west of 98th St. The counts were conducted from December 12 through December 21, and they collected volume, speed and vehicle classification data. The counts collected at each of the four (4) locations included three (3) days when school was in session and three (3) days when it was on break. This way the amount of school traffic could be quantified. The daily traffic volumes are found in Table 2 below.

Table 2. Daily Traffic Volumes

	118th St	Messina	Amole Mesa W	Amole Mesa E
With School:				
Tuesday	4053	1959	3720	3598
Wednesday	3990	2092	3788	3609
Thursday	4373	2164	4003	3654
Without School:				
Tuesday	2612	4168	2819	3264
Wednesday	2725	4123	2881	3324
Thursday	2801	1496	2947	3404
With School Average	4139	2072	3837	3620
Without School Average	2713	1462	2882	3331
Without School Decrease	***-34.5%***	***-29.4%***	***-24.9%***	***-8.0%***

Table 2 shows that each roadway has moderate traffic volumes and those volumes are higher when school is in session. School related traffic accounts for between 25% and 35% of daily traffic at each location except Amole Mesa Ave East. It is unknown why the Amole Mesa Ave

East count varied very little with or without school related traffic. Please note that the 'school' related traffic is not all from AHAHS. These roads are also influenced by traffic related to Rudolfo Anaya Elementary and George I. Sanchez K-8.

Traffic volumes were also examined for the AHAHS related peak hours. These were determined to be from 6:30 to 7:30 am and from 2:15 to 3:15 pm.

Table 3. School Peak Traffic Volumes

	118th St	Messina	Amole Mesa W	Amole Mesa E
Morning Peak (6:30-7:30)				
With School:				
Tuesday	650	329	568	359
Wednesday	636	356	589	370
Thursday	651	349	580	361
Without School:				
Tuesday	167	100	149	162
Wednesday	153	92	138	163
Thursday	164	98	167	173
With School Average	646	345	579	363
Without School Average	161	97	151	166
Without School Decrease	***-75%***	***-72%***	***-74%***	***-54%***
Afternoon Peak (2:15 – 3:15)				
With School:				
Tuesday	336	148	300	207
Wednesday	335	175	321	218
Thursday	345	184	309	217
Without School:				
Tuesday	143	84	169	199
Wednesday	121	53	129	149
Thursday	135	92	189	223
With School Average	339	169	310	214
Without School Average	133	76	162	190
Without School Decrease	***-61%***	***-55%***	***-48%***	***-11%***

Table 3 shows significant drops in school peak hour volumes at each location, especially during the morning. This indicates that over 50% of the traffic on these roadways is related to AHAHS. The afternoon volumes are also related, with lower volumes at all locations except Amole Mesa Ave East where the change is minimal.

The data demonstrates that the school influences traffic patterns along the streets where data was collected. It is interesting to note that the AM peak volumes are roughly twice that of the PM peak, showing that the AM peak corresponds to the commute peak period while the PM peak does not. None of these segments have volumes that would indicate congestion though all-way stops may experience some delay. Volumes also decrease as the distance increases from AHAHS, indicating that drivers are exiting the routes by entering adjacent the neighborhoods. This would be anticipated for trips from the school to residences, reducing through traffic along these routes. It is likely that some students use these routes to avoid high-speed Dennis Chavez Blvd; however, it would be incorrect to characterize the trips as 'cut-through' because these roads are designed to safely convey motorists through these neighborhoods where students reside.

4.0 SPEED CONCERNS

The counts to assess the cut-through traffic included collection of individual vehicle speed data. Speeds were collected to verify compliance with the posted speeds, and to determine if school related traffic speeds were higher than general traffic. The school related peaking was identified in the previous section, and summary speed statistics were generated for various periods. The data was collected using Diamond Traffic automatic tube counters for the entire 10 day period at each of the four (4) count locations. Results discussed below include:

- Results of the 10-day count
- Three day count with school in session
- Three day count with school on break
- Peak hour data – AM/PM, Tuesday-Thursday, school in session
- Peak hour data – AM/PM, Tuesday-Thursday, school on break

The results of the speed study are contained in Table 4.

Table 4. Speed Summary - 10 Day Count

Statistics	118th St	Messina	Amole Mesa W	Amole Mesa E
Posted Speed Limit	**30 mph**	**30 mph**	**30 mph**	**30 mph**
Average Speed	38.3 mph	36.2 mph	36.8 mph	33.4 mph
85th Percentile Speed	44.1 mph	42.1 mph	43.4 mph	38.7 mph
Percent > Posted Speed	94%	87%	89%	76%
10-MPH Pace	33 to 43 mph	31 to 41 mph	32 to 42 mph	28 to 38 mph
Pace Percentage	66.1%	63.6%	59.8%	67.8%
Average Truck Speed	35.1 mph	31.6 mph	30.8 mph	29.3 mph

A quick definition of speed related traffic engineering terms should first be defined. The 85th percentile speed represents the speed threshold below which the majority of drivers will proceed in a reasonable and prudent manor. This speed is a primary building block of determining the posted speed. The 10-MPH Pace represents the 10 mph speed range within which the majority of vehicle travel. The Pace Percentage is the percentage of traffic traveling within that 10 mph range. The Average Truck Speed is the average speed for large trucks and buses at each location.

Table 4 indicates that overall, motorists tend to travel above the speed limit. Average and 85th percentile speeds are greater than the posted speed limit at each location, and the percentage of traffic travelling at or above the speed limit ranged from 76% to 94%. This indicates a serious speed compliance concern by most of the traveling public along these streets.

Why are there high percentages of traffic travelling above the posted speed? The primary reason for the higher speeds is likely a result of the roadway environment. 118th St operates as a collector roadway. It currently has the feel of a rural 2-lane roadway with curb, gutter and sidewalk along most of the east side of the road. There is minimal horizontal curvature and generally good sight distance. There is no residential frontage along 118th St, thus minimal side friction resulting from three intersections. The remaining streets are neighborhood collector

roads with curb to curb widths of 36' or greater and roadside friction only at infrequent intersections. Messina Dr and Amole Mesa Ave have no residential frontage. Each street has excellent sight distance and the wide roadway environment encourages driver comfort and higher speeds.

Tables 5 and 6 show comparative speed statistics for 3-day periods, with school in session and with school on break.

Table 5. Speed Summary - 3 Day Count, School in Session

Statistics	118th St	Messina	Amole Mesa W	Amole Mesa E
Posted Speed Limit	**30 mph**	**30 mph**	**30 mph**	**30 mph**
Average Speed	38.4 mph	36.0 mph	36.5 mph	33.2 mph
85th Percentile Speed	44.2 mph	42.0 mph	43.1 mph	38.6 mph
Percent > Posted Speed	94%	87%	89%	74%
10-MPH Pace	34 to 44mph	31 to 41 mph	31 to 41 mph	28 to 38 mph
Pace Percentage	66.1%	63.7%	60.8%	66.7%
Average Truck Speed	34.7 mph	31.4 mph	30.8 mph	28.7 mph

Table 6. Speed Summary - 3 Day Count, School on Break

Statistics	118th St	Messina	Amole Mesa W	Amole Mesa E
Posted Speed Limit	**30 mph**	**30 mph**	**30 mph**	**30 mph**
Average Speed	38.3 mph	36.4 mph	37.0 mph	33.6 mph
85th Percentile Speed	44.0 mph	42.3 mph	43.6 mph	38.8 mph
Percent > Posted Speed	96%	87%	89%	77%
10-MPH Pace	33 to 43 mph	31 to 41 mph	32 to 42 mph	29 to 39 mph
Pace Percentage	67.0%	63.1%	59.9%	68.8%
Average Truck Speed	32.8 mph	30.2 mph	29.0 mph	30.1 mph

Tables 5 and 6 do not indicate that there is a significant difference in speed characteristics whether school is in session or not. All locations find the average and 85th percentile speeds within 0.5 mph, with or without school. At three of the locations, speeds are slightly lower when school is in session. These statistics do not represent a significant difference in travel speed when school is in session vs. when it is on break, thus school related speeds are not considered a problem.

Tables 7 through 10 break out the speed data by location. The peak hours, corresponding to the school peaks, are compared using the statistics described above. Each location is discussed individually.

Table 7. Speed Summary – 118th St SW, Peak Hour Traffic

Statistics	With School		Without School	
	AM	PM	AM	PM
Posted Speed Limit	**30 mph**	**30 mph**	**30 mph**	**30 mph**
Average Speed	36.2 mph	39.0 mph	39.2 mph	39.0 mph
85th Percentile Speed	41.5 mph	44.9 mph	45.2 mph	45.2 mph
Percent > Posted Speed	83%	97%	96%	97%
10-MPH Pace	32 to 42mph	34 to 44mph	34 to 44 mph	33 to 43 mph
Pace Percentage	64.2%	67.8	66.7%	68.3%
Average Truck Speed	30.3 mph	31.5 mph	32.1 mph	33.6 mph

The AM statistics show significant variation between when school is in session and when on break. The average speed increases 3 mph without school related traffic, and the 85th percentile speed is nearly 4 mph faster. The percentage of AM traffic measured above the posted limit increases from 83% (with school) to 96% (without school). The PM peak shows minimal differences. School related traffic does not negatively affect travel speed at this location.

Table 8. Speed Summary – Messina Dr, Peak Hour Traffic

Statistics	With School		Without School	
	AM	PM	AM	PM
Posted Speed Limit	**30 mph**	**30 mph**	**30 mph**	**30 mph**
Average Speed	36.4 mph	36.6 mph	37.3 mph	37.3 mph
85th Percentile Speed	41.9 mph	42.1 mph	42.3 mph	43.5 mph
Percent > Posted Speed	91%	87%	93%	90%
10-MPH Pace	32 to 42 mph	32 to 42 mph	33 to 43 mph	33 to 43 mph
Pace Percentage	67.8%	65.6%	69.4%	65.6%
Average Truck Speed	32.0mph	31.5 mph	27.0 mph*	18.3 mph*

* Single vehicle recorded in peak hour.

The Messina Dr location indicates that travel speeds vary by less than 1 mph whether school is in session or not. The school averages are slightly lower than the without school averages, thus it can be concluded that the presence of school related traffic does not negatively affect speeds at this location.

Table 9. Speed Summary – Amole Mesa Ave West, Peak Hour Traffic

Statistics	With School		Without School	
	AM	PM	AM	PM
Posted Speed Limit	**30 mph**	**30 mph**	**30 mph**	**30 mph**
Average Speed	35.7 mph	36.8 mph	39.4 mph	36.9 mph
85th Percentile Speed	41.2 mph	43.6 mph	45.7 mph	44.1 mph
Percent > Posted Speed	83%	89%	95%	86%
10-MPH Pace	30 to 40 mph	32 to 42 mph	35 to 45 mph	31 to 41 mph
Pace Percentage	63.9%	60.3%	62.3%	58.0%
Average Truck Speed	28.6 mph	32.3 mph	28.6 mph	27.2 mph

The Amole Mesa West location closely mirrors the finding from 118th St. The AM peak indicates that speeds are noticeably higher when school is not in session with average speeds approximately 4 mph faster. The percentage of vehicles traveling greater than the posted speed increases from 83% to 95%, a notable amount. The 10 mph pace is 5 mph faster during the AM peak when school is not in session, again a notable increase. Speeds at this location are lower when school is in session than when it is not.

Table 10. Speed Summary – Amole Mesa Ave East, Peak Hour Traffic

Statistics	With School		Without School	
	AM	PM	AM	PM
Posted Speed Limit	**30 mph**	**30 mph**	**30 mph**	**30 mph**
Average Speed	34.7 mph	34.2 mph	35.7 mph	34.4 mph
85th Percentile Speed	39.5 mph	39.0 mph	40.7 mph	39.3 mph
Percent > Posted Speed	82%	79%	86%	81%
10-MPH Pace	29 to 39 mph	29 to 39 mph	30 to 40 mph	30 to 40 mph
Pace Percentage	69.6%	70.6%	69.5%	72.5%
Average Truck Speed	27.7mph	31.1 mph	28.8 mph	31.6 mph

This location finds that the travel speeds are similar with or without school in session. The speeds are slightly lower when school is in session but the difference is not significant. It can be noted however, that school related traffic does not result in higher travel speeds.

The data do not indicate that school related traffic is resulting in higher travel speeds or unsafe conditions. There is a general speed problem at each of these locations with average travel speeds of 5 to 9 mph above the posted limit and 85th percentile speeds of 9 to 16 mph above the speed limit. These results indicate that based upon the travel speeds, either the roadway environments should be mitigated to encourage lower travel speeds, or posted speed limits should be raised to match the environment. Enforcement could be increased to alter driver behavior, but it would likely only occur when there is a police presence because at a minimum 76% of traffic is exceeding the posted speed.

5.0 DRIVER TYPES

The NMDOT requested that motorists be characterized by driver types to better understand the makeup of trips to the school. APS collected data about the school motor vehicle users and the parking availability. The statistics are as follows:

Table 11. Driver Types

Driver Type	Vehicles
Staff	238
Students	456
Buses	26
Cafeteria Staff	17
UNM Clinic Staff	17
UNM Visitors/Patients	80
AHA Visitors/Parents	75

Table 12. On-Site Parking

Driver Type	Vehicles
Visitor	89
Teacher	223
Student	611

6.0 FINDINGS

The studies conducted herein have been valuable in understanding the impact of school related traffic on the surrounding residential community. Off-campus parking is a concern of some local residents, however, the study conducted found only a single student parking on a residential street. It is noted that the study was conducted during the winter with cold morning temperatures. This could discourage students from walking the 7 to 10 minutes to school. It is possible that more students will park in this area in the spring or fall when temperatures are more amenable. Based upon the current study, no mitigation is proposed.

There is a community concern with 'cut-through' traffic in the neighborhoods north of the school. Based upon the volumes collected when school is in session and on break, the school related volumes do not seem inappropriate given the amount of residential development north of the school. Volumes build as the locations are closer to the school, as would be anticipated. There is a significant increase in volume when school is in session as students and parents drive to school. But the primary roads they are using are functionally neighborhood collector roads with no residential frontage, thus they do not impact driveway movements. Driveway conflicts are a primary concern of cut-through traffic. With no driveways along these routes, no mitigation is proposed.

Travel speeds along the four roadway segments studied are significantly above the posted speed limit. The speeding is largely a result of the roadway environment – good sight distance, wide roads with gradual horizontal curvature, and no driveway access. The findings indicate that to resolve speeding it will likely require either modifying the roadways or frequent enforcement. Given that 76% to 94% of the traffic is traveling at or above the posted limit, it is unlikely that enforcement will be effective. Narrowing of the roadways, possibly by striping bike lanes, may be affective on Amole Mesa Ave and Messina Dr. Installation of radar reader boards along these roads may also be effective as long as they post "Slow Down" when vehicles are traveling at more than 10 mph over the posted speed. The City of Albuquerque should study these roads and determine the proper mitigation to implement.

Traffic Impact Analysis

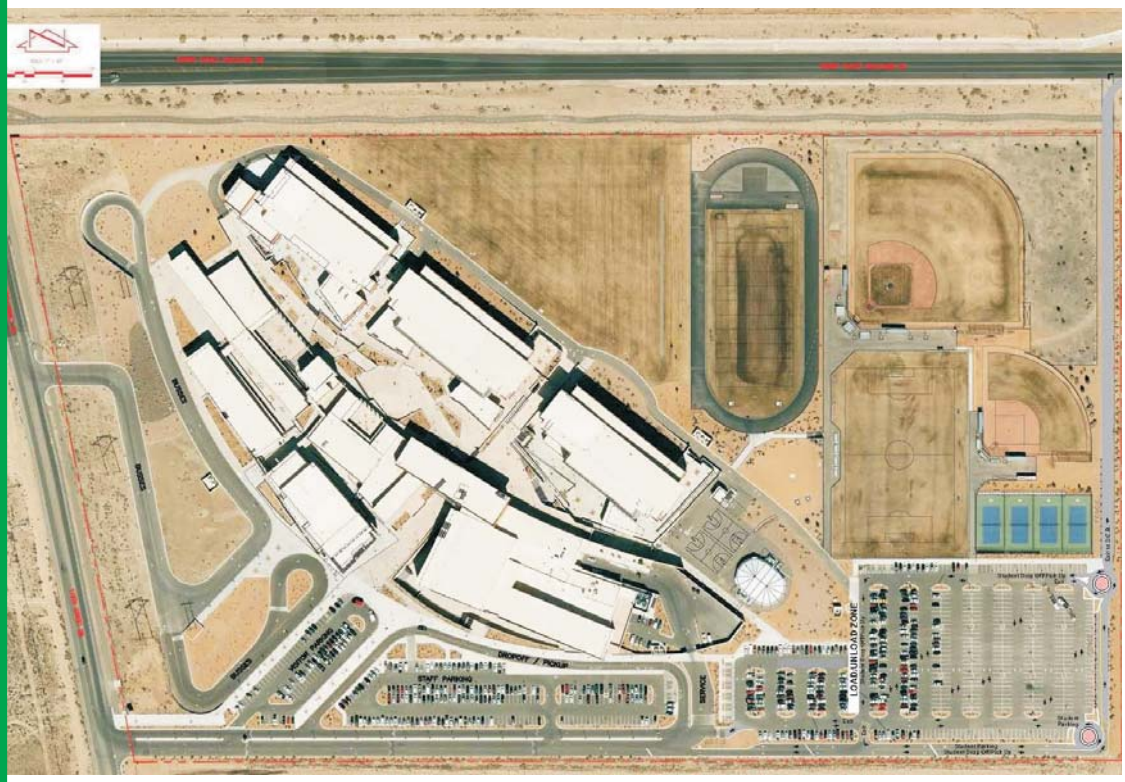


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6010-B Midway Park Blvd. NE • Albuquerque, NM 87109
Phone: 505.345.4250 • Fax: 505.345.4254 • www.highmesacg.com

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TABLE OF CONTENTS

Description **Page**

1.0 Introduction **1**
1.1 Roadway Network 1
1.2 Programmed Improvements 1
1.3 Access Management Policies 1

2.0 Traffic Analysis Methodology **2**

3.0 Traffic Volumes **4**

4.0 Trip Generation, Distribution and Assignment **5**
4.1 Trip Generation and Distribution 5
4.3 Trip Assignment 5

5.0 Traffic Analysis **6**
5.1 Existing Conditions (Baseline) 6
5.2 Build 8
5.3 Bicycle Facilities 10
5.4 Safety Assessment 11

6.0 Site Circulation **13**

7.0 School Zones **14**

8.0 Findings and Recommendations **15**
8.1 Findings and Considerations 15
8.2 Recommendations 17

Tables

Table 1 Signalized Intersection Levels of Service 2
Table 2 Unsignalized Intersection Levels of Service 3
Table 3 Existing (2017) AM and PM Peak Hour Turning Movement Volumes 4
Table 4 Site Trip Reassignment Turning Movements 5
Table 5 Baseline Signalized Intersection Measures of Effectiveness 7
Table 6 Baseline Unsignalized Intersection Levels of Service 8
Table 7 Build Signalized Intersection Measures of Effectiveness 9
Table 8 Build Unsignalized Intersection Levels of Service 10
Table 9 Crash Summary 11
Table 10 Intersection Crash Summary 12
Table 11 Crash Type Summary 12
Table 12 Top Crash Factor Summary 12

Appendices

Appendix A Vicinity Maps and Site Drawing
Appendix B Traffic Volume Summary Sheets
Appendix C Baseline Level of Service Analyses
Appendix D Build Level of Service Analyses
Appendix E School Warrants
Appendix F Draft Report Comments

Acronyms

AASHTO	American Association of State Highway and Transportation Officials
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NMDOT	New Mexico Department of Transportation
pcphpl	Passenger cars per hour per lane
PHF	Peak Hour Factor
v/c	Volume to Capacity ratio
vpd	Vehicles per Day
vph	Vehicles per Hour

1.0 INTRODUCTION

This traffic impact study has been prepared for the proposed egress from the existing Atrisco Heritage Academy High School (AHAHS) to Dennis Chavez Blvd SW. This access would be an egress only access to eastbound Dennis Chavez Blvd.

Scoping discussions for the study were held with transportation planning staff from Bernalillo County, the City of Albuquerque and the NMDOT District 3 Traffic Engineer. The agreed upon scope included the following:

1. An evaluation of site circulation within the school grounds with the new access,
2. An operations evaluation of the new egress at Dennis Chavez Blvd,
3. An operations evaluation of the Dennis Chavez Blvd intersections with 98th St and 118th St and the school access/118th St,
4. Alternatives analyses for operational considerations,
5. The need for a speed change lane associated with the new egress, and
6. Identification of the need to establish a school zone along Dennis Chavez Blvd.

New traffic counts were collected at the evaluated intersections and Baseline and Build traffic operations analyses were conducted. No future year analyses were included.

The study has been conducted in accordance with the New Mexico Department of Transportation (NMDOT) *State Access Management Manual* and Bernalillo County standards.

1.1 ROADWAY NETWORK

Dennis Chavez Blvd is a regional principal arterial with 2-12' lanes and a posted speed limit of 45 mph east of 118th St SW. Dennis Chavez Blvd has a rural section with variable width paved shoulders, management of access, and left-turn lanes at signalized intersections. This route is a signed bicycle route. Future bicycle improvements will include an off-street trail (partially complete) and on-street bicycle lanes.

118th St, south of Dennis Chavez Blvd, is a collector street that serves one existing residential development and two APS schools. The future classification is a community principal arterial. The roadway has a posted speed limit of 35 mph and a combination of two- to four-lane sections. There is a northbound bicycle lane along the Atrisco Heritage Academy frontage and a paved trail along the east side of the road.

1.2 PROGRAMMED IMPROVEMENTS

There are no planned or programmed motor vehicle improvements within the study area. It is anticipated that as development occurs, 118th St will be widened. Future plans include completion of a bike lanes and an off-street trail along Dennis Chavez Blvd.

1.3 ACCESS MANAGEMENT POLICIES

The MRCOG *Roadway Access Policies for the Albuquerque Metropolitan Planning Area and Modification Procedures* (9/7/2012) indicates that Dennis Chavez Blvd between Coors Blvd and Atrisco Vista Blvd currently has all identified access at existing intersections. Intersections are limited to ½ mile spacing, and future intersections meeting this criterion may be added. Based upon existing spacing, additional full access within the study area is unlikely.

2.0 TRAFFIC ANALYSIS METHODOLOGY

The *Highway Capacity Manual* (HCM 2016) defines operational measures of effectiveness for all types of roadways and junctions in terms of qualitative levels of service. This study is concerned with levels of service for both signalized and unsignalized intersections, and the barometer for each intersection type is measured in terms of average vehicle delay. Signalized intersections consider the average control delay for each approaching vehicle. Control delay is the sum of the deceleration, queue, stop, and acceleration delay, computed for each approach movement. The signalized intersection level of service criteria and a brief definition are contained in Table 1.

Table 1
Signalized Intersection Levels of Service

Level of Service	Average Control Delay per Vehicle	Definition
A	≤ 10.0 sec	Very low delay - Free flow
B	10.1 sec to 20.0 sec	Minimal stops, good progression
C	20.1 sec to 35.0 sec	Moderate number of stops
D	35.1 sec to 55.0 sec	Significant stops, some cycle failures
E	55.1 sec to 80.0 sec	High delay, approaching capacity
F	> 80.0 sec	Approach over saturation, excessive delay

The signalized intersection analyses were calculated using Synchro 9.0. This software calculates the level of service for each approach, and may provide optimization for each individual movement. It also provides excellent analyses for signal progression, where required. Synchro 9.0 can produce reports in either Synchro format or *Highway Capacity Manual* (HCM) format. Synchro's standard operational analyses for signalized intersections deviates slightly from the *Highway Capacity Manual* methodology, however, only for very congested intersections do the results diverge. Synchro can calculate both algorithms; and for this project the Synchro signalized level of service worksheets were used.

Unsignalized intersections also utilize control delay; however, its definition differs because of the type of traffic control. Stop controlled intersections may be two-way stop controlled, all-way stop controlled, or roundabouts (yield controlled). Each unsignalized intersection considered herein was two-way stop control, meaning that main street through-movements are not considered in the analyses because they should experience no intersection related delay. Unsignalized intersection levels of service are a function of the side street approaches and main street turn levels of service. For this reason, an overall intersection level of service is not calculated such as it is for signalized intersections, and the intersection level of service is typically considered that level of service experienced by the poorest approach LOS. Table 2 contains brief definitions of unsignalized intersection LOS and the control delay values.

Table 2
Unsignalized Intersection Levels of Service

Level of Service	Average Control Delay per Vehicle	Definition
A	≤ 10.0 sec	Little or no delay
B	10.1 sec to 15.0 sec	Short traffic delays
C	15.1 sec to 25.0 sec	Average traffic delays
D	25.1 sec to 35.0 sec	Long traffic delays
E	35.1 sec to 50.0 sec	Very long traffic delays, approaching capacity
F	> 50.0 sec	Over capacity, excessive delay

The unsignalized intersection analyses were evaluated using Synchro 9.0. While this program is primarily a signalized intersection tool, it also performs unsignalized intersection analyses that are consistent with the *Highway Capacity Manual* methodology and the output results are identical to those produced by the McTrans Highway Capacity Software.

Urban areas typically assign an overall level of service (LOS) D as the desirable base condition for signalized intersections. LOS E or F may be acceptable for certain low volume approaches or movements, especially where a higher level of service may significantly degrade a major movement or where the default is LOS E based upon the intersection cycle length or low approach volumes. LOS D is also the desired approach level of service for urban unsignalized intersections; however, lower service levels are acceptable for very low volume approaches.

A series of assumptions must be made for all level of service analyses. For this study, the following analysis assumptions were made, and they apply to existing and forecast analyses:

- Lane Width - Measured in Field (nominally 12 feet)
- Truck Percentage – Measured in Field, Assumed 2% minimum
- Existing Peak Hour Factors - Measured in field, applied by approach average
- Forecast Peak Hour Factors - Same as existing
- Saturation Flow Rate - 1900 pcphpl
- Roadway Grades – Dennis Chavez Blvd assumed to be +5%, east to west, all other approaches < 3%
- Change Intervals – Based upon City of Albuquerque Timing Plans
- Cycle Lengths – Based upon City of Albuquerque Timing Plans
- Signalized Operations - Based upon City of Albuquerque Timing Plans
- Arrival Type - Random on each roadway
- Right-turn-on-Red – Estimated by Synchro
- Conflicting Pedestrians - Minimal
- Area Type - Non CBD

3.0 TRAFFIC VOLUMES

Turning movement counts were collected on October 4, 2017. The data were collected from 6:15 to 7:45 am and from 2:00 to 3:15 pm. These time periods correspond with the AHAHS's bell times of 7:25 am and 2:25 pm. The counts were collected in 1-minute intervals and for analysis were aggregated into 5-minute intervals. School traffic reflects patterns of special events, with short, high volume concentrations; therefore, this data collection method was used. The existing (2017) AM and PM peak hour turning movement volumes are contained in Table 3.

Table 3
Existing (2017) AM and PM Peak Hour Turning Movement Volumes

Intersection	Eastbound			Westbound			Northbound			Southbound		
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT
AM Peak Hour (6:35 to 7:35)												
Dennis Chavez @ 118th St	6	73	139	485	128	16	37	103	401	126	311	72
Dennis Chavez @ 98th St	186	441			399	105				433		226
118th @ AHA Bus Access				0		37		504	0	33	897	
118th @ AHA High Driveway				7		397		96	7	770	115	
PM Peak Hour (2:15 to 3:15)												
Dennis Chavez @ 118th St	20	95	20	169	71	67	41	96	390	57	67	16
Dennis Chavez @ 98th St	184	330			243	192				165		81
118th @ AHA Bus Access				0		33		457	0	31	219	
118th @ AHA High Driveway				5		399		49	2	139	83	

The site is existing and no growth is anticipated as a result of the additional access. Forecast volumes were not prepared for this assessment. The turning movement count sheets and raw counts are contained in Appendix B.

4.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

4.1 TRIP GENERATION AND DISTRIBUTION

This site had no trip generation or distribution performed as the project. The goal herein is to add a driveway, not expand the school. As a result, only a trip reassignment was performed.

4.2 TRIP REASSIGNMENT

A trip reassignment of existing traffic volumes was performed based upon the existing turning movements collected in 2017. A series of assumptions was used for the reassignment of eastbound Dennis Chavez Blvd traffic

1. All reassigned traffic exited the primary school access driveway and was ultimately eastbound on Dennis Chavez Blvd.
2. The reassignment was applied to the following intersections:
    a. Dennis Chavez Blvd @ 118th St SW
    b. School Access Road @ 118th St SW
    c. Bus Access Rd @ 118th St SW
    d. The new egress to Dennis Chavez Blvd
3. Both the AM and PM periods found that 74% of the northbound traffic at the Dennis Chavez Blvd/118th St SW intersection turned right. This percentage of traffic exiting the site driveway was reassigned to the new access, 294 vehicles in the morning and 296 in the afternoon.

The trip reassignment is listed below in Table 4 and is based upon the methodology described above.

Table 4
Site Trip Reassignment Turning Movements

Intersection	Eastbound			Westbound			Northbound			Southbound		
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT
AM Peak Hour (6:35 to 7:35)												
Dennis Chavez @ 118th St	6	73	139	485	128	16	37	103	107	126	311	72
Dennis Chavez @ New Egress		315			625				294			
Dennis Chavez @ 98th St	186	441			399	105				433		226
118th @ AHA Bus Access				0		37		210	0	33	897	
118th @ AHA High Driveway				7		103		96	7	770	115	
AM Peak Hour (2:15 to 3:15)												
Dennis Chavez @ 118th St	20	95	20	169	71	67	41	96	94	57	67	16
Dennis Chavez @ New Egress		240			324				296			
Dennis Chavez @ 98th St	184	330			243	192				165		81
118th @ AHA Bus Access				0		33		161	0	31	219	
118th @ AHA High Driveway				5		103		49	2	139	83	

A trip reassignment worksheet may be found in Appendix B.

5.0 TRAFFIC ANALYSES

Traffic analyses were performed for the 2017 existing conditions (Baseline) and the new access reassignment Build scenarios. The Baseline level of service worksheets may be found in Appendix C, and the Build worksheets in Appendix D.

These analyses are for the school peak periods, and these periods have peaking characteristics that are similar to special events rather than standard peak commute periods. The traffic data collection was gathered using 1-minute intervals rather than the standard 15-minute intervals. These 1-minute intervals were aggregated into 5-minute intervals to determine the peak hour factors and peak hours. Using 5-minute intervals, there are 12 intervals rather than 4. This more accurately represents the traffic flow than aggregated 15-minute periods.

Level of service analyses assess the traffic operations at an intersection in terms of vehicle throughput; however, they do not adequately assess the impacts associated with the physical dimensions of turn lanes and the blocking of accesses or upstream intersections by queued vehicles. Queuing analyses were performed for each of the movements at signalized intersections and queue lengths were determined for the 95th percentile value. The queue analyses were evaluated using Synchro 9.0 and the 95th percentile queue length was selected as the design value. Synchro uses the 95th percentile value under a normal curve assuming an infinite number of vehicles with random arrival. (Note: if the Synchro worksheets are reviewed, some of the 50th percentile queues exceed the 95th percentile. Where this was the case, the higher value was assumed for the design queue.)

Unsignalized intersections with 2-way stop control were assessed for queue length using the methodology described in the Highway Capacity Manual (HCM2010), Chapter 19. The analysis uses HCM Equation 19-68, with the methodology described on page 19-30. The Synchro program utilizes this equation to generate 95th percentile queue lengths for each unsignalized approach, and these results have been included with the level of service results.

All design queue lengths are rounded up to the nearest 25' and are in units of feet.

5.1 EXISTING CONDITIONS (BASELINE)

Traffic analyses were performed for the existing peak hour conditions to establish a baseline for comparison with the Build conditions. As stated in Section 2, all analyses were conducted using Synchro 9.0. Table 5 contains the signalized intersection measures of effectiveness (MOEs) including the level of service [LOS], average control delay by approach [Delay], and the design queue for each approach [Queue]. The existing storage lane lengths for turn lanes are in parenthesis, with dual left-turn lanes designated with a -D. The existing conditions analyses evaluated an actuated-coordinated signal system with a 110 second base cycle length for each intersection during the AM peak. The PM peak utilized a 90 second cycle operating fully actuated for 118th St and a 110 second cycle for 98th St. The existing level of service worksheets may be found in Appendix C.

Table 5
Baseline Signalized Intersection Measures of Effectiveness

Intersection/Approach		AM Peak Hour			PM Peak Hour		
		LOS	Delay	Queue	LOS	Delay	Queue
Dennis Chavez @ 118th		***D***	***52 s***		***B***	***18 s***	
(250')	EB LT	B	16 s	25'	B	11 s	25'
	EB Th	D	38 s	75'	C	23 s	100'
(425')	EB RT	C	25 s	50'	A	0 s	0'
(640'-D)	WB LT	F	111 s	225'	C	27 s	75'
	WB Th-RT	C	20 s	125'	B	12 s	75'
(225')	NB LT	F	84 s	75'	C	25 s	50'
	NB Th	C	34 s	100'	C	27 s	75'
(550')	NB RT	A	7 s	50'	B	15 s	75'
(200')	SB LT	C	26 s	100'	B	15 s	50'
	SB Th-RT	D	49 s	325'	B	15 s	50'
Dennis Chavez @ 98th		***C***	***33 s***		***B***	***18 s***	
(115')	EB LT	C	21 s	100'	B	17s	100'
	EB Th	B	19 s	275'	B	18 s	175'
	WB Th	C	32 s	325'	C	21 s	175'
(325')	WB RT	A	4 s	25'	A	3 s	25'
	SB LT	E	77 s	450'	C	34 s	150'
	SB RT	A	6 s	50'	A	6 s	25'

The AM peak analyses indicate that operations are poorer than desired at each signalized intersection. Observation of the 98th St intersection did not reflect operations as poor as indicated in the analyses. LOS D/E is estimated for the southbound left turn, not LOS E almost LOS F, because cycle failures were not observed.

AM operations at the 118th St intersection are likely as poor as indicated by the analyses. The most significant operation deficiency is the westbound dual left-turn lane which has the heaviest intersection movement. This movement operates poorly and observation indicates that it results in frequent moving violations. The violations observed included frequent red-light violations (the movement operates in protected only mode), lane changes from a stopped position to proceed straight and make a U-turn west of the intersection, and U-turns to eastbound Dennis Chavez Blvd to drop children off along Dennis Chavez Blvd. It is estimated that 2 to 5 drivers violated the protected westbound left-turn phase each cycle during peak traffic.

The 118th St intersection operates poorly largely because of non-optimal signal timing which is only minimally traffic responsive. The AM peak operates coordinated with 98th St and Unser Blvd to the east. Given the ¾ mile spacing between 98th St and 118th St, the distance is beyond the typical coordination spacing of a half mile or less. Coordination has limited benefit at that signal spacing. Second, because the intersection is coordinated, it operates with a fixed cycle length of 110 seconds. This leads to periods of up to 20 seconds or more during the heaviest traffic where no vehicles are served. The periods of non-service result in the red light violations and U-turns west of 118th St on Dennis Chavez Blvd. In fact, between 50% and 70%

of all westbound through movements and eastbound right turns are double counted vehicles, thus the actual number of unique vehicles through the intersection are less than the number counted. It is estimated that of the 139 eastbound right turns, approximately 80 -100 result from U-turns during the AM peak hour. This is corroborated by the fact that after school only 41 northbound left-turns are made and we would expect to see a similar number of AM movements. Timing improvements would benefit intersection operations, especially during the AM peak hour.

The PM peak hour indicated no significant operations issues at either signalized intersection. The 118th St westbound left-turn movement is not optimal but the volumes are significantly lower. Red light violations are still frequent because of minimal eastbound volumes. A unique violation occurred numerous times after the PM peak had passed. Southbound vehicles (at least 5) with a red indication ran the light when there was no eastbound or westbound traffic within an estimated half mile of the intersection. This indicates that the timing plan may not be operating efficiently.

Review of the signal timing plans indicate that the vehicle extension of 1.5 seconds for the westbound left-turn movement should be extended as it times out frequently prior to clearing all vehicles, resulting in cycle failures. The westbound grade of approximately 4% to 5% may be a partial reason as some drivers do not react as quickly and create gaps which allow the signal to time out. Beneficially, the intersection operates in fully actuated mode during the PM peak hour, meaning it is more traffic responsive than the AM peak hour and large gaps with no traffic entering the intersection are less frequent during peak traffic.

Table 6 contains the MOEs for the unsignalized driveways within the study area. These intersections and driveways had the critical approaches assessed for level of service [LOS], average control delay [Delay], and the estimated 95th percentile queue length [Queue]. Note: the queue length assigned to buses is 50' per vehicle rather than 25' for passenger cars, and this is applied to the bus access only.

Table 6
Baseline Unsignalized Intersection Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Queue	LOS	Delay	Queue
118th St @ AHA Bus Access						
WB Approach	D	28 s	50'	F	51s	100'
SB Left Turn	A	10 s	25'	B	11 s	25'
118th St @ AHA Driveway						
WB Left Turn	F	>120 s	75'	B	14 s	25'
WB Right Turn	C	22 s	225'	C	24 s	250'
SB Dual Left Turn	D	26 s	400'	A	8 s	25'

The analysis indicates that operational levels of service are adequate for each unsignalized movement except for the morning left turn from the school exit driveway to southbound 118th St. This movement was accomplished when gaps were created by southbound left-turning traffic slowly turning into the site access. While this is not a desired condition, the backup of traffic into the site permits infrequent left turns when motorists create gaps. Given the

infrequency of the left turns, 7 during the AM and 5 after school, coupled with the slow travel speeds, this deficiency has no cost effective resolution at this time.

The school bus exit also indicates LOS F during the PM peak hour. This movement operates at LOS C/D based upon observation because the buses are provided gaps by northbound motorists. Actual operations are better than indicated by the analyses.

5.2 BUILD

The Build scenario assumes that the existing roadway network is not modified within the study except for the addition of the direct egress from the AHAHS parking area to Dennis Chavez Blvd. It is assumed that this egress will have a yield condition with an NMDOT approved acceleration lane and taper. For analysis purposes it was assumed to have a stop condition because the software will not provide a printed output for a yield condition. Table 7 contains the signalized intersection measures of effectiveness (MOEs) including the level of service [LOS], average control delay by approach [Delay], and the design queue for each approach [Queue]. The existing storage lane lengths for turn lanes are in parenthesis, with dual left-turn lanes designated with a -D. The peak hours utilized the same cycle lengths as the Baseline. The Build MOEs are contained in Tables 7 and 8 and the level of service worksheets may be found in Appendix D.

Table 7
Build Signalized Intersection Measures of Effectiveness

Intersection/Approach		AM Peak Hour			PM Peak Hour		
		LOS	Delay	Queue	LOS	Delay	Queue
Dennis Chavez @ 118th		***E***	***56 s***		***B***	***17 s***	
(250')	EB LT	B	16 s	25'	B	11 s	25'
	EB Th	D	38 s	75'	C	22 s	100'
(425')	EB RT	C	25 s	50'	A	0 s	0'
(640'-D)	WB LT	F	104 s	250'	C	28 s	75'
	WB Th-RT	C	20 s	125'	B	12 s	75'
(225')	NB LT	F	84 s	75'	C	24 s	50'
	NB Th	C	34 s	100'	C	26 s	75'
(550')	NB RT	A	2 s	25'	A	2 s	0'
(200')	SB LT	C	26 s	100'	B	15 s	50'
	SB Th-RT	D	49 s	325'	B	14 s	50'
Dennis Chavez @ 98th		***C***	***32 s***		***B***	***18 s***	
(115')	EB LT	C	21s	75'	B	17 s	100'
	EB Th	B	14 s	175'	B	18 s	175'
	WB Th	C	32 s	325'	C	21 s	175'
(325')	WB RT	A	4 s	25'	A	3 s	25'
	SB LT	E	77 s	450'	C	35 s	150'
	SB RT	A	6 s	50'	A	6 s	25'

The Build analyses yield similar results to the Baseline analyses at the signalized intersections. It is interesting to note that the overall intersection delay is increased slightly at the Dennis

Chavez/118th St intersection, counterintuitive to expectations with the entering volumes reduced. This anomaly occurs where a high approach volumes with low average delay are reduced, increasing the average vehicle delay for the remaining vehicles on that approach. This is not considered significant, though it is worth noting that the additional access will not measurably improve intersection operations at this intersection.

No mitigation is required at the 98th St intersection. Mitigation for the 118th St intersection requires signal timing modifications to improve operations. The AM peak hour average vehicle delay could be reduced by an estimated 9.5 seconds (18%) if fully actuated, traffic responsive operations were employed. Safety would also be improved if traffic violations were reduced.

Table 8 contains the MOEs for the unsignalized intersections within the study area. These driveways had the critical approaches assessed for level of service [LOS], average control delay [Delay], and the estimated 95th percentile queue length [Queue].

Table 8
Build Unsignalized Intersection Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Queue	LOS	Delay	Queue
Dennis Chavez @ New Access						
NB Right Turn	D	31 s	200’	C	17 s	100’
118th St @ AHA Bus Access						
WB Approach	B	13 s	25’	B	14 s	25’
SB Left Turn	A	8 s	25’	A	8 s	25’
118th St @ AHA Driveway						
WB Left Turn	F	>120 s	75’	B	14 s	25’
WB Right Turn	B	10 s	25’	A	10 s	25’
SB Dual Left Turn	D	26 s	400’	A	8 s	25’

The analyses indicate that operational levels of service will improve at the unsignalized intersections along 118th St, resulting from reduced traffic volumes. The most notable operational improvement is for traffic leaving the school access. Operations at the right-turn egress to Dennis Chavez Blvd will operate adequately at LOS D or better. The assumed egress configuration is a right-turn yield condition with a radius of 40’ and an acceleration lane length of 385’ with an exit taper of 170’.

5.3 BICYCLE FACILITIES

Dennis Chavez Blvd has paved shoulders that are currently identified as a bicycle route. Some sections of the roadway have a non-motorized trail on the north side of the corridor. The existing trail is approximately 1¼ miles in length, and will extend to 118th St when development occurs. The Atrisco Heritage Academy High School also constructed a trail on the south side of Dennis Chavez Blvd along its frontage. Appendix A contains an excerpt from the MRCOG 2040 Long Range Bikeway System map (May 2015) that shows existing and future area bikeways.

Dennis Chavez Blvd is identified with future bicycle lanes. These will be formally constructed when the roadway is widened to its ultimate configuration. Ultimately, a complete off-street bicycle trail will be constructed along one or both sides of the road.

The Atrisco Heritage Academy High School constructed a non-motorized trail and northbound bicycle lane along the school's 118th St frontage. Both 98th St and 118th St have bicycle lanes where full pavement width has been constructed, and each road is identified to have paved trails as well.

5.4 SAFETY ASSESSMENT

A safety assessment was conducted for the Dennis Chavez Blvd corridor for the 3-year period from 2013 through 2015. The summary data were obtained from the Mid-Region Council of Governments (MRCOG). The corridor experienced seven (7) crashes during the study period that were midblock crashes, the remaining were intersection or intersection related. No fatalities were registered within the corridor during the study period and Table 9 contains a summary of the crash data analyzed.

Table 9
Crash Summary

Year	PDO	Injury	Total	Day	Night
2013	4	3	7	3	4
2014	4	1	5	4	1
2015	9	2	11	7	4
Total	**17**	**6**	**23**	**14**	**9**

PDO – Property Damage Only

An important crash statistic is the severity index (SI), the percentage of crashes that result in injury or fatality expressed as a whole number. The severity index at the corridor intersections was 26 for the study period. A review of the 2013-2015 NMDOT/UNM crash summaries for Bernalillo County yielded a countywide severity index of 42. This indicates that the corridor SI is much lower than the county average for the 3-year time period.

The time of day information is important for crashes within this corridor. Table 9 indicates that 9 of 23 crashes, 39%, occurred during hours of darkness. This compares with 20-25% of all crashes in the state that occurred during darkness. A brief review of the corridor illumination found the following:

- There is a single intersection luminaire at 98th St.
- There are two luminaires at the 118th St intersection.
- The AHAHS driveway with 118th St is not illuminated.

Based upon the crash experience, additional lighting may help improve corridor safety. It is noted that the luminaire for the primary crosswalk at the 118th St intersection was not operating during the traffic count.

Each of the non-midblock crashes was referenced to an intersection. Crash summaries were prepared for each intersection along Dennis Chavez Blvd corridor, and are summarized by year in Table 10.

Table 10
Intersection Crash Summary

Year	2013		2014		2015		Total	
	PDO	Injury	PDO	Injury	PDO	Injury	PDO	Injury
118th St	1	1	3	0	3	1	7	2
98th St	1	1	1	0	4	0	6	1
Total	**2**	**2**	**4**	**0**	**7**	**1**	**13**	**3**

Crash type and top crash factors were also summarized by year and severity. These are summarized in Tables 11 and 12.

Table 11
Crash Type Summary

Year	2013		2014		2015		Total	
	PDO	Injury	PDO	Injury	PDO	Injury	PDO	Injury
Angle	2	0	1	1	1	0	4	1
Rear End	0	2	3	0	3	1	6	3
Fixed Object	1	0	0	0	2	0	3	0
Other	1	1	0	0	3	1	4	2
Total	**4**	**3**	**4**	**1**	**9**	**2**	**17**	**6**

Table 12
Top Crash Factor Summary

Year	2013		2014		2015		Total	
	PDO	Injury	PDO	Injury	PDO	Injury	PDO	Injury
Driver Inattention	1	1	1	0	2	0	4	1
Failure to Yield	1	0	1	0	1	0	3	0
Follow Too Close	0	1	0	1	2	1	2	3
Alcohol	1	1	1	0	1	1	3	2
Other	1	0	1	0	3	0	5	0
Total	**4**	**3**	**4**	**1**	**9**	**2**	**17**	**6**

The summary statistics, while not numerous enough to determine statistically significant conclusions, indicate crash trends. Nighttime crashes are overrepresented, though crashes resulting in injuries are below county averages. Rear end crashes are the most frequent crash type, as would be anticipated at intersections where 16 of the 23 crashes occurred. It is noted when comparing crashes from 2009-2011, the total number of crashes for the 3-year period was reduced from 38 to 23. Crash experience is moderate overall, and no safety mitigation other than illumination investigation was identified.

6.0 SITE CIRCULATION

The AHA high school currently has motorized access from 118th St SW. A school bus access is located north of the primary school access, approximately 625' south of Dennis Chavez Blvd. This access is only for buses and is a loop for student drop-off and pick-up. It was noted that outside the peak bus service, parents were using this access for student drop-off and pick-up. This access will be essentially unaffected by the new direct egress to Dennis Chavez Blvd.

The primary school access is located on 118th St SW approximately 1,400' south of Dennis Chavez Blvd. This provides access for teachers, staff, students and visitors. All parking facilities are approached from this access along the south side of the school site. The visitor lot is the westernmost with teacher/staff parking central to the site and the student parking areas in the southeast quadrant. Designated student drop-off and pick-up areas are located north of the teacher/staff parking area as well as within the student parking lot.

The site circulation will not be substantially altered with the new Dennis Chavez Blvd egress. The change will be that drivers bound for Dennis Chavez Blvd eastbound will be able to exit the site directly to Dennis Chavez Blvd. Based upon existing volumes, this will be approximately 300 vehicles both before and after school.

The changes to internal circulation are to install two small roundabouts to facilitate better circulation in the student parking area. The first roundabout will split traffic destined for student parking from traffic for student drop-off and pick-up. Following student drop-off, drivers will have an option to return to the primary driving aisle to 118th St SW or circulate back to the Dennis Chavez Blvd egress. The roundabouts will resolve potential conflict points and permit safe circulation and traffic control while minimizing delay. The site circulation plans are found in Appendix A.

7.0 SCHOOL ZONE

The scoping team was interested to see if school zone warrants would be met on Dennis Chavez Blvd for Atrisco Heritage Academy High School. This topic was researched with the following results.

Research of this topic has yielded no "warrants" for the establishment of school zones within the Unites States. This is also the case in the State of New Mexico and the City of Albuquerque. Many traffic related warrants are found in the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA), but there are no specific "warrants" for school zones. Establishment of school zones is considered a local jurisdiction's decision.

The MUTCD refers to school zones using the language "If a school zone has been designated under State or local statute…". This indicates that school zones are a local decision, and no specific warranting process is identified. The MUTCD provides guidance to ensure that school zones, once identified, are uniformly signed and marked; but does not provide guidance on when and where they should be established.

The City of Albuquerque (in the Albuquerque Code of Ordinances, 8-1-1-21) and State of New Mexico (in the State Statutes, 66-7-336) each address 'school crossings'. The two citations have essentially the same meaning with the city giving authority for the establishment of a school crossing to the Mayor and the State to the state transportation commission. In each case, the final decision to establish school crossings should include advice from the local superintendent of schools.

The City of Albuquerque ordinances also establish the requirement for all vehicles to stop when directed in school zones (8-2-3-5) and indicate that speeding is not permitted within school zones (8-2-4-1). Finally, the City has established that vehicle passing shall not be permitted within a school zone (8-2-5-9).

To establish a school zone along a portion of Dennis Chavez Blvd (a regional principal arterial) would require the collaboration of the Mayor of Albuquerque, the state transportation commission and Albuquerque Public Schools. One criterion from the State and City school crossing descriptions indicates that "School crossings are not required to be specifically posted when they are located: (1) at a signalized intersection…". Given that the intersection of Dennis Chavez Blvd and 118th St SW is signalized, it is unknown whether support could be raised for the establishment of a school zone on Dennis Chavez Blvd at Atrisco Heritage Academy.

8.0 FINDINGS AND RECOMMENDATIONS

8.1 FINDINGS AND CONSIDERATIONS

The construction of a new egress from the Atrisco Heritage Academy High School to Dennis Chavez Blvd will negligibly impact traffic operations and safety along Dennis Chavez Blvd. Traffic operations analyses indicate that the new egress would operate at level of service (LOS) D or better during each peak hour. The Dennis Chavez Blvd/118th Ave intersection will operate with no measurable improvement (a minimal average delay increase is forecast), though it should be noted that safety should be enhanced by reducing potential vehicle-pedestrian conflicts through the removal of 74% of the northbound right turns.

Operations improvements are anticipated at the AHAHS driveway with 118th St because many of the exiting right turns will be relocated to the new exit. Traffic reassignment will also lead to minimal operations improvement at the 118th St bus access.

The findings of the study question the need of implementing the new egress at this time because of the lack of improvement to the Dennis Chavez Blvd corridor. Is there another alternative that would not violate the access policy on Dennis Chavez Blvd, improve traffic operations at the 118th St school accesses and provide long-term benefit? One concern is how long will this egress provide an improvement. In the future, when development occurs to the west and south of the school, traffic will increase along 118th St, and the proposed egress may fail during the AM peak period. This will occur if eastbound Dennis Chavez Blvd traffic increases by 24% or 75 vehicles.

A safer, long-term alternative would be to construct a second school access through the proposed development to the east. This would provide access to 98th St, extended south of Dennis Chavez Blvd. The access road from the school to 98th St could be constructed as a major local street, with intersections for circulation, but no residential or commercial driveways. (There are a number of corridors of this type in Anderson Hills to the north.) This would minimize school traffic passing by residences, or potentially parking along a residential street. It would also provide an alternative access to Dennis Chavez Blvd at an existing signalized intersection, a desired full-access location. This would be a preferred alternative to the egress only studied herein, though it is unknown when that area might develop. There have been development proposals for about 10 years, yet no development has moved forward. If this alternative is preferred to solve future traffic operations concerns, it would be prudent to meet with the property owner and reviewing agency(ies) to establish the need for a school access street while preparing development plans.

It must be noted that this additional access will not provide circulation between 118th St and 98th St. For security reasons, a public road will not be permitted through school property. The access to the east may be aligned with the primary driving aisle, or may be offset, and parking areas may be designed to separate traffic arriving from each direction. It is likely that the east access will be gated and opened only during school hours.

The 2040 MRCOG Long Range Bikeway System indicates a future paved trail to be located between AHAHS and George Sanchez. If a trail is located between the schools, it would have to be located on school property. As with a roadway providing circulation between 98th St and 118th St, this poses security problems. APS will be working with MRCOG agencies to remove

the trail from its identified location. One area alternative would be to provide the trail along the Borrega Arroyo.

Most of the existing traffic operations deficiencies result from the traffic signal timing at the Dennis Chavez Blvd/118th St intersection. First, the corridor is coordinated with signals to the east of this intersection; and it appears to run a relatively fixed cycle length during the AM peak period. The PM peak hour is not coordinated and is running 'free', meaning it is a fully actuated signal and is traffic responsive. The traffic signal timing deficiencies lead to frequent traffic violations, the primary one being running of red indications. The most common violation occurs for the westbound dual left-turn because eastbound traffic is infrequent. Drivers were also observed to run the southbound 118th St red indications during off peak periods. Timing adjustments for the intersection should be considered.

Reviewing the signal timing at the Dennis Chavez Blvd/118th St intersection found that the westbound left-turn vehicle extension is 1.5 seconds, and this may be too short. The through movements receive 4.0 seconds for vehicle extension, and those vehicles are moving at 45 to 55 mph. The left-turns most frequently start from a stopped condition, and the movement frequently times out because a long gap is created between successive vehicles. Westbound Dennis Chavez Blvd on this approach slopes up between 4.5% and 5%. This leads to frequent vehicle gaps which may time out the left-turn phase with moderate queues remaining. The operating agency should study if a longer vehicle extension would be more appropriate to better serve this movement.

Increased enforcement should also be considered given the frequency of traffic violations at the Dennis Chavez Blvd intersection. The many red light violations will lead to increased conflicts and crashes. West of the intersection, numerous U-turns are made within the Dennis Chavez Blvd travel lanes, 50' to 100' from the intersection. As traffic increase, crashes will increase if this behavior is not modified.

There is moderate pedestrian activity crossing Dennis Chavez Blvd both before and after school. The AM period recorded 35 pedestrian crossings and the PM recorded 63. The afternoon increase is partly a result of parents parking along the west side of 118th St to pick up students. The pedestrians induce additional delay as students were observed to stop in the travel lane to wait for friends, delaying primarily the northbound right-turning traffic. The proposed egress would reduce these potential conflicts by reducing the number of right turns. The school could also discourage this practice of picking up students off site.

Another concern is the lack of adequate illumination. Data collection began during darkness, and the luminaire that should provide the best light for the crosswalk was not operating. This is a concern as numerous students crossed in the dark. Overall, the 118th St intersection has only 2 luminaires, and improving the intersection with one in each intersection quadrant for a total of 4 should benefit safety and provide better redundancy when a luminaire fails.

The agencies operating Dennis Chavez Blvd should review the illumination systems on the road. Crash experience indicates that nighttime crashes are overrepresented within the corridor, and this may be a function of limited intersection lighting. Thirty-nine percent of the 2013-2015 crashes occurred after dark, almost double the statewide average. Neither of the signalized intersections studied has the standard of one luminaire per approach, and there is no

illumination at either AHAHS driveway with 118th St. During the first 30 minutes of data collection, the area was dark and would benefit from illumination.

8.2 RECOMMENDATIONS

The following recommendations are proposed within the study area. It is anticipated that all traffic signing and markings shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

1. Do not construct the high school egress to Dennis Chavez Blvd at this time.
2. Coordinate with the developer to the east of the school to provide an access from an extension of 98th St south of Dennis Chavez Blvd. It is anticipated that 98th St and Unser Blvd will be the primary accesses to land south of Dennis Chavez Blvd. The discussion should include the type of roadway, which should have minimal or no driveway access west of 98th St and a logical connection to the school property.
3. Examine the westbound left-turn vehicle extension timing at the Dennis Chavez Blvd/118th St intersection. The vehicle extension should be extended to minimize cycle failures and red light violations. An alternative would be to timeout the eastbound movement mid cycle and recall the left-turn phase when no traffic is served in the eastbound lanes. This will require installation of advance loops on the eastbound approach and this should be investigated by the operating agency.
4. Remove signal coordination at the 118th St/Dennis Chavez Blvd intersection. The intersection is located approximately 0.75 west of 98th St, and does not benefit from coordination. The intersection should operate fully actuated during each peak period, not just the PM peak.
5. Increase enforcement of traffic laws at the Dennis Chavez Blvd/118th St intersection, as well as along 118th St.
6. Examine illumination at each intersection and improve the lighting to the minimum standard of one luminaire on each signalized intersection approach or one luminaire at an unsignalized intersection. The school generates traffic during hours of darkness before school and for evening events, and adequate illumination should be provided to enhance safety.

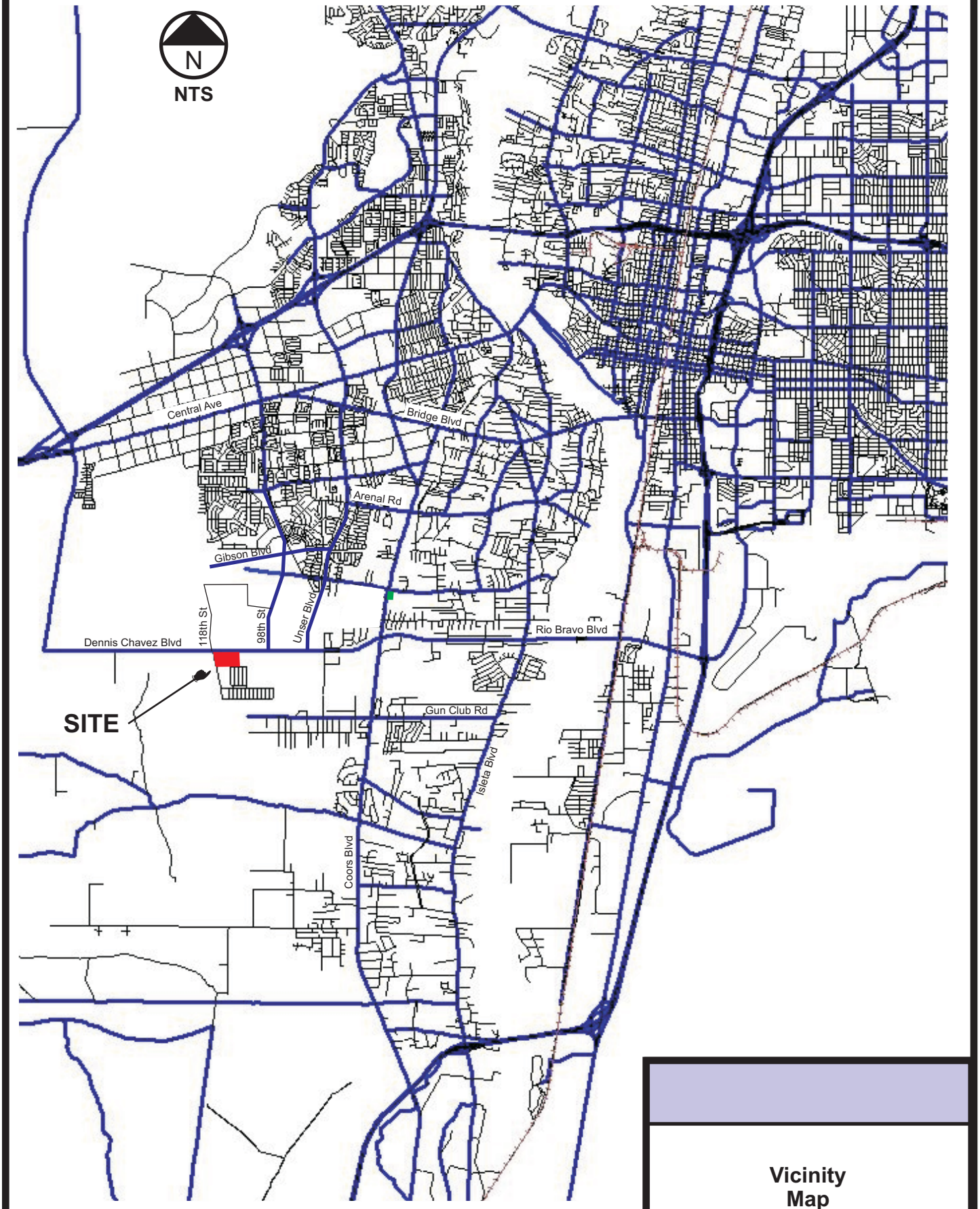
Appendices

Appendix A	Vicinity Maps and Site Drawing
Appendix B	Traffic Volume Summary Sheets
Appendix C	Baseline Level of Service Analyses
Appendix D	Build Level of Service Analyses
Appendix E	School Warrants
Appendix F	Draft Report Comments

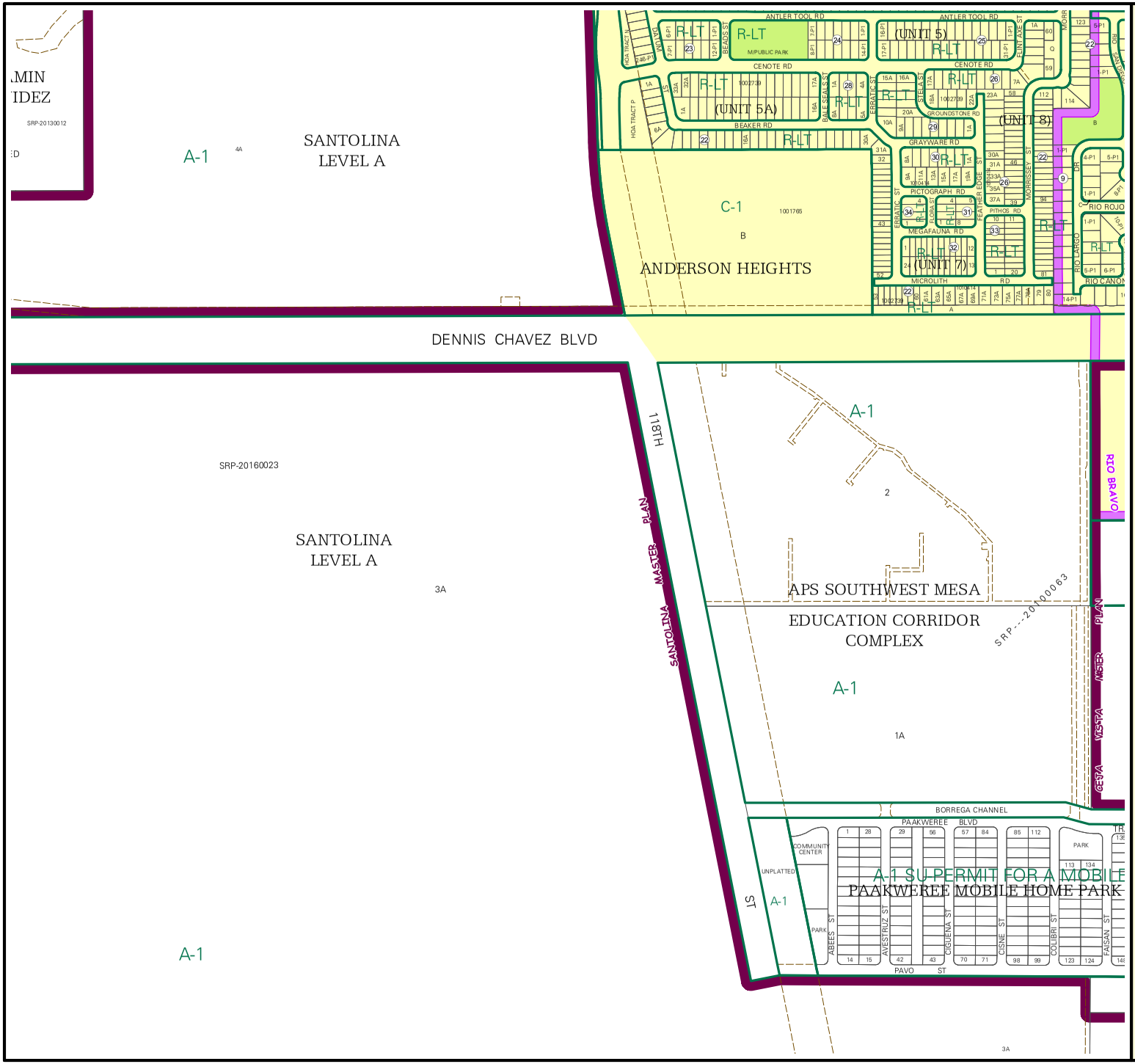
Appendix A

Vicinity Maps and Site Drawing

Vicinity Map
Zone Atlas Page P-8
Existing Site Circulation Plan
Proposed Site Circulation Plan
Student Parking Circulation Plan
Long Range Bikeway System Excerpt



Vicinity Map



LEGAL DESCRIPTION

T9N

R2E

SEC 8

UNIFORM PROPERTY CODE

1-008-053

250 0 250 500 750 1,000

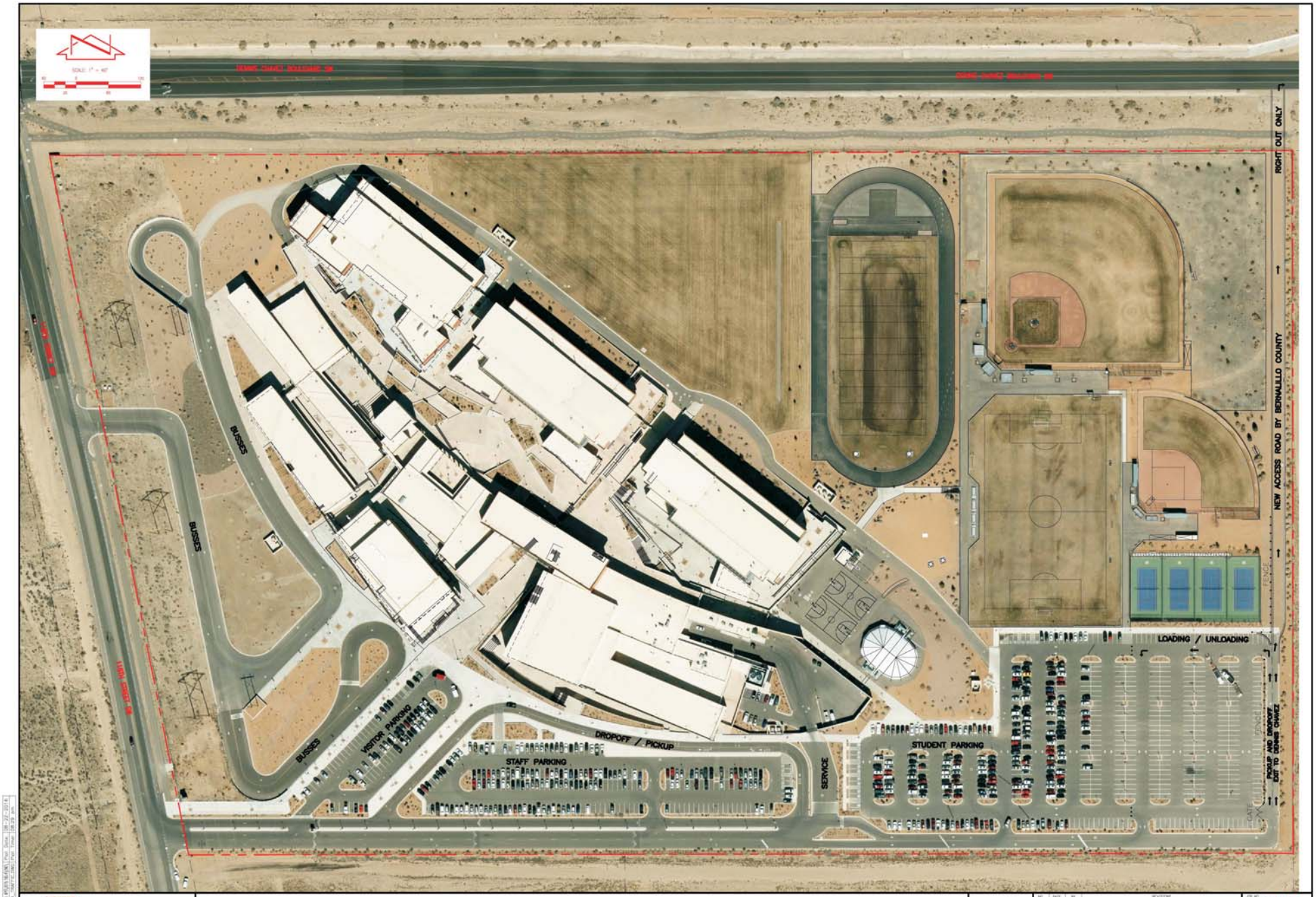
Feet

Map amended through July 2017

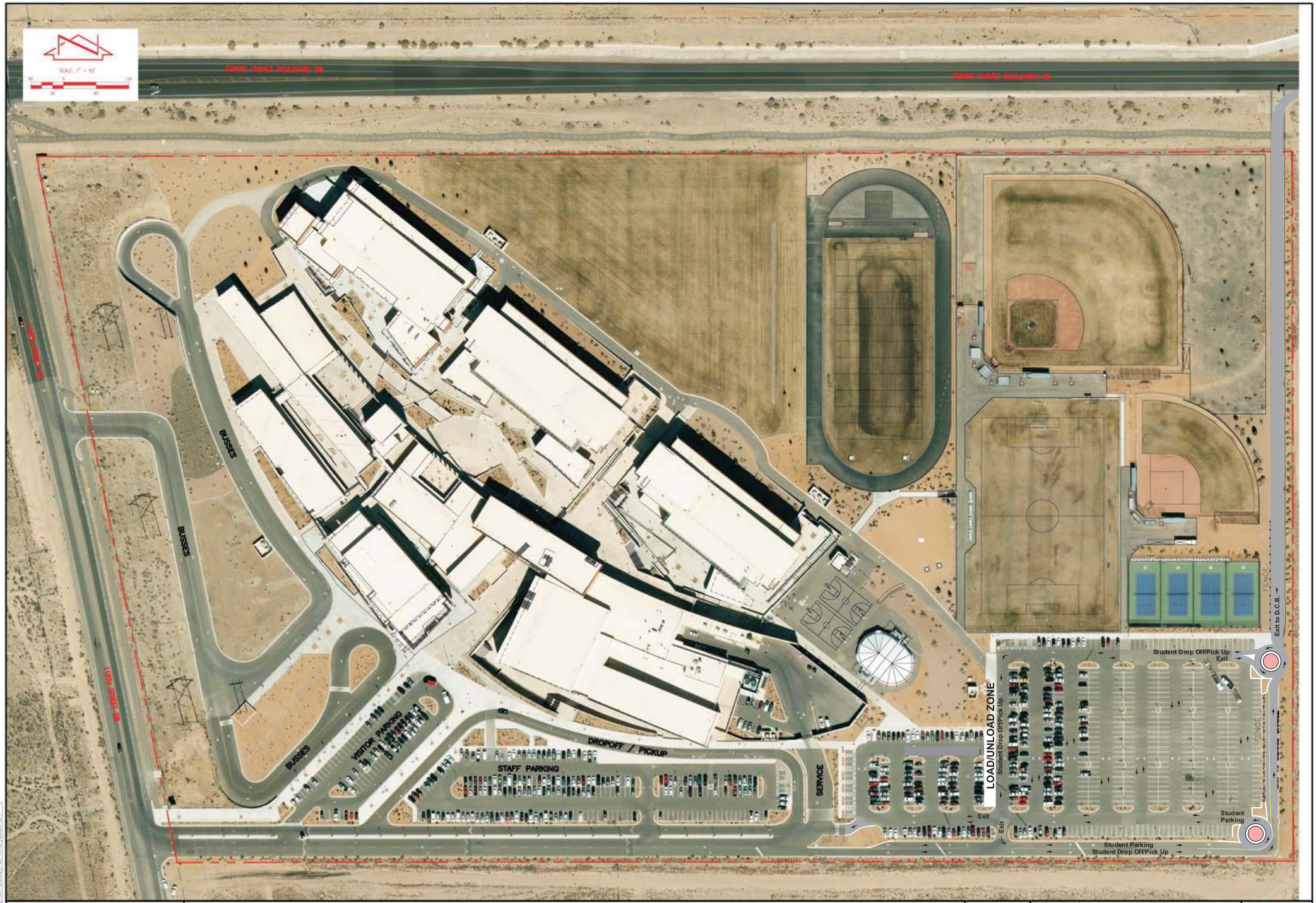
PUBLIC WORKS DIVISION
GIS PROGRAM

This information is for reference only. Bernalillo County assumes no liability for errors associated with the use of these data. Users are solely responsible for confirming data accuracy when necessary. Source data from Bernalillo County and the City of Albuquerque. For current information visit www.bernco.gov/public-works/gis.aspx.

P-8-Z



Existing Site Plan



HIGH MESA Consulting Group
6010-B MIDWAY PARK BLVD. NE • ALBUQUERQUE, NEW MEXICO 87109
PHONE: 505.345.4250 • FAX: 505.345.4254 • www.highmesacg.com

CIRCULATION EXHIBIT
ATRISCO HERITAGE ACADEMY HIGH SCHOOL

DESIGNED BY: APS
DRAWN BY: TNT
APPROVED BY: CM

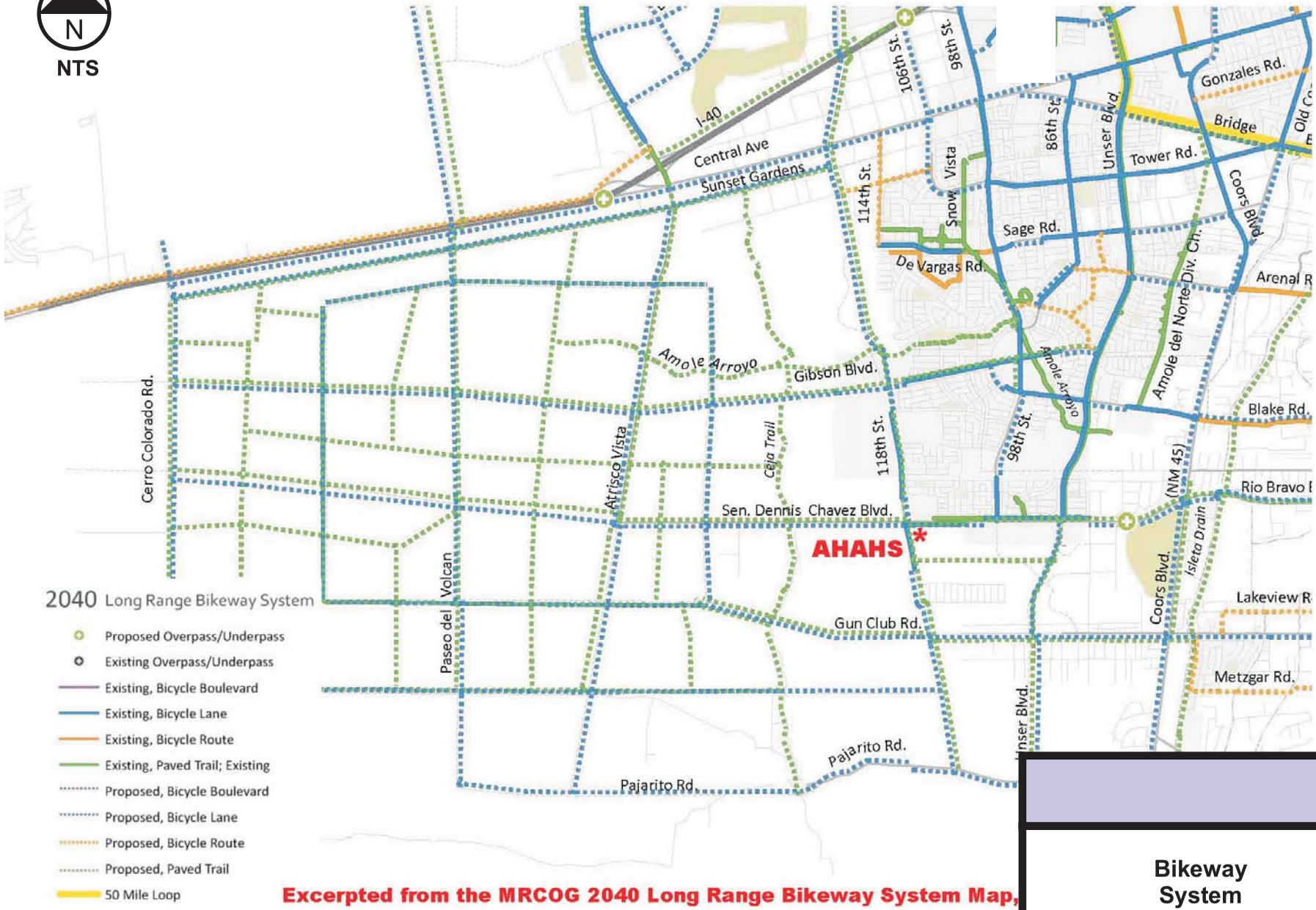
NO.	DATE	BY	REVISIONS

JOB NO. 2015.185.4
DATE 08-2016
SHEET 1 OF 1

Updated Site Plan



Student Parking Area



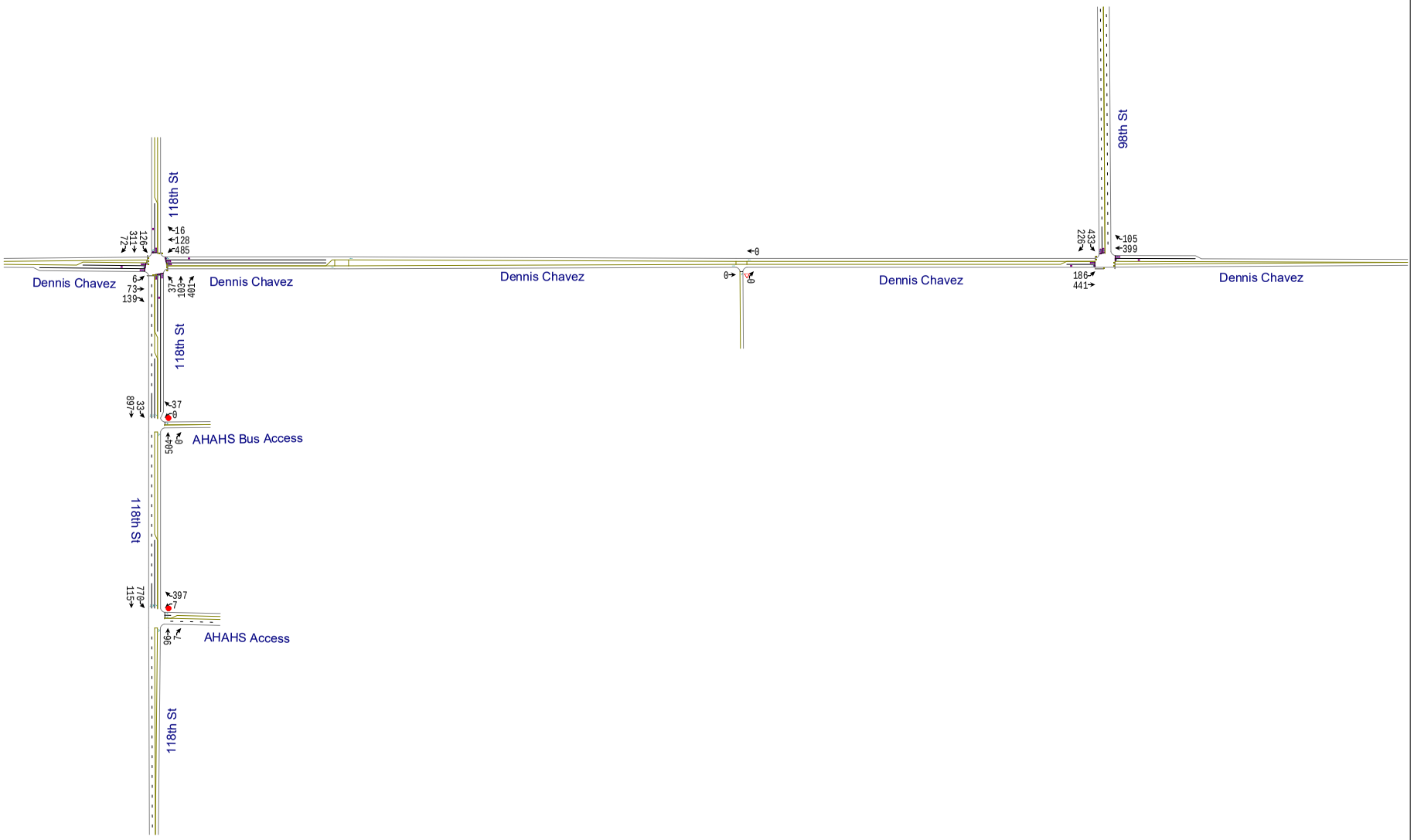
Excerpted from the MRCOG 2040 Long Range Bikeway System Map,

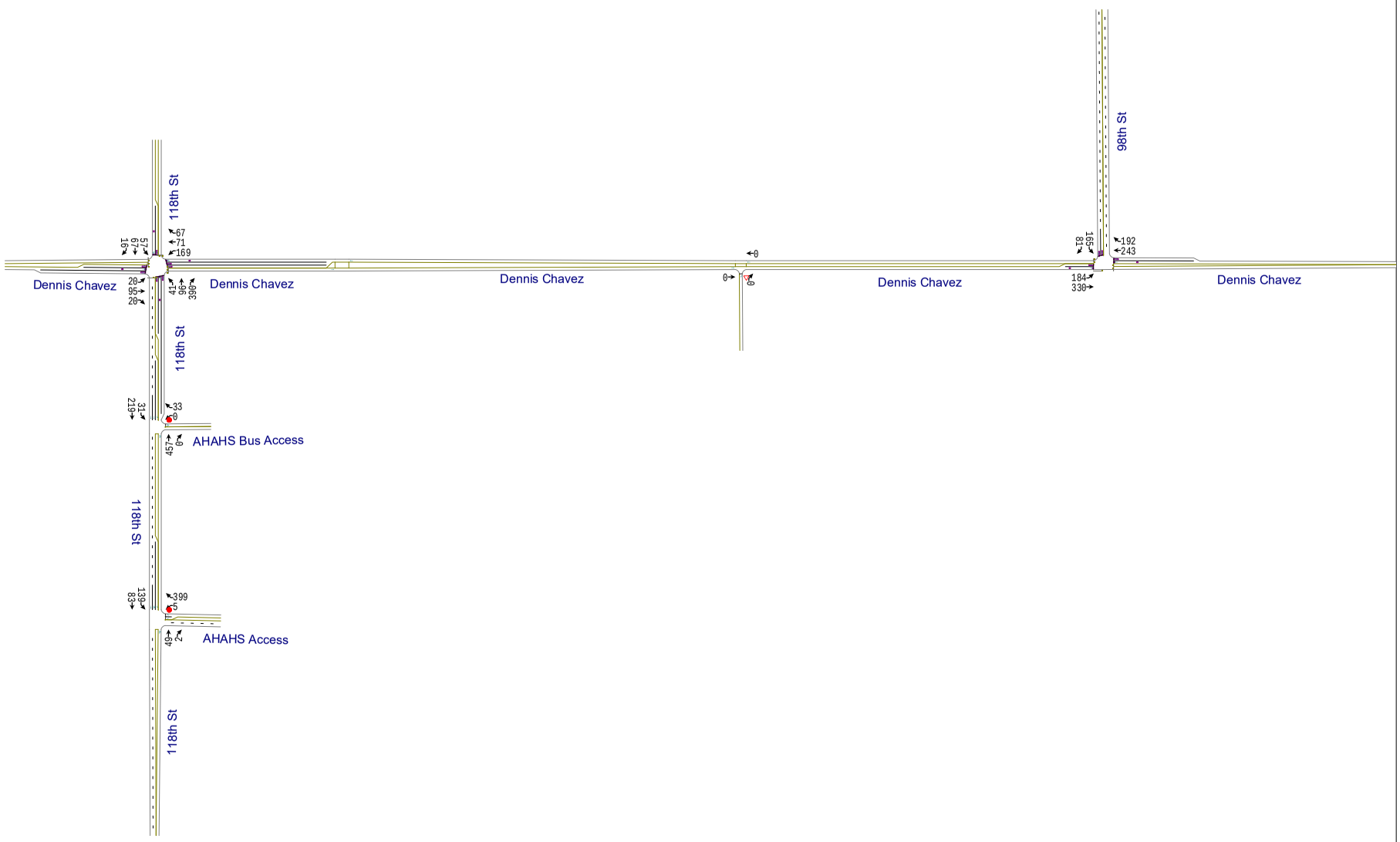
Bikeway System Map

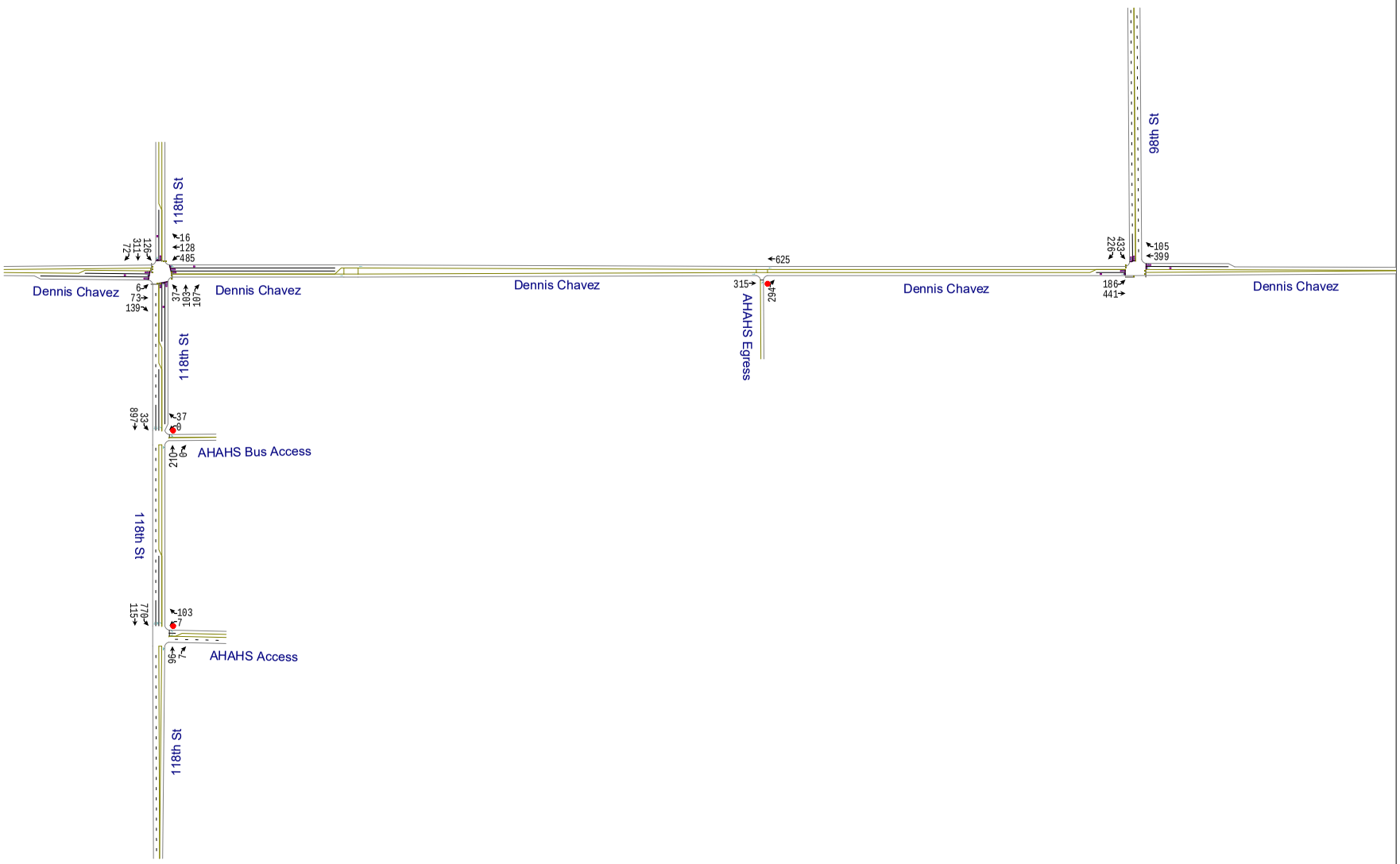
Appendix B

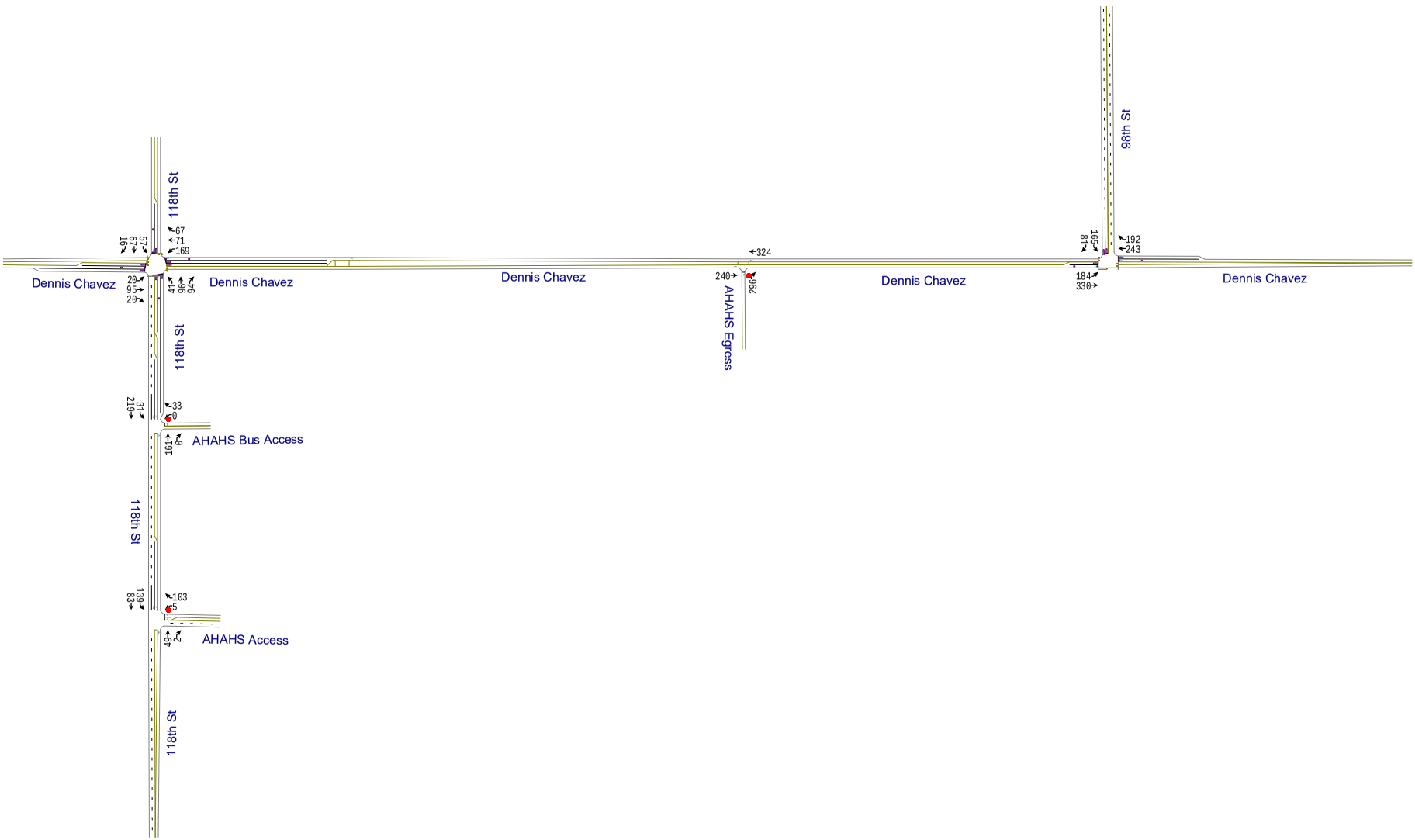
Traffic Volume Summary Sheets

Traffic Volumes	Pages
Traffic Volume Maps	4
Turning Movement Counts - Raw	8
Trip Reassignment	1


118th St
98th St
Dennis Chavez
Dennis Chavez
Dennis Chavez
Dennis Chavez
Dennis Chavez
AHAHS Bus Access
AHAHS Access
118th St
118th St
118th St
126
319
72
16
128
485
6
73
139
37
103
401
0
0
433
226
105
399
186
441
33
697
37
0
504
0
770
115
397
7
96
7


Dennis Chavez
Dennis Chavez
Dennis Chavez
Dennis Chavez
Dennis Chavez
118th St
118th St
118th St
118th St
98th St
AHAHS Bus Access
AHAHS Access
67
71
169
57
67
16
20
95
20
41
96
396
0
0
0
184
330
169
18
192
243
31
219
33
0
457
0
139
83
399
5
49
2


118th St
98th St
Dennis Chavez
Dennis Chavez
Dennis Chavez
Dennis Chavez
Dennis Chavez
AHAHS Egress
AHAHS Bus Access
AHAHS Access
118th St
118th St
118th St
126
311
72
16
128
485
625
433
226
105
399
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7
139
37
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315
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186
441
33
897
37
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210
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118th St
98th St
Dennis Chavez
Dennis Chavez
Dennis Chavez
Dennis Chavez
Dennis Chavez
AHAHS Egress
AHAHS Bus Access
AHAHS Access
118th St
118th St
118th St
67
71
169
324
240
262
192
243
184
330
33
103
5
2

High Mesa Consulting Group

6010 Midawy Park Blvd NE, Suite B
Albuquerque New Mexico 87109
(505) 345-4250

Counter: NH

File Name : 17-dcb-118th
Site Code : 00000222
Start Date : 10/4/2017
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Dennis Chavez Blvd Eastbound					Dennis Chavez Blvd Westbound					118th St SW Northbound					118th St SW Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
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06:20 AM	0	5	2	0	7	12	4	0	0	16	0	5	17	0	22	3	9	5	0	17	62
06:25 AM	1	6	4	0	11	7	10	3	0	20	1	6	9	1	17	9	6	3	0	18	66
06:30 AM	0	5	5	0	10	10	14	1	0	25	0	2	15	0	17	12	5	2	0	19	71
06:35 AM	0	7	3	0	10	20	14	3	0	37	0	0	12	1	13	12	5	5	0	22	82
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06:50 AM	1	6	7	0	14	37	5	1	0	43	2	4	21	2	29	10	28	12	0	50	136
06:55 AM	0	4	17	0	21	73	5	2	0	80	2	10	29	3	44	14	35	2	0	51	196
Total	2	47	54	0	103	235	73	12	0	320	11	38	161	8	218	87	122	43	0	252	893
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07:05 AM	0	5	20	0	25	39	15	0	0	54	4	16	39	7	66	10	47	7	0	64	209
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07:35 AM	2	6	6	0	14	16	10	2	0	28	1	0	14	3	18	14	3	0	0	17	77
07:40 AM	0	10	6	0	16	15	4	2	0	21	0	1	5	0	6	4	0	1	0	5	48
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*** BREAK ***																					
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01:50 PM	2	4	1	0	7	12	6	6	0	24	0	0	10	0	10	3	1	0	0	4	45
01:55 PM	1	2	0	0	3	7	7	4	0	18	1	2	6	0	9	3	3	0	0	6	36
Total	4	17	3	0	24	28	19	16	0	63	2	3	24	1	30	8	5	0	0	13	130
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02:20 PM	2	11	2	0	15	28	6	1	0	35	0	5	22	0	27	2	13	0	0	15	92
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Apprch %	7.6	52.5	39.9	0		66.4	22.6	10	1		6.9	17.5	68	7.6		32.5	54.3	13.2	0		
Total %	1	6.6	5	0	12.6	21.7	7.4	3.3	0.3	32.7	2.3	6	23.1	2.6	34	6.7	11.3	2.7	0	20.7	
Cars	36	232	186	0	454	788	263	123	12	1186	85	206	834	95	1220	250	403	103	0	756	3616
% Cars	100	92.8	97.9	0	95.4	96.3	94.3	100	100	96.3	96.6	91.6	95.6	96.9	95.1	98.4	94.8	100	0	96.7	95.8
Trucks	0	18	0	0	18	3	14	0	0	17	0	0	3	3	6	0	0	0	0	0	41
% Trucks	0	7.2	0	0	3.8	0.4	5	0	0	1.4	0	0	0.3	3.1	0.5	0	0	0	0	0	1.1
Buses	0	0	4	0	4	27	2	0	0	29	3	19	35	0	57	4	22	0	0	26	116
% Buses	0	0	2.1	0	0.8	3.3	0.7	0	0	2.4	3.4	8.4	4	0	4.4	1.6	5.2	0	0	3.3	3.1

High Mesa Consulting Group

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File Name : 17-dcb-118th
Site Code : 00000222
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Page No : 2

	Dennis Chavez Blvd Eastbound					Dennis Chavez Blvd Westbound					118th St SW Northbound					118th St SW Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
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Peak Hour for Entire Intersection Begins at 6:35:00 AM																					
6:35:00 AM	0	7	3	0	10	20	14	3	0	37	0	0	12	1	13	12	5	5	0	22	82
6:40:00 AM	0	5	7	0	12	23	12	2	0	37	1	2	19	1	23	11	11	5	0	27	99
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7:15:00 AM	2	11	5	0	18	71	10	0	0	81	2	11	49	6	68	8	52	9	0	69	236
7:20:00 AM	1	4	14	0	19	28	8	0	0	36	11	11	48	0	70	19	20	5	0	44	169
7:25:00 AM	1	10	7	0	18	9	12	1	0	22	7	16	48	0	71	7	7	7	0	21	132
7:30:00 AM	1	5	5	0	11	14	12	3	0	29	0	5	28	0	33	11	2	6	0	19	92
Total Volume	6	73	139	0	218	485	128	16	0	629	37	103	401	31	572	126	311	72	0	509	1928
% App. Total	2.8	33.5	63.8	0		77.1	20.3	2.5	0		6.5	18	70.1	5.4		24.8	61.1	14.1	0		
PHF	.250	.553	.386	.000	.478	.512	.533	.444	.000	.519	.280	.505	.682	.369	.662	.553	.498	.500	.000	.615	.648
Cars	6	72	137	0	215	470	122	16	0	608	37	94	380	30	541	124	300	72	0	496	1860
% Cars	100	98.6	98.6	0	98.6	96.9	95.3	100	0	96.7	100	91.3	94.8	96.8	94.6	98.4	96.5	100	0	97.4	96.5
Trucks	0	1	0	0	1	1	6	0	0	7	0	0	1	1	2	0	0	0	0	0	10
% Trucks	0	1.4	0	0	0.5	0.2	4.7	0	0	1.1	0	0	0.2	3.2	0.3	0	0	0	0	0	0.5
Buses	0	0	2	0	2	14	0	0	0	14	0	9	20	0	29	2	11	0	0	13	58
% Buses	0	0	1.4	0	0.9	2.9	0	0	0	2.2	0	8.7	5.0	0	5.1	1.6	3.5	0	0	2.6	3.0
Peak Hour Analysis From 12:00:00 PM to 3:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 2:15:00 PM																					
2:15:00 PM	1	6	2	0	9	8	5	4	0	17	1	1	7	0	9	5	7	0	0	12	47
2:20:00 PM	2	11	2	0	15	28	6	1	0	35	0	5	22	0	27	2	13	0	0	15	92
2:25:00 PM	2	9	3	0	14	11	4	7	0	22	4	3	33	2	42	7	7	3	0	17	95
2:30:00 PM	2	6	0	0	8	10	11	12	0	33	5	5	46	5	61	5	4	1	0	10	112
2:35:00 PM	0	9	5	0	14	19	5	6	4	34	7	22	58	38	125	3	2	2	0	7	180
2:40:00 PM	1	7	0	0	8	10	8	5	8	31	7	26	57	13	103	7	1	2	0	10	152
2:45:00 PM	1	9	1	0	11	12	3	9	0	24	4	15	48	0	67	7	0	2	0	9	111
2:50:00 PM	4	6	1	0	11	12	4	2	0	18	6	4	25	2	37	3	4	4	0	11	77
2:55:00 PM	2	10	2	0	14	16	7	5	0	28	3	3	19	2	27	5	6	0	0	11	80
3:00:00 PM	1	3	3	0	7	12	7	6	0	25	2	3	24	0	29	3	7	1	0	11	72
3:05:00 PM	1	8	0	0	9	10	8	5	0	23	1	6	11	0	18	7	8	0	0	15	65
3:10:00 PM	3	11	1	0	15	21	3	5	0	29	1	3	10	0	14	3	8	1	0	12	70
Total Volume	20	95	20	0	135	169	71	67	12	319	41	96	360	62	559	57	67	16	0	140	1153
% App. Total	14.8	70.4	14.8	0		53	22.3	21	3.8		7.3	17.2	64.4	11.1		40.7	47.9	11.4	0		
PHF	.417	.720	.333	.000	.750	.503	.538	.465	.125	.760	.488	.308	.517	.136	.373	.679	.429	.333	.000	.686	.534
Cars	20	90	18	0	128	157	67	67	12	303	38	86	343	60	527	56	56	16	0	128	1086
% Cars	100	94.7	90.0	0	94.8	92.9	94.4	100	100	95.0	92.7	89.6	95.3	96.8	94.3	98.2	83.6	100	0	91.4	94.2
Trucks	0	5	0	0	5	2	4	0	0	6	0	0	2	2	4	0	0	0	0	0	15
% Trucks	0	5.3	0	0	3.7	1.2	5.6	0	0	1.9	0	0	0.6	3.2	0.7	0	0	0	0	0	1.3
Buses	0	0	2	0	2	10	0	0	0	10	3	10	15	0	28	1	11	0	0	12	52
% Buses	0	0	10.0	0	1.5	5.9	0	0	0	3.1	7.3	10.4	4.2	0	5.0	1.8	16.4	0	0	8.6	4.5

Cleland Counts

1441 Camino Cerritos S.E
Albuquerque New Mexico 87123
(505) 414-0465

Counter: CS

File Name : 17-dcb-98th
Site Code : 00000111
Start Date : 10/4/2017
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Dennis Chavez Blvd Eastbound					Dennis Chavez Blvd Westbound					Northbound					98th St Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:15 AM	6	16	6	0	28	0	7	6	0	13	0	0	0	0	0	19	0	8	0	27	68
06:20 AM	9	17	0	0	26	0	14	7	0	21	0	0	0	0	0	22	0	4	0	26	73
06:25 AM	3	22	0	0	25	0	19	12	0	31	0	0	0	0	0	21	0	7	0	28	84
06:30 AM	7	25	0	0	32	0	20	8	0	28	0	0	0	0	0	33	0	3	0	36	96
06:35 AM	2	28	0	0	30	0	28	12	0	40	0	0	0	0	0	23	1	12	0	36	106
06:40 AM	3	33	2	0	38	0	34	9	0	43	0	0	0	0	0	28	0	10	0	38	119
06:45 AM	11	25	0	0	36	0	29	5	0	34	0	0	0	0	0	37	1	21	1	60	130
06:50 AM	4	34	0	0	38	0	42	6	0	48	0	0	0	0	0	39	0	26	0	65	151
06:55 AM	7	37	0	0	44	0	45	14	0	59	0	0	0	0	0	31	0	25	0	56	159
Total	52	237	8	0	297	0	238	79	0	317	0	0	0	0	0	253	2	116	1	372	986
07:00 AM	19	43	0	0	62	0	51	6	0	57	0	0	0	0	0	39	0	24	0	63	182
07:05 AM	23	38	0	0	61	0	34	5	0	39	0	0	0	0	0	45	0	29	0	74	174
07:10 AM	23	33	0	0	56	0	37	9	0	46	0	0	0	0	0	33	0	36	0	69	171
07:15 AM	26	49	0	0	75	0	41	6	0	47	0	0	0	0	0	33	0	20	0	53	175
07:20 AM	27	45	0	0	72	0	17	12	0	29	0	0	0	0	0	48	0	12	0	60	161
07:25 AM	28	37	0	0	65	0	14	8	1	23	0	0	0	0	0	40	0	4	0	44	132
07:30 AM	13	39	0	0	52	0	27	13	0	40	0	0	0	0	0	37	0	7	0	44	136
07:35 AM	3	31	0	0	34	0	15	16	0	31	0	0	0	0	0	25	0	7	0	32	97
07:40 AM	6	13	0	0	19	0	8	12	0	20	0	0	0	0	0	31	0	11	0	42	81
*** BREAK ***																					
Total	168	328	0	0	496	0	244	87	1	332	0	0	0	0	0	331	0	150	0	481	1309
*** BREAK ***																					
02:00 PM	2	9	0	0	11	0	27	13	0	40	0	1	0	0	1	6	0	2	0	8	60
02:05 PM	2	16	0	0	18	0	19	15	0	34	0	0	0	0	0	10	0	11	1	22	74
02:10 PM	5	12	0	0	17	0	28	20	0	48	0	0	0	0	0	21	0	10	0	31	96
02:15 PM	1	16	0	0	17	0	23	19	0	42	0	0	0	0	0	13	0	10	0	23	82
02:20 PM	0	28	0	0	28	0	23	11	0	34	0	0	0	0	0	14	0	9	0	23	85
02:25 PM	14	31	0	0	45	0	22	16	0	38	0	0	0	0	0	10	0	3	0	13	96
02:30 PM	18	44	0	0	62	0	29	11	0	40	0	0	0	0	0	13	0	6	0	19	121
02:35 PM	30	44	0	0	74	0	23	18	2	43	0	0	0	0	0	15	0	7	0	22	139
02:40 PM	41	41	0	0	82	0	19	7	0	26	0	0	0	0	0	9	0	7	0	16	124
02:45 PM	28	33	0	0	61	0	18	20	0	38	0	0	0	0	0	15	0	5	0	20	119
02:50 PM	25	23	0	0	48	0	16	21	0	37	0	0	0	0	0	8	0	6	0	14	99
02:55 PM	17	26	0	0	43	0	21	20	0	41	0	0	0	0	0	12	0	6	0	18	102
Total	183	323	0	0	506	0	268	191	2	461	0	1	0	0	1	146	0	82	1	229	1197
03:00 PM	1	11	0	0	12	0	10	8	0	18	0	0	0	0	0	8	0	4	0	12	42
03:05 PM	4	21	0	0	25	0	11	21	1	33	0	0	0	0	0	27	0	8	0	35	93
03:10 PM	5	16	0	0	21	0	23	20	0	43	0	0	0	0	0	18	0	10	0	28	92
03:15 PM	8	18	0	0	26	0	11	15	0	26	0	0	0	0	0	14	0	3	0	17	69
Grand Total	421	954	8	0	1383	0	805	421	4	1230	0	1	0	0	1	797	2	373	2	1174	3788
Apprch %	30.4	69	0.6	0		0	65.4	34.2	0.3		0	100	0	0		67.9	0.2	31.8	0.2		
Total %	11.1	25.2	0.2	0	36.5	0	21.3	11.1	0.1	32.5	0	0	0	0	0	21	0.1	9.8	0.1	31	
Cars	393	920	8	0	1321	0	769	403	4	1176	0	1	0	0	1	775	1	356	1	1133	3631
% Cars	93.3	96.4	100	0	95.5	0	95.5	95.7	100	95.6	0	100	0	0	100	97.2	50	95.4	50	96.5	95.9
Trucks	1	14	0	0	15	0	16	2	0	18	0	0	0	0	0	9	0	0	0	9	42
% Trucks	0.2	1.5	0	0	1.1	0	2	0.5	0	1.5	0	0	0	0	0	1.1	0	0	0	0.8	1.1
Buses	27	20	0	0	47	0	20	16	0	36	0	0	0	0	0	13	1	17	1	32	115
% Buses	6.4	2.1	0	0	3.4	0	2.5	3.8	0	2.9	0	0	0	0	0	1.6	50	4.6	50	2.7	3

Cleland Counts

1441 Camino Cerritos S.E
Albuquerque New Mexico 87123
(505) 414-0465

File Name : 17-dcb-98th
Site Code : 00000111
Start Date : 10/4/2017
Page No : 2

	Dennis Chavez Blvd Eastbound					Dennis Chavez Blvd Westbound					Northbound					98th St Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:15:00 AM to 11:55:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:35:00 AM																					
6:35:00 AM	2	28	0	0	30	0	28	12	0	40	0	0	0	0	0	23	1	12	0	36	106
6:40:00 AM	3	33	2	0	38	0	34	9	0	43	0	0	0	0	0	28	0	10	0	38	119
6:45:00 AM	11	25	0	0	36	0	29	5	0	34	0	0	0	0	0	37	1	21	1	60	130
6:50:00 AM	4	34	0	0	38	0	42	6	0	48	0	0	0	0	0	39	0	26	0	65	151
6:55:00 AM	7	37	0	0	44	0	45	14	0	59	0	0	0	0	0	31	0	25	0	56	159
7:00:00 AM	19	43	0	0	62	0	51	6	0	57	0	0	0	0	0	39	0	24	0	63	182
7:05:00 AM	23	38	0	0	61	0	34	5	0	39	0	0	0	0	0	45	0	29	0	74	174
7:10:00 AM	23	33	0	0	56	0	37	9	0	46	0	0	0	0	0	33	0	36	0	69	171
7:15:00 AM	26	49	0	0	75	0	41	6	0	47	0	0	0	0	0	33	0	20	0	53	175
7:20:00 AM	27	45	0	0	72	0	17	12	0	29	0	0	0	0	0	48	0	12	0	60	161
7:25:00 AM	28	37	0	0	65	0	14	8	1	23	0	0	0	0	0	40	0	4	0	44	132
7:30:00 AM	13	39	0	0	52	0	27	13	0	40	0	0	0	0	0	37	0	7	0	44	136
Total Volume	186	441	2	0	629	0	399	105	1	505	0	0	0	0	0	433	2	226	1	662	1796
% App. Total	29.6	70.1	0.3	0		0	79	20.8	0.2		0	0	0	0		65.4	0.3	34.1	0.2		
PHF	.554	.750	.083	.000	.699	.000	.652	.625	.083	.713	.000	.000	.000	.000	.000	.752	.167	.523	.083	.745	.822
Cars	174	426	2	0	602	0	389	97	1	487	0	0	0	0	0	424	1	215	0	640	1729
% Cars	93.5	96.6	100	0	95.7	0	97.5	92.4	100	96.4	0	0	0	0	0	97.9	50.0	95.1	0	96.7	96.3
Trucks	0	2	0	0	2	0	6	2	0	8	0	0	0	0	0	4	0	0	0	4	14
% Trucks	0	0.5	0	0	0.3	0	1.5	1.9	0	1.6	0	0	0	0	0	0.9	0	0	0	0.6	0.8
Buses	12	13	0	0	25	0	4	6	0	10	0	0	0	0	0	5	1	11	1	18	53
% Buses	6.5	2.9	0	0	4.0	0	1.0	5.7	0	2.0	0	0	0	0	0	1.2	50.0	4.9	100	2.7	3.0
Peak Hour Analysis From 12:00:00 PM to 3:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 2:10:00 PM																					
2:10:00 PM	5	12	0	0	17	0	28	20	0	48	0	0	0	0	0	21	0	10	0	31	96
2:15:00 PM	1	16	0	0	17	0	23	19	0	42	0	0	0	0	0	13	0	10	0	23	82
2:20:00 PM	0	28	0	0	28	0	23	11	0	34	0	0	0	0	0	14	0	9	0	23	85
2:25:00 PM	14	31	0	0	45	0	22	16	0	38	0	0	0	0	0	10	0	3	0	13	96
2:30:00 PM	18	44	0	0	62	0	29	11	0	40	0	0	0	0	0	13	0	6	0	19	121
2:35:00 PM	30	44	0	0	74	0	23	18	2	43	0	0	0	0	0	15	0	7	0	22	139
2:40:00 PM	41	41	0	0	82	0	19	7	0	26	0	0	0	0	0	9	0	7	0	16	124
2:45:00 PM	28	33	0	0	61	0	18	20	0	38	0	0	0	0	0	15	0	5	0	20	119
2:50:00 PM	25	23	0	0	48	0	16	21	0	37	0	0	0	0	0	8	0	6	0	14	99
2:55:00 PM	17	26	0	0	43	0	21	20	0	41	0	0	0	0	0	12	0	6	0	18	102
3:00:00 PM	1	11	0	0	12	0	10	8	0	18	0	0	0	0	0	8	0	4	0	12	42
3:05:00 PM	4	21	0	0	25	0	11	21	1	33	0	0	0	0	0	27	0	8	0	35	93
Total Volume	184	330	0	0	514	0	243	192	3	438	0	0	0	0	0	165	0	81	0	246	1198
% App. Total	35.8	64.2	0	0		0	55.5	43.8	0.7		0	0	0	0		67.1	0	32.9	0		
PHF	.374	.625	.000	.000	.522	.000	.698	.762	.125	.760	.000	.000	.000	.000	.000	.509	.000	.675	.000	.586	.718
Cars	169	320	0	0	489	0	226	190	3	419	0	0	0	0	0	154	0	77	0	231	1139
% Cars	91.8	97.0	0	0	95.1	0	93.0	99.0	100	95.7	0	0	0	0	0	93.3	0	95.1	0	93.9	95.1
Trucks	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	4	0	0	0	4	14
% Trucks	0	1.5	0	0	1.0	0	2.1	0	0	1.1	0	0	0	0	0	2.4	0	0	0	1.6	1.2
Buses	15	5	0	0	20	0	12	2	0	14	0	0	0	0	0	7	0	4	0	11	45
% Buses	8.2	1.5	0	0	3.9	0	4.9	1.0	0	3.2	0	0	0	0	0	4.2	0	4.9	0	4.5	3.8

Cleland Counts

1441 Camino Cerritos S.E
Albuquerque New Mexico 87123
(505) 414-0465

Counter: RC

File Name : 17-118th-aha
Site Code : 10042017
Start Date : 10/4/2017
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Eastbound					Atricso Heritage Academy Dwy Westbound					118th St SW Northbound					118th St SW Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:15 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	8	0	0	0	8	10
06:20 AM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	9	0	0	0	9	13
06:25 AM	0	0	0	0	0	0	0	3	0	3	0	3	0	0	3	5	1	0	0	6	12
06:30 AM	0	0	0	0	0	0	0	7	0	7	0	3	0	0	3	15	1	0	0	16	26
06:35 AM	0	0	0	0	0	0	0	8	0	8	0	3	0	0	3	24	5	0	0	29	40
06:40 AM	0	0	0	0	0	0	0	17	0	17	0	4	0	0	4	29	4	0	0	33	54
06:45 AM	0	0	0	0	0	0	0	24	0	24	0	6	0	1	7	55	10	0	0	65	96
06:50 AM	0	0	0	0	0	1	0	19	0	20	0	6	1	0	7	50	8	0	0	58	85
06:55 AM	0	0	0	0	0	0	0	30	0	30	0	5	1	3	9	95	9	0	0	104	143
Total	0	0	0	0	0	1	0	111	0	112	0	33	2	4	39	290	38	0	0	328	479
07:00 AM	0	0	0	0	0	0	0	38	0	38	0	10	0	6	16	99	7	0	0	106	160
07:05 AM	0	0	0	0	0	0	0	34	0	34	0	8	0	3	11	92	13	0	0	105	150
07:10 AM	0	0	0	0	0	0	0	40	0	40	0	13	1	8	22	108	14	0	0	122	184
07:15 AM	0	0	0	0	0	2	0	52	0	54	0	11	3	5	19	112	11	0	0	123	196
07:20 AM	0	0	0	0	0	3	0	50	0	53	0	12	1	2	15	78	16	0	0	94	162
07:25 AM	0	0	0	0	0	1	0	47	0	48	0	6	0	2	8	23	9	0	0	32	88
07:30 AM	0	0	0	0	0	0	0	30	0	30	0	8	0	0	8	12	8	0	0	20	58
07:35 AM	0	0	0	0	0	0	0	16	0	16	0	7	0	0	7	17	6	0	0	23	46
07:40 AM	0	0	0	0	0	0	0	6	0	6	0	3	0	0	3	5	10	0	0	15	24
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
*** BREAK ***																					
Total	0	0	0	0	0	6	0	313	0	319	0	78	5	26	109	546	97	0	0	643	1071
*** BREAK ***																					
02:00 PM	0	1	0	0	1	0	0	6	0	6	0	1	0	0	1	23	1	0	0	24	32
02:05 PM	0	0	0	0	0	0	0	5	0	5	0	4	0	0	4	18	3	0	0	21	30
02:10 PM	0	0	0	0	0	0	0	6	0	6	0	1	1	0	2	17	3	0	0	20	28
02:15 PM	0	0	0	0	0	0	0	9	0	9	0	1	0	0	1	20	2	0	0	22	32
02:20 PM	0	0	0	0	0	0	0	23	0	23	0	1	1	0	2	22	3	0	0	25	50
02:25 PM	0	0	0	0	0	2	0	39	0	41	0	6	0	1	7	9	6	0	0	15	63
02:30 PM	0	0	0	0	0	0	0	45	0	45	0	8	0	20	28	10	4	0	0	14	87
02:35 PM	0	0	0	0	0	0	0	63	0	63	0	6	0	0	6	13	9	0	0	22	91
02:40 PM	0	0	0	0	0	0	0	63	0	63	0	4	0	1	5	8	2	0	0	10	78
02:45 PM	0	0	0	0	0	0	0	67	0	67	0	3	0	0	3	5	4	0	0	9	79
02:50 PM	0	0	0	0	0	1	0	22	0	23	0	5	0	0	5	15	4	0	0	19	47
02:55 PM	0	0	0	0	0	0	0	19	0	19	0	7	0	0	7	16	7	0	0	23	49
Total	0	1	0	0	1	3	0	367	0	370	0	47	2	22	71	176	48	0	0	224	666
03:00 PM	0	0	0	0	0	1	0	23	0	24	0	2	0	0	2	3	13	0	0	16	42
03:05 PM	0	0	0	0	0	0	0	14	0	14	0	4	1	0	5	10	14	0	0	24	43
03:10 PM	0	0	0	0	0	1	0	12	0	13	0	2	0	0	2	8	15	0	0	23	38
*** BREAK ***																					
Grand Total	0	1	0	0	1	12	0	840	0	852	0	166	10	52	228	1033	225	0	0	1258	2339
Apprch %	0	100	0	0		1.4	0	98.6	0		0	72.8	4.4	22.8		82.1	17.9	0	0		
Total %	0	0	0	0	0	0.5	0	35.9	0	36.4	0	7.1	0.4	2.2	9.7	44.2	9.6	0	0	53.8	
Cars	0	1	0	0	1	12	0	840	0	852	0	165	10	52	227	1033	225	0	0	1258	2338
% Cars	0	100	0	0	100	100	0	100	0	100	0	99.4	100	100	99.6	100	100	0	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.4	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cleland Counts

1441 Camino Cerritos S.E
Albuquerque New Mexico 87123
(505) 414-0465

File Name : 17-118th-aha
Site Code : 10042017
Start Date : 10/4/2017
Page No : 2

	Eastbound					Atricso Heritage Academy Dwy Westbound					118th St SW Northbound					118th St SW Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:15:00 AM to 11:55:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:40:00 AM																					
6:40:00 AM	0	0	0	0	0	0	0	17	0	17	0	4	0	0	4	29	4	0	0	33	54
6:45:00 AM	0	0	0	0	0	0	0	24	0	24	0	6	0	1	7	55	10	0	0	65	96
6:50:00 AM	0	0	0	0	0	1	0	19	0	20	0	6	1	0	7	50	8	0	0	58	85
6:55:00 AM	0	0	0	0	0	0	0	30	0	30	0	5	1	3	9	95	9	0	0	104	143
7:00:00 AM	0	0	0	0	0	0	0	38	0	38	0	10	0	6	16	99	7	0	0	106	160
7:05:00 AM	0	0	0	0	0	0	0	34	0	34	0	8	0	3	11	92	13	0	0	105	150
7:10:00 AM	0	0	0	0	0	0	0	40	0	40	0	13	1	8	22	108	14	0	0	122	184
7:15:00 AM	0	0	0	0	0	2	0	52	0	54	0	11	3	5	19	112	11	0	0	123	196
7:20:00 AM	0	0	0	0	0	3	0	50	0	53	0	12	1	2	15	78	16	0	0	94	162
7:25:00 AM	0	0	0	0	0	1	0	47	0	48	0	6	0	2	8	23	9	0	0	32	88
7:30:00 AM	0	0	0	0	0	0	0	30	0	30	0	8	0	0	8	12	8	0	0	20	58
7:35:00 AM	0	0	0	0	0	0	0	16	0	16	0	7	0	0	7	17	6	0	0	23	46
Total Volume	0	0	0	0	0	7	0	397	0	404	0	96	7	30	133	770	115	0	0	885	1422
% App. Total	0	0	0	0		1.7	0	98.3	0		0	72.2	5.3	22.6		87	13	0	0		
PHF	.000	.000	.000	.000	.000	.194	.000	.636	.000	.623	.000	.615	.194	.313	.504	.573	.599	.000	.000	.600	.605
Cars	0	0	0	0	0	7	0	397	0	404	0	95	7	30	132	770	115	0	0	885	1421
% Cars	0	0	0	0	0	100	0	100	0	100	0	99.0	100	100	99.2	100	100	0	0	100	99.9
Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	0.8	0	0	0	0	0	0.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Analysis From 12:00:00 PM to 3:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 2:15:00 PM																					
2:15:00 PM	0	0	0	0	0	0	0	9	0	9	0	1	0	0	1	20	2	0	0	22	32
2:20:00 PM	0	0	0	0	0	0	0	23	0	23	0	1	1	0	2	22	3	0	0	25	50
2:25:00 PM	0	0	0	0	0	2	0	39	0	41	0	6	0	1	7	9	6	0	0	15	63
2:30:00 PM	0	0	0	0	0	0	0	45	0	45	0	8	0	20	28	10	4	0	0	14	87
2:35:00 PM	0	0	0	0	0	0	0	63	0	63	0	6	0	0	6	13	9	0	0	22	91
2:40:00 PM	0	0	0	0	0	0	0	63	0	63	0	4	0	1	5	8	2	0	0	10	78
2:45:00 PM	0	0	0	0	0	0	0	67	0	67	0	3	0	0	3	5	4	0	0	9	79
2:50:00 PM	0	0	0	0	0	1	0	22	0	23	0	5	0	0	5	15	4	0	0	19	47
2:55:00 PM	0	0	0	0	0	0	0	19	0	19	0	7	0	0	7	16	7	0	0	23	49
3:00:00 PM	0	0	0	0	0	1	0	23	0	24	0	2	0	0	2	3	13	0	0	16	42
3:05:00 PM	0	0	0	0	0	0	0	14	0	14	0	4	1	0	5	10	14	0	0	24	43
3:10:00 PM	0	0	0	0	0	1	0	12	0	13	0	2	0	0	2	8	15	0	0	23	38
Total Volume	0	0	0	0	0	5	0	399	0	404	0	49	2	22	73	139	83	0	0	222	699
% App. Total	0	0	0	0		1.2	0	98.8	0		0	67.1	2.7	30.1		62.6	37.4	0	0		
PHF	.000	.000	.000	.000	.000	.208	.000	.496	.000	.502	.000	.510	.167	.092	.217	.527	.461	.000	.000	.740	.640
Cars	0	0	0	0	0	5	0	399	0	404	0	49	2	22	73	139	83	0	0	222	699
% Cars	0	0	0	0	0	100	0	100	0	100	0	100	100	100	100	100	100	0	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cleland Counts

1441 Camino Cerritos S.E
Albuquerque New Mexico 87123
(505) 414-0465

Counter: NH

File Name : 17-118th-Bus
Site Code : 00000222
Start Date : 10/4/2017
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Eastbound					Bus Access Westbound					118th St SW Northbound					118th St SW Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:15 AM	0	0	0	0	0	0	0	17	0	17	0	3	0	0	3	16	6	0	0	22	42
06:20 AM	0	0	0	0	0	1	0	18	0	19	0	4	0	0	4	17	8	0	0	25	48
06:25 AM	0	0	0	0	0	0	0	11	0	11	0	5	0	0	5	7	7	0	0	14	30
06:30 AM	0	0	0	0	0	0	0	5	0	5	0	10	0	0	10	3	19	0	0	22	37
06:35 AM	0	0	0	0	0	0	0	2	0	2	0	11	0	0	11	0	29	0	0	29	42
06:40 AM	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	2	41	0	0	43	65
06:45 AM	0	0	0	0	0	0	0	2	0	2	0	29	0	0	29	1	57	0	0	58	89
06:50 AM	0	0	0	0	0	0	0	2	0	2	0	27	0	0	27	8	64	0	0	72	101
06:55 AM	0	0	0	0	0	0	0	8	0	8	0	40	0	0	40	13	112	0	0	125	173
Total	0	0	0	0	0	1	0	65	0	66	0	151	0	0	151	67	343	0	0	410	627
07:00 AM	0	0	0	0	0	0	0	9	0	9	0	55	0	0	55	3	109	0	0	112	176
07:05 AM	0	0	0	0	0	0	0	8	0	8	0	49	0	0	49	2	104	0	0	106	163
07:10 AM	0	0	0	0	0	0	0	0	0	0	0	53	0	0	53	2	140	0	0	142	195
07:15 AM	0	0	0	0	0	0	0	2	0	2	0	58	0	0	58	1	133	0	0	134	194
07:20 AM	0	0	0	0	0	0	0	2	0	2	0	65	0	0	65	1	56	0	0	57	124
07:25 AM	0	0	0	0	0	0	0	2	0	2	0	65	0	0	65	0	32	0	0	32	99
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	0	20	0	0	20	50
07:35 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	22	0	0	22	36
07:40 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	22	0	0	22	29
*** BREAK ***																					
Total	0	0	0	0	0	0	0	23	0	23	0	396	0	0	396	9	638	0	0	647	1066
*** BREAK ***																					
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	14	0	0	14	26
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	10	0	0	10	17
Total	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	0	29	0	0	29	55
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	22	0	0	23	30
02:05 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	1	30	0	0	31	41
02:10 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	3	20	0	0	23	29
02:15 PM	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	3	17	0	0	20	31
02:20 PM	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	14	29	0	0	43	67
02:25 PM	0	0	0	0	0	0	0	1	0	1	0	44	0	0	44	6	13	0	0	19	64
02:30 PM	0	0	0	0	0	0	0	4	0	4	0	58	0	0	58	1	15	0	0	16	78
02:35 PM	0	0	0	0	0	0	0	18	0	18	0	69	0	0	69	3	25	0	0	28	115
02:40 PM	0	0	0	0	0	0	0	9	0	9	0	75	0	0	75	0	9	0	0	9	93
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	70	0	0	70	0	13	0	0	13	83
02:50 PM	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	1	14	0	0	15	37
02:55 PM	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	23	0	0	23	47
Total	0	0	0	0	0	0	0	33	0	33	0	419	0	0	419	33	230	0	0	263	715
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	0	16	0	0	16	46
03:05 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	22	0	0	22	39
03:10 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	3	23	0	0	26	40
Grand Total	0	0	0	0	0	1	0	121	0	122	0	1053	0	0	1053	112	1301	0	0	1413	2588
Apprch %	0	0	0	0		0.8	0	99.2	0		0	100	0	0		7.9	92.1	0	0		
Total %	0	0	0	0	0	0	0	4.7	0	4.7	0	40.7	0	0	40.7	4.3	50.3	0	0	54.6	
Cars	0	0	0	0	0	1	0	57	0	58	0	1050	0	0	1050	52	1298	0	0	1350	2458
% Cars	0	0	0	0	0	100	0	47.1	0	47.5	0	99.7	0	0	99.7	46.4	99.8	0	0	95.5	95
Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0.2	0	0	0.2	0.2
Buses	0	0	0	0	0	0	0	64	0	64	0	0	0	0	0	60	0	0	0	60	124
% Buses	0	0	0	0	0	0	0	52.9	0	52.5	0	0	0	0	0	53.6	0	0	0	4.2	4.8

Cleland Counts

1441 Camino Cerritos S.E
Albuquerque New Mexico 87123
(505) 414-0465

File Name : 17-118th-Bus
Site Code : 00000222
Start Date : 10/4/2017
Page No : 2

	Eastbound					Bus Access Westbound					118th St SW Northbound					118th St SW Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:15:00 AM to 11:55:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:35:00 AM																					
6:35:00 AM	0	0	0	0	0	0	0	2	0	2	0	11	0	0	11	0	29	0	0	29	42
6:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	2	41	0	0	43	65
6:45:00 AM	0	0	0	0	0	0	0	2	0	2	0	29	0	0	29	1	57	0	0	58	89
6:50:00 AM	0	0	0	0	0	0	0	2	0	2	0	27	0	0	27	8	64	0	0	72	101
6:55:00 AM	0	0	0	0	0	0	0	8	0	8	0	40	0	0	40	13	112	0	0	125	173
7:00:00 AM	0	0	0	0	0	0	0	9	0	9	0	55	0	0	55	3	109	0	0	112	176
7:05:00 AM	0	0	0	0	0	0	0	8	0	8	0	49	0	0	49	2	104	0	0	106	163
7:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	53	0	0	53	2	140	0	0	142	195
7:15:00 AM	0	0	0	0	0	0	0	2	0	2	0	58	0	0	58	1	133	0	0	134	194
7:20:00 AM	0	0	0	0	0	0	0	2	0	2	0	65	0	0	65	1	56	0	0	57	124
7:25:00 AM	0	0	0	0	0	0	0	2	0	2	0	65	0	0	65	0	32	0	0	32	99
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	0	20	0	0	20	50
Total Volume	0	0	0	0	0	0	0	37	0	37	0	504	0	0	504	33	897	0	0	930	1471
% App. Total	0	0	0	0		0	0	100	0		0	100	0	0		3.5	96.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.343	.000	.343	.000	.646	.000	.000	.646	.212	.534	.000	.000	.546	.629
Cars	0	0	0	0	0	0	0	6	0	6	0	503	0	0	503	3	896	0	0	899	1408
% Cars	0	0	0	0	0	0	0	16.2	0	16.2	0	99.8	0	0	99.8	9.1	99.9	0	0	96.7	95.7
Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0.1	0	0	0.1	0.1
Buses	0	0	0	0	0	0	0	31	0	31	0	0	0	0	0	30	0	0	0	30	61
% Buses	0	0	0	0	0	0	0	83.8	0	83.8	0	0	0	0	0	90.9	0	0	0	3.2	4.1
Peak Hour Analysis From 12:00:00 PM to 3:10:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 2:15:00 PM																					
2:15:00 PM	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	3	17	0	0	20	31
2:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	14	29	0	0	43	67
2:25:00 PM	0	0	0	0	0	0	0	1	0	1	0	44	0	0	44	6	13	0	0	19	64
2:30:00 PM	0	0	0	0	0	0	0	4	0	4	0	58	0	0	58	1	15	0	0	16	78
2:35:00 PM	0	0	0	0	0	0	0	18	0	18	0	69	0	0	69	3	25	0	0	28	115
2:40:00 PM	0	0	0	0	0	0	0	9	0	9	0	75	0	0	75	0	9	0	0	9	93
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	70	0	0	70	0	13	0	0	13	83
2:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	1	14	0	0	15	37
2:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	23	0	0	23	47
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	0	16	0	0	16	46
3:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	22	0	0	22	39
3:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	3	23	0	0	26	40
Total Volume	0	0	0	0	0	0	0	33	0	33	0	457	0	0	457	31	219	0	0	250	740
% App. Total	0	0	0	0		0	0	100	0		0	100	0	0		12.4	87.6	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.153	.000	.153	.000	.508	.000	.000	.508	.185	.629	.000	.000	.484	.536
Cars	0	0	0	0	0	0	0	0	0	0	0	455	0	0	455	6	217	0	0	223	678
% Cars	0	0	0	0	0	0	0	0	0	0	0	99.6	0	0	99.6	19.4	99.1	0	0	89.2	91.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	0.9	0	0	0.8	0.5
Buses	0	0	0	0	0	0	0	33	0	33	0	0	0	0	0	25	0	0	0	25	58
% Buses	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	80.6	0	0	0	10.0	7.8

AHAHS Trip Reassignment

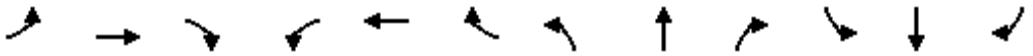
At school access:		**AM**			**PM**		
		Left	Right		Left	Right	
Enter		770	7		139	2	
Exit		7	397		5	399	
New DCB Egress			**294**			**296**	
Reassigned School Access Exit			103			103	

118th @ DCB		**AM**			**PM**		
		Left	Through	Right	Left	Through	Right
Enter		485	311	139	169	67	20
	%	52%	33%	15%	66%	26%	8%
Exit		37	103	401	41	96	390
	%	**7%**	**19%**	**74%**	8%	18%	**74%**
Remaining NB Left Turn				107			94

Appendix C

Baseline Level of Service Analyses

Level of Service Analysis	Pages
AM Baseline - Signalized	2
PM Baseline - Signalized	2
AM Baseline - Unsignalized	2
PM Baseline - Unsignalized	2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	73	139	485	128	16	37	103	401	126	311	72
Future Volume (vph)	6	73	139	485	128	16	37	103	401	126	311	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			5%			0%			0%	
Storage Length (ft)	250		425	640		0	225		550	200		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1814	1909	1623	3315	1768	0	1719	1810	1538	1752	1793	0
Flt Permitted	0.589			0.950			0.165			0.538		
Satd. Flow (perm)	1125	1909	1623	3315	1768	0	299	1810	1385	992	1793	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		7				460		13	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		615			750			650			507	
Travel Time (s)		9.3			11.4			14.8			11.5	
Confl. Peds. (#/hr)									34			
Peak Hour Factor	0.48	0.48	0.48	0.52	0.52	0.52	0.64	0.64	0.64	0.62	0.62	0.62
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	152	290	933	277	0	58	161	627	203	618	0
Turn Type	pm+pt	NA	Perm	Prot	NA		Perm	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6			8	1	7	4	
Permitted Phases	2		2				8		8	4		
Total Split (s)	12.1	31.9	31.9	28.6	48.4		37.4	37.4	28.6	12.1	49.5	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		5.5	5.5	3.5	3.5	5.5	
Act Effct Green (s)	32.8	25.9	25.9	27.5	53.6		29.5	29.5	59.1	43.6	41.6	
Actuated g/C Ratio	0.30	0.24	0.24	0.25	0.49		0.27	0.27	0.54	0.40	0.38	
v/c Ratio	0.04	0.34	0.59	1.13	0.32		0.72	0.33	0.63	0.45	0.90	
Control Delay	15.8	37.5	24.6	110.6	19.6		83.6	33.7	7.0	25.7	49.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.8	37.5	24.6	110.6	19.6		83.6	33.7	7.0	25.7	49.2	
LOS	B	D	C	F	B		F	C	A	C	D	
Approach Delay		28.7			89.8			17.3			43.4	
Approach LOS		C			F			B			D	
Queue Length 50th (ft)	4	90	93	~421	110		36	89	54	92	384	
Queue Length 95th (ft)	8	75	44	221	101		58	100	28	96	303	
Internal Link Dist (ft)		535			670			570			427	
Turn Bay Length (ft)	250		425	640			225		550	200		
Base Capacity (vph)	432	449	488	829	864		86	524	995	452	725	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.03	0.34	0.59	1.13	0.32		0.67	0.31	0.63	0.45	0.85	

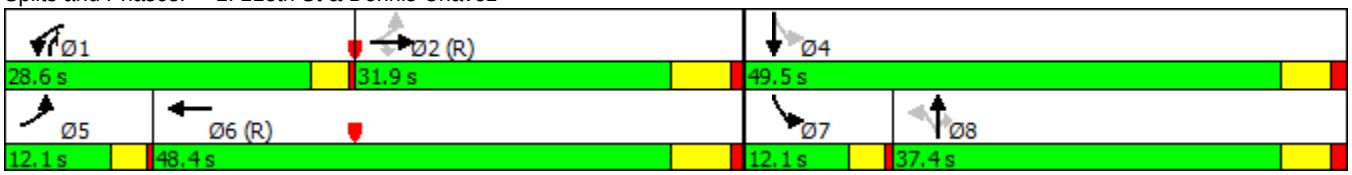
Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	

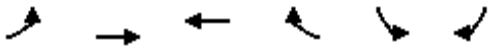
Offset: 29 (26%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 51.6	Intersection LOS: D
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 118th St & Dennis Chavez





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	186	441	399	105	433	226
Future Volume (vph)	186	441	399	105	433	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115			325	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1736	1827	1827	1553	1752	1568
Flt Permitted	0.231				0.950	
Satd. Flow (perm)	422	1827	1827	1553	1752	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				148		281
Link Speed (mph)		45	45		30	
Link Distance (ft)		1470	1229		1035	
Travel Time (s)		22.3	18.6		23.5	
Peak Hour Factor	0.70	0.70	0.71	0.71	0.74	0.74
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	266	630	562	148	585	305
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Total Split (s)	16.0	69.0	53.0	53.0	41.0	41.0
Total Lost Time (s)	3.5	6.5	6.5	6.5	4.5	4.5
Act Effct Green (s)	65.5	62.5	47.9	47.9	36.5	36.5
Actuated g/C Ratio	0.60	0.57	0.44	0.44	0.33	0.33
v/c Ratio	0.69	0.61	0.71	0.19	1.01	0.43
Control Delay	20.8	18.8	31.6	3.9	76.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	18.8	31.6	3.9	76.6	6.4
LOS	C	B	C	A	E	A
Approach Delay		19.4	25.8		52.5	
Approach LOS		B	C		D	
Queue Length 50th (ft)	84	278	321	0	~416	11
Queue Length 95th (ft)	94	262	320	16	#459	32
Internal Link Dist (ft)		1390	1149		955	
Turn Bay Length (ft)	115			325		
Base Capacity (vph)	400	1038	796	760	581	708
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.61	0.71	0.19	1.01	0.43

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 1.01

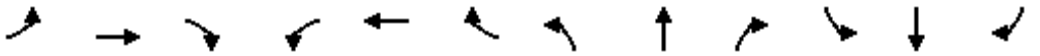
Intersection Signal Delay: 33.0	Intersection LOS: C
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Dennis Chavez & 98th St



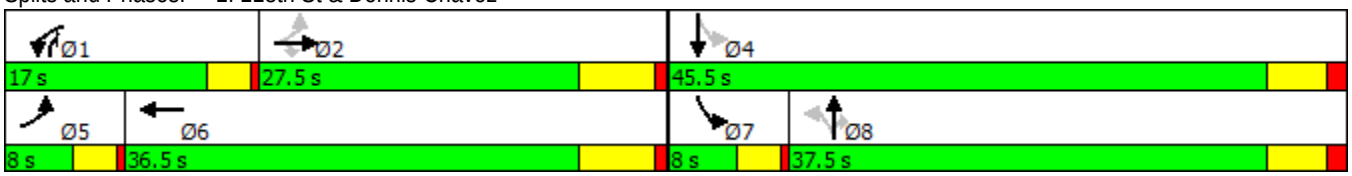


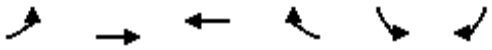
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	95	20	169	71	67	41	96	390	57	67	16
Future Volume (vph)	20	95	20	169	71	67	41	96	390	57	67	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			5%			0%			0%	
Storage Length (ft)	250		425	640		0	225		550	200		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1762	1855	1577	3252	1597	0	1703	1792	1524	1656	1693	0
Flt Permitted	0.639			0.950			0.680			0.469		
Satd. Flow (perm)	1185	1855	1577	3252	1597	0	1219	1792	1339	818	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		57				581		17	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		615			750			650			507	
Travel Time (s)		9.3			11.4			14.8			11.5	
Confl. Peds. (#/hr)						12			62			
Peak Hour Factor	0.75	0.75	0.75	0.73	0.73	0.73	0.46	0.46	0.46	0.69	0.69	0.69
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	6%	6%	6%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	127	27	232	189	0	89	209	848	83	120	0
Turn Type	pm+pt	NA	Perm	Prot	NA		Perm	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6			8	1	7	4	
Permitted Phases	2		2				8		8	4		
Total Split (s)	8.0	27.5	27.5	17.0	36.5		37.5	37.5	17.0	8.0	45.5	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		5.5	5.5	3.5	3.5	5.5	
Act Effct Green (s)	19.7	19.2	19.2	14.8	27.2		14.9	14.9	31.9	23.0	20.8	
Actuated g/C Ratio	0.31	0.30	0.30	0.23	0.43		0.24	0.24	0.51	0.37	0.33	
v/c Ratio	0.07	0.22	0.05	0.30	0.26		0.31	0.49	0.84	0.23	0.21	
Control Delay	11.1	23.3	0.1	27.2	12.1		24.7	26.7	14.9	15.4	14.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	11.1	23.3	0.1	27.2	12.1		24.7	26.7	14.9	15.4	14.5	
LOS	B	C	A	C	B		C	C	B	B	B	
Approach Delay		18.0			20.5			17.8			14.9	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	5	39	0	43	27		30	75	69	22	29	
Queue Length 95th (ft)	17	83	0	71	73		32	63	0	36	46	
Internal Link Dist (ft)		535			670			570			427	
Turn Bay Length (ft)	250		425	640			225		550	200		
Base Capacity (vph)	418	676	675	863	861		661	972	1036	362	1137	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.19	0.04	0.27	0.22		0.13	0.22	0.82	0.23	0.11	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 63	

Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 18.1 Intersection LOS: B
Intersection Capacity Utilization 58.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: 118th St & Dennis Chavez





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	184	330	243	192	165	81
Future Volume (vph)	184	330	243	192	165	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115			325	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1719	1810	1827	1553	1703	1524
Flt Permitted	0.460				0.950	
Satd. Flow (perm)	832	1810	1827	1553	1703	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				253		137
Link Speed (mph)		45	45		30	
Link Distance (ft)		1470	1229		1035	
Travel Time (s)		22.3	18.6		23.5	
Peak Hour Factor	0.52	0.52	0.76	0.76	0.59	0.59
Heavy Vehicles (%)	5%	5%	4%	4%	6%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	635	320	253	280	137
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Total Split (s)	13.0	70.0	57.0	57.0	40.0	40.0
Total Lost Time (s)	3.5	6.0	6.0	6.0	4.5	4.5
Act Effct Green (s)	66.5	64.0	51.0	51.0	35.5	35.5
Actuated g/C Ratio	0.60	0.58	0.46	0.46	0.32	0.32
v/c Ratio	0.61	0.60	0.38	0.30	0.51	0.23
Control Delay	16.5	17.9	20.8	3.1	34.2	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	17.9	20.8	3.1	34.2	5.6
LOS	B	B	C	A	C	A
Approach Delay		17.4	13.0		24.8	
Approach LOS		B	B		C	
Queue Length 50th (ft)	116	272	143	0	159	0
Queue Length 95th (ft)	86	168	171	20	145	4
Internal Link Dist (ft)		1390	1149		955	
Turn Bay Length (ft)	115			325		
Base Capacity (vph)	579	1053	847	855	549	584
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.60	0.38	0.30	0.51	0.23

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Dennis Chavez & 98th St



Intersection	
Int Delay, s/veh	78.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	397	96	7	770	115
Future Vol, veh/h	7	397	96	7	770	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	59	59	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	684	163	12	1283	192

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2832	169	0	0	175	0
Stage 1	169	-	-	-	-	-
Stage 2	2663	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	16	874	-	-	1400	-
Stage 1	860	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 1	874	-	-	1400	-
Mov Cap-2 Maneuver	~ 1	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	~ 3	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	215.4	0	23
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1	874	1400	-
HCM Lane V/C Ratio	-	-	12.069	0.783	0.917	-
HCM Control Delay (s)	-	$	11170.4	22.2	26.4	0.4
HCM Lane LOS	-	-	F	C	D	A
HCM 95th %tile Q(veh)	-	-	2.9	8.1	15.8	-

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

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	37	504	0	33	897
Future Vol, veh/h	0	37	504	0	33	897
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	34	34	65	65	54	54
Heavy Vehicles, %	84	84	2	2	3	3
Mvmt Flow	0	109	775	0	61	1661

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1728	775	0	0	775	0
Stage 1	775	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Critical Hdwy	7.86	7.46	-	-	4.145	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-
Critical Hdwy Stg 2	7.06	-	-	-	-	-
Follow-up Hdwy	4.298	4.098	-	-	2.2285	-
Pot Cap-1 Maneuver	46	265	-	-	833	-
Stage 1	306	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	43	265	-	-	833	-
Mov Cap-2 Maneuver	43	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.7	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	265	833	-
HCM Lane V/C Ratio	-	-	0.411	0.073	-
HCM Control Delay (s)	-	-	27.7	9.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1.9	0.2	-

Intersection	
Int Delay, s/veh	17.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	399	49	2	139	83
Future Vol, veh/h	5	399	49	2	139	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	53	53	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	798	92	4	188	112

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	526	94	0	0	96	0
Stage 1	94	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	497	962	-	-	1497	-
Stage 1	929	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	435	962	-	-	1497	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	545	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.8	0	4.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	435	962	1497	-
HCM Lane V/C Ratio	-	-	0.023	0.83	0.125	-
HCM Control Delay (s)	-	-	13.5	23.9	7.8	0.1
HCM Lane LOS	-	-	B	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	9.9	0.4	-

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	33	457	0	31	219
Future Vol, veh/h	0	33	457	0	31	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	51	51	48	48
Heavy Vehicles, %	100	100	2	2	11	11
Mvmt Flow	0	132	896	0	65	456

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1253	896	0	0	896	0
Stage 1	896	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	8.1	7.7	-	-	4.265	-
Critical Hdwy Stg 1	6.9	-	-	-	-	-
Critical Hdwy Stg 2	7.3	-	-	-	-	-
Follow-up Hdwy	4.45	4.25	-	-	2.3045	-
Pot Cap-1 Maneuver	95	202	-	-	710	-
Stage 1	240	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	86	202	-	-	710	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	240	-	-	-	-	-
Stage 2	441	-	-	-	-	-

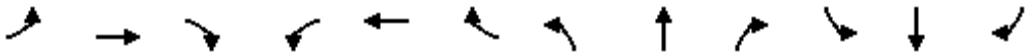
Approach	WB	NB	SB
HCM Control Delay, s	51.2	0	1.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	202	710	-
HCM Lane V/C Ratio	-	-	0.653	0.091	-
HCM Control Delay (s)	-	-	51.2	10.6	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	3.9	0.3	-

Appendix D

Build Level of Service Analyses

Level of Service Analysis	Pages
AM Build Condition - Signalized	2
PM Build Condition - Signalized	2
AM Build Condition - Unsignalized	3
PM Build Condition - Unsignalized	3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	73	139	485	128	16	37	103	107	126	311	72
Future Volume (vph)	6	73	139	485	128	16	37	103	107	126	311	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			5%			0%			0%	
Storage Length (ft)	250		425	640		0	225		550	200		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1814	1909	1623	3315	1768	0	1719	1810	1538	1752	1793	0
Flt Permitted	0.589			0.950			0.165			0.538		
Satd. Flow (perm)	1125	1909	1623	3315	1768	0	299	1810	1385	992	1793	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		7				167		13	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		615			750			650			507	
Travel Time (s)		9.3			11.4			14.8			11.5	
Confl. Peds. (#/hr)									34			
Peak Hour Factor	0.48	0.48	0.48	0.52	0.52	0.52	0.64	0.64	0.64	0.62	0.62	0.62
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	5%	5%	5%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	152	290	933	277	0	58	161	167	203	618	0
Turn Type	pm+pt	NA	Perm	Prot	NA		Perm	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6			8	1	7	4	
Permitted Phases	2		2				8		8	4		
Total Split (s)	12.1	31.9	31.9	28.6	48.4		37.4	37.4	28.6	12.1	49.5	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		5.5	5.5	3.5	3.5	5.5	
Act Effct Green (s)	32.8	25.9	25.9	27.5	53.6		29.5	29.5	59.1	43.6	41.6	
Actuated g/C Ratio	0.30	0.24	0.24	0.25	0.49		0.27	0.27	0.54	0.40	0.38	
v/c Ratio	0.04	0.34	0.59	1.13	0.32		0.72	0.33	0.19	0.45	0.90	
Control Delay	15.8	37.5	24.6	104.1	20.1		83.6	33.7	2.3	25.7	49.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.8	37.5	24.6	104.1	20.1		83.6	33.7	2.3	25.7	49.2	
LOS	B	D	C	F	C		F	C	A	C	D	
Approach Delay		28.7			84.9			27.6			43.4	
Approach LOS		C			F			C			D	
Queue Length 50th (ft)	4	90	93	~426	147		36	89	0	92	384	
Queue Length 95th (ft)	8	75	44	231	121		58	100	5	96	303	
Internal Link Dist (ft)		535			670			570			427	
Turn Bay Length (ft)	250		425	640			225		550	200		
Base Capacity (vph)	432	449	488	829	864		86	524	859	452	725	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.03	0.34	0.59	1.13	0.32		0.67	0.31	0.19	0.45	0.85	

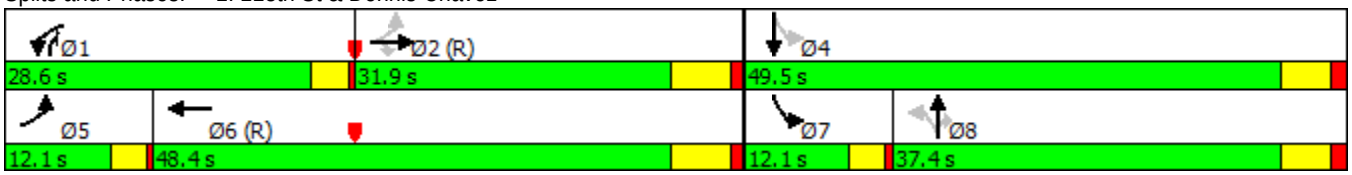
Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	

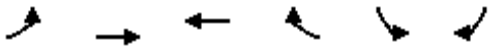
Offset: 29 (26%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 56.4	Intersection LOS: E
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Splits and Phases: 1: 118th St & Dennis Chavez





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	186	441	399	105	433	226
Future Volume (vph)	186	441	399	105	433	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115			325	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1736	1827	1827	1553	1752	1568
Flt Permitted	0.231				0.950	
Satd. Flow (perm)	422	1827	1827	1553	1752	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				148		281
Link Speed (mph)		45	45		30	
Link Distance (ft)		1470	1229		1035	
Travel Time (s)		22.3	18.6		23.5	
Peak Hour Factor	0.70	0.70	0.71	0.71	0.74	0.74
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	266	630	562	148	585	305
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Total Split (s)	16.0	69.0	53.0	53.0	41.0	41.0
Total Lost Time (s)	3.5	6.5	6.5	6.5	4.5	4.5
Act Effct Green (s)	65.5	62.5	47.9	47.9	36.5	36.5
Actuated g/C Ratio	0.60	0.57	0.44	0.44	0.33	0.33
v/c Ratio	0.69	0.61	0.71	0.19	1.01	0.43
Control Delay	21.1	14.3	31.6	3.9	76.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	14.3	31.6	3.9	76.6	6.4
LOS	C	B	C	A	E	A
Approach Delay		16.3	25.8		52.5	
Approach LOS		B	C		D	
Queue Length 50th (ft)	61	182	321	0	~416	11
Queue Length 95th (ft)	71	173	320	16	#459	32
Internal Link Dist (ft)		1390	1149		955	
Turn Bay Length (ft)	115			325		
Base Capacity (vph)	400	1038	796	760	581	708
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.61	0.71	0.19	1.01	0.43

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 1.01

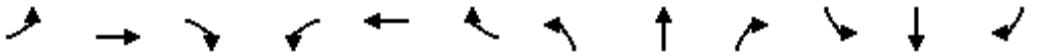
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Dennis Chavez & 98th St



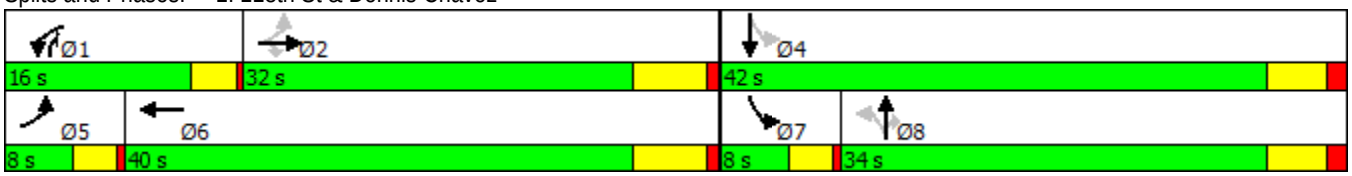


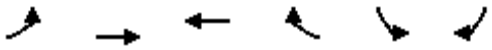
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	95	20	169	71	67	41	96	94	57	67	16
Future Volume (vph)	20	95	20	169	71	67	41	96	94	57	67	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			5%			0%			0%	
Storage Length (ft)	250		425	640		0	225		550	200		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1762	1855	1577	3252	1597	0	1703	1792	1524	1656	1693	0
Flt Permitted	0.639			0.950			0.680			0.473		
Satd. Flow (perm)	1185	1855	1577	3252	1597	0	1219	1792	1339	824	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		61				204		16	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		615			750			650			507	
Travel Time (s)		9.3			11.4			14.8			11.5	
Confl. Peds. (#/hr)						12			62			
Peak Hour Factor	0.75	0.75	0.75	0.73	0.73	0.73	0.46	0.46	0.46	0.69	0.69	0.69
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	6%	6%	6%	9%	9%	9%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	127	27	232	189	0	89	209	204	83	120	0
Turn Type	pm+pt	NA	Perm	Prot	NA		Perm	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6			8	1	7	4	
Permitted Phases	2		2				8		8	4		
Total Split (s)	8.0	32.0	32.0	16.0	40.0		34.0	34.0	16.0	8.0	42.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		5.5	5.5	3.5	3.5	5.5	
Act Effct Green (s)	19.7	19.2	19.2	13.5	25.9		14.7	14.7	30.4	22.8	20.6	
Actuated g/C Ratio	0.32	0.31	0.31	0.22	0.42		0.24	0.24	0.49	0.37	0.33	
v/c Ratio	0.06	0.22	0.04	0.32	0.27		0.30	0.49	0.25	0.23	0.21	
Control Delay	11.1	22.3	0.1	28.1	12.2		23.6	25.6	2.4	14.5	13.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	11.1	22.3	0.1	28.1	12.2		23.6	25.6	2.4	14.5	13.8	
LOS	B	C	A	C	B		C	C	A	B	B	
Approach Delay		17.3			21.0			15.8			14.1	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	5	37	0	43	26		29	71	0	20	27	
Queue Length 95th (ft)	17	82	0	71	72		32	62	0	36	45	
Internal Link Dist (ft)		535			670			570			427	
Turn Bay Length (ft)	250		425	640			225		550	200		
Base Capacity (vph)	429	835	796	842	965		601	884	857	370	1076	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.15	0.03	0.28	0.20		0.15	0.24	0.24	0.22	0.11	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 61.5	

Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 47.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: 118th St & Dennis Chavez





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	184	330	243	192	165	81
Future Volume (vph)	184	330	243	192	165	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115			325	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1719	1810	1827	1553	1703	1524
Flt Permitted	0.453				0.950	
Satd. Flow (perm)	820	1810	1827	1553	1703	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				253		137
Link Speed (mph)		45	45		30	
Link Distance (ft)		1470	1229		1035	
Travel Time (s)		22.3	18.6		23.5	
Peak Hour Factor	0.52	0.52	0.76	0.76	0.59	0.59
Heavy Vehicles (%)	5%	5%	4%	4%	6%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	635	320	253	280	137
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Total Split (s)	13.0	70.0	57.0	57.0	40.0	40.0
Total Lost Time (s)	4.0	5.5	5.5	5.5	5.0	5.0
Act Effct Green (s)	66.0	64.5	51.5	51.5	35.0	35.0
Actuated g/C Ratio	0.60	0.59	0.47	0.47	0.32	0.32
v/c Ratio	0.63	0.60	0.37	0.29	0.52	0.24
Control Delay	17.4	17.5	20.5	3.1	34.8	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	17.5	20.5	3.1	34.8	5.7
LOS	B	B	C	A	C	A
Approach Delay		17.4	12.8		25.2	
Approach LOS		B	B		C	
Queue Length 50th (ft)	118	268	141	0	161	0
Queue Length 95th (ft)	87	166	170	20	146	4
Internal Link Dist (ft)		1390	1149		955	
Turn Bay Length (ft)	115			325		
Base Capacity (vph)	565	1061	855	861	541	578
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.60	0.37	0.29	0.52	0.24

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Dennis Chavez & 98th St



Intersection	
Int Delay, s/veh	86

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	103	96	7	770	115
Future Vol, veh/h	7	103	96	7	770	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	62	62	61	61	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	166	157	11	1283	192

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2826	163	0	0	169	0
Stage 1	163	-	-	-	-	-
Stage 2	2663	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	17	881	-	-	1407	-
Stage 1	865	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 1	881	-	-	1407	-
Mov Cap-2 Maneuver	~ 1	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	~ 3	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 695.6	0	22.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	1	881	1407	-
HCM Lane V/C Ratio	-	-	11.29	0.189	0.912	-
HCM Control Delay (s)	-	$ 10	783.6	10	25.7	0.4
HCM Lane LOS	-	-	F	B	D	A
HCM 95th %tile Q(veh)	-	-	2.8	0.7	15.5	-

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

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	37	210	0	33	897
Future Vol, veh/h	0	37	210	0	33	897
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	34	34	65	65	55	55
Heavy Vehicles, %	84	84	2	2	3	3
Mvmt Flow	0	109	323	0	60	1631

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1258	323	0	0	323	0
Stage 1	323	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Critical Hdwy	7.86	7.46	-	-	4.145	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-
Critical Hdwy Stg 2	7.06	-	-	-	-	-
Follow-up Hdwy	4.298	4.098	-	-	2.2285	-
Pot Cap-1 Maneuver	104	538	-	-	1229	-
Stage 1	555	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	99	538	-	-	1229	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	211	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	538	1229	-
HCM Lane V/C Ratio	-	-	0.202	0.049	-
HCM Control Delay (s)	-	-	13.4	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	315	0	0	625	0	294
Future Vol, veh/h	315	0	0	625	0	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	71	71	64	64
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	492	0	0	880	0	459

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	492
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	577
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	577
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	31.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	577	-	-
HCM Lane V/C Ratio	0.796	-	-
HCM Control Delay (s)	31.2	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	7.7	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	103	49	2	139	83
Future Vol, veh/h	5	103	49	2	139	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	-	-	275	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	53	53	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	206	92	4	188	112

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	526	94	0	0	96	0
Stage 1	94	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	497	962	-	-	1497	-
Stage 1	929	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	435	962	-	-	1497	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	545	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	4.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	435	962	1497	-
HCM Lane V/C Ratio	-	-	0.023	0.214	0.125	-
HCM Control Delay (s)	-	-	13.5	9.8	7.8	0.1
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.8	0.4	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	33	161	0	31	219
Future Vol, veh/h	0	33	161	0	31	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	51	51	48	48
Heavy Vehicles, %	100	100	2	2	11	11
Mvmt Flow	0	132	316	0	65	456

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	673	316	0	0	316	0
Stage 1	316	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	8.1	7.7	-	-	4.265	-
Critical Hdwy Stg 1	6.9	-	-	-	-	-
Critical Hdwy Stg 2	7.3	-	-	-	-	-
Follow-up Hdwy	4.45	4.25	-	-	2.3045	-
Pot Cap-1 Maneuver	262	516	-	-	1187	-
Stage 1	533	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	248	516	-	-	1187	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	516	1187	-
HCM Lane V/C Ratio	-	-	0.256	0.054	-
HCM Control Delay (s)	-	-	14.4	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	0	0	324	0	296
Future Vol, veh/h	240	0	0	324	0	296
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	76	76	69	69
Heavy Vehicles, %	5	5	4	4	2	2
Mvmt Flow	320	0	0	426	0	429

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	320
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	721
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	721
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	721	-	-
HCM Lane V/C Ratio	0.595	-	-
HCM Control Delay (s)	17.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	4	-	-

Appendix E

School Warrants

School Zone Warrants

Initial research of this topic has yielded no "warrants" for the establishment of school zones within the Unites States. This is also the case in the State of New Mexico and the City of Albuquerque. Many traffic related warrants are found in the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration, but there are no specific "warrants" for school zones. Establishment of school zones is considered a local jurisdiction's decision.

The MUTCD refers to school zones using the language "If a school zone has been designated under State or local statute…". This indicates that school zones are a local decision, and no warranting process is identified. The MUTCD provides guidance to ensure that school zones, once identified, are uniformly signed and marked; but does not provide guidance on when and where they should be established.

The City of Albuquerque (in the Albuquerque Code of Ordinances, 8-1-1-21) and State of New Mexico (in the State Statutes, 66-7-336) each address 'school crossings'. The two citations have essentially the same meaning with the city giving authority for the establishment of a school crossing to the Mayor and the state to the state transportation commission. In each case, the final decision to establish school crossings should include advice from the local superintendent of schools.

The City of Albuquerque ordinances also establish the requirement for all vehicles to stop when directed in school zones (8-2-3-5) and indicates that speeding is not permitted within school zones (8-2-4-1). Finally, the City has established that passing shall not be permitted within a school zone (8-2-5-9).

To establish a school zone along a portion of Dennis Chavez Blvd (a regional principal arterial) would require the collaboration of the Mayor of Albuquerque, the state transportation commission and Albuquerque Public Schools. One criterion from the State and City school crossing descriptions indicates that "School crossings are not required to be specifically posted when they are located: (1) at a signalized intersection…". Given that the intersection of Dennis Chavez Blvd and 118th St SW is signalized, it is unknown whether support could be raised for the establishment of a school zone on Dennis Chavez Blvd at Atrisco Heritage Academy.

Print

Albuquerque Code of Ordinances

§ 8-1-2-21 SCHOOL CROSSINGS.

(A) The Mayor, or his designated representative, with respect to streets in the city, with advice of the local superintendent of schools or his designated representative, is hereby authorized to establish and mark, or cause to be marked, crossings over or across streets or highways abutting a school or the grounds adjacent thereto.

(B) The Mayor, or his designated representative, with respect to streets in the city, with advice of the local superintendent of schools or his designated representative, and after adequate assurance has been given that proper safety precautions will be maintained at the crossings by the school authorities to enforce their use by children, is hereby authorized to establish and mark, or cause to be marked, crossings over or across streets or highways not abutting on school grounds.

(C) At all school crossings except as provided in this section, appropriate signs shall be provided as prescribed by the Mayor or his designated representative indicating the crossings and regulating traffic movement within the school zones.

(D) School crossings are not required to be specially posted when they are located:

(1) At a signalized intersection;

(2) At an intersection where traffic is controlled by a stop sign; or

(3) At a point where a pedestrian tunnel or overhead crossing is provided.

('74 Code, § 9-5-2.24) (Ord. 65-1974)

§ 8-2-3-5 SCHOOL ZONE.

It shall be unlawful for any operator of any bicycle or motor vehicle not to stop at any time that a uniformed school crossing guard who is standing by a crosswalk within an established school zone which is appropriately marked with signs, clearly signals either by hand or verbal command for the operator to stop, regardless of whether such operator can see any child or any other person in the crosswalk, at the curb or approaching the curb or crosswalk; provided that the signal to stop is given at a time the school crossing guard is normally on duty. This duty to stop when signaled to stop in a school zone crosswalk is in addition to the duty to stop for pedestrians as specified in § 8-2-3-6.

('74 Code, § 9-5-12.5) (Ord. 65-1974)

§ 8-2-4-1 SCHOOL ZONE SPEED LIMIT.

No person shall drive a vehicle in excess of the posted speed limit in a posted school zone.

('74 Code, § 9-5-6.1) (Ord. 65-1974)

§ 8-2-5-9 NO PASSING IN A SCHOOL ZONE.

No vehicle shall be driven so as to overtake and pass any other vehicle proceeding in the same direction while driving either on a public way adjacent to a school while children are going to or leaving school, or in a school zone when the school zone signs are in place.

('74 Code, § 9-5-7.9) (Ord. 65-1974)

New Mexico Statutes
66-7-336. School crossings.

A. Crosswalks may be established over highways abutting a school or the grounds adjacent to a school, and all children crossing the highways shall be required to do so within the marked crosswalks. The state transportation commission, with respect to state highways, and local authorities, with respect to streets under their jurisdiction, with advice of the local superintendent of schools, shall establish and mark or cause to be marked these highway crossings.
B. Crosswalks over highways not abutting school grounds may be established by the state transportation commission, with respect to state highways, and by local authorities, with respect to streets under their jurisdiction, with advice of the local superintendent of schools and after adequate assurance has been given that proper safety precautions will be maintained pursuant to regulations of the state transportation commission and of the local authorities. Responsibility for maintaining the crossing will be with the appropriate county or municipality wherein the school is located.
C. At all school crossings except as provided in this section, appropriate signs shall be provided as prescribed by the state transportation commission or local authorities within their respective jurisdictions, indicating the crossings and regulating traffic movement within the **school zones** .
D. School crossings are not required to be specially posted when they are located at:
    (1) a signalized intersection;
    (2) an intersection where traffic is controlled by a stop sign; or
    (3) a point where a pedestrian tunnel or overhead crossing is provided.

History: 1941 Comp., § 68-2435, enacted by Laws 1953, ch. 139, § 89.1; 1953 Comp., § 64-18-35; Laws 1955, ch. 93, § 1; 1963, ch. 83, § 1; 1975, ch. 6, § 1; recompiled as 1953 Comp., § 64-7-336, by Laws 1978, ch. 35, § 440; 2003, ch. 142, § 20.

Section 7B.09 School Zone Sign (S1-1) and Plaques (S4-3P, S4-7P) and END SCHOOL ZONE Sign (S5-2)

Standard:

01 **If a school zone has been designated under State or local statute, a School (S1-1) sign (see Figure 7B-1) shall be installed to identify the beginning point(s) of the designated school zone (see Figure 7B-2).**

Option:

02 A School Zone (S1-1) sign may be supplemented with a SCHOOL (S4-3P) plaque (see Figure 7B-1).

03 A School Zone (S1-1) sign may be supplemented with an ALL YEAR (S4-7P) plaque (see Figure 7B-1) if the school operates on a 12-month schedule.

04 The downstream end of a designated school zone may be identified with an END SCHOOL ZONE (S5-2) sign (see Figures 7B-1 and 7B-2).

05 If a school zone is located on a cross street in close proximity to the intersection, a School Zone (S1-1) sign with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school zone soon after making the turn.

Section 7B.10 Higher Fines Zone Signs (R2-10, R2-11) and Plaques

Standard:

01 **Where increased fines are imposed for traffic violations within a designated school zone, a BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 7B-1) or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or $XX FINE (R2-6bP) plaque (see Figure 2B-3) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-2 and 7B-3).**

Option:

02 Where appropriate, one of the following plaques may be mounted below the sign that identifies the beginning point of the higher fines zone:

A. An S4-1P plaque (see Figure 7B-1) specifying the times that the higher fines are in effect,
B. A WHEN CHILDREN ARE PRESENT (S4-2P) plaque (see Figure 7B-1), or
C. A WHEN FLASHING (S4-4P) plaque (see Figure 7B-1) if used in conjunction with a yellow flashing beacon.

Standard:

03 **Where a BEGIN HIGHER FINES ZONE (R2-10) sign or a FINES HIGHER (R2-6P) plaque supplementing a School Zone (S1-1) sign is posted to notify road users of increased fines for traffic violations, an END HIGHER FINES ZONE (R2-11) sign (see Figure 7B-1) or an END SCHOOL ZONE (S5-2) sign shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figures 7B-2 and 7B-3).**

Section 7B.11 School Advance Crossing Assembly

Standard:

01 **The School Advance Crossing assembly (see Figure 7B-1) shall consist of a School (S1-1) sign supplemented with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque.**

02 **Except as provided in Paragraph 3, a School Advance Crossing assembly shall be used in advance (see Table 2C-4 for advance placement guidelines) of the first School Crossing assembly (see Section 7B.12) that is encountered in each direction as traffic approaches a school crosswalk (see Figure 7B-4).**

Option:

03 The School Advance Crossing assembly may be omitted (see Figure 7B-5) where a School Zone (S1-1) sign (see Section 7B.09) is installed to identify the beginning of a school zone in advance of the School Crossing assembly.

04 If a school crosswalk is located on a cross street in close proximity to an intersection, a School Advance Crossing assembly with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school crosswalk soon after making the turn.

05 A 12-inch reduced size in-street School (S1-1) sign (see Figure 7B-6), installed in compliance with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6 or R1-6a) signs (see Section 2B.12), may be used in advance of a school crossing to supplement the post-mounted school warning signs. A 12 x 6-inch reduced size AHEAD (W16-9P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

Appendix F

Draft Report Comments

2016.185.9

CITY OF ALBUQUERQUE

February 28, 2018

Nevin Harwick
High Mesa Consulting Group
6010-B Midway Park Blvd. NE
Albuquerque, NM 87109

Re: Atrisco Heritage Academy High School Access
Intersection of Dennis Chavez Blvd. and 118th St.
Traffic Impact Study
Engineer's Stamp dated 2-09-2018 (P09-D001A)

Dear Mr. Harwick,

The subject Traffic Impact Study submittal received on February 27, 2018 has been reviewed and approved by the Transportation Development Section. There are no comments that need to be addressed.

The final Traffic Impact Study shall be valid for a period of three years. Should significant modifications to the approved development proposal occur, the approved study shall be revised to incorporate any changes.

Sincerely,

Ernest Armijo, PE
Senior Engineer, Planning Dept.
Development Review Services

via: email
C: Applicant, File

PO Box 1293
Albuquerque
NM 87103
www.cabq.gov

County of Bernalillo

State of New Mexico

Public Works Division

Date:	March 5, 2018
To:	Nevin Harwick, High Mesa Consulting Group
From:	Elias Archuleta, Bernalillo County Technical Services Director Richard Meadows, Bernalillo County Technical Planning Manager Brian Lopez, Bernalillo County Construction Manager Julie Luna, Bernalillo County Transportation Planner
Subject:	Bernalillo County Comments on Draft APS Atrisco Heritage Academy High Scholl Access Traffic Impact Analysis

General Comments

Bernalillo County is in agreement with the findings and recommendations of the study.

- Bernalillo County strongly supports the access road connecting 118th St to 98th St to be a **minor collector** roadway. A minor collector roadway has the dual advantage that it is intended for low-speed, low-volume traffic, but it is also eligible for federal funding. Given limited APS and Bernalillo County funds, being able to pursue federal funds is an important tactic.

- A minor collector access roadway will allow both Atrisco Heritage Academy High School and George I. Sanchez Collaborative Community School a **future means to reach both schools on a roadway that is not a principal arterial.** It also allows a connection to the adjacent neighborhood. Whereas without the connection, adjacent future neighbors will need to take the longer route on the current and future principal arterials, N.M. 500 and 118th St. The added travel on these roads will increase congestion, increase potential conflicts and reduce the ability to walk or bicycle to school.

- In addition to coordination with the developer east of the school, **coordination is also needed to determine how the future road will interface with the high school and the combined elementary-middle school**.

- A future trail alignment is located between the high school and the K-8 school (Long Range Bikeway System map on following page). Typically, trails are not located alongside collector roads. Coordination is needed to determine if the trail should remain alongside the roadway alignment or be located along the North Branch Borrego Channel.



Specific Comments

1. **Page 1** - *1.1 Roadway Network*: Please provide the Long Range Roadway System future functional classification. Dennis Chavez Blvd is a regional principal arterial and 118th is community principal arterial.

2. **Page 2** - *2.0 Traffic Analysis Methodology*: Although not necessary for this TIA, it is a good idea to use the most recent version of the Highway Capacity Manual and associated software.

3. **Page 3** -
   - *Truck Percentage* – Should the percent heavy vehicles for the bus access be the assumed minimum 2% given the size and the speed of buses?

   - *Saturation Flow Rate* - Please provide the units for pcphpl (passenger cars per hour per lane? Or vehicles per hour per lane?

   - *Roadway Grades – All analysis assume flat grades* – Page 8 discusses how the 4-8% grade affected the intersection. Please explain why the flat grade assumption is valid.

4. **Page 4** -

   - Please provide the date the traffic volumes were collected. Although Wednesday October 4, 2017 is provided on the count sheets, it is good to have it in the narrative as well.

   - Start and end times – Sometimes school start and end times seem to be a little complicated with early classes and late classes/activities. If this is the case, please include these details about start and end times. The PM peak experienced less traffic, it would be nice to get an idea how much might be due to after school activities or being off the commuter peak. It seemed like APS had some comments at the 2/14/2018 meeting too.

   - Please include a description how George I. Sanchez Collaborative Community School relates to the intersection. What are the start/end times for this school? There were 115/96 AM trips and 83/49 PM trips related to destinations south of the AHA southern entrance. How much of this traffic could be related to the K-8 school?

   - Table 3 - There are a few typos in this table. Please correct them so that they match with the rest of the document.

Table 3
Existing (2017) AM and PM Peak Hour Turning Movement Volumes

Intersection	Eastbound			Westbound			Northbound			Southbound		
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT
AM Peak Hour (6:35 to 7:35)												
Dennis Chavez @ 118th St	6	73	139	485	~~126~~ 128	16	37	103	401	126	311	72
Dennis Chavez @ 98th St	186	441			399	105				433		226
118th @ AHA Bus Access				0		37		504	0	33	897	
118th @ AHA High Driveway				~~3~~ 7		397		96	7	770	115	

5. **Page 5** – Table 4. There appears to be a small error with trip reassignment made at the uncritical location of the bus access northbound through movement. Remove 294 trips from the existing 504 through trips and the remainder is 210; the table shows 199. Also 199 was used in the Synchro analysis.

6. **Page 6** – Thank you for explaining how the peak hour was examined.

7. **Page 7** -

   - Table 5 – If the delay is over 120 seconds, is it possible/reasonable to provide the number? Or is ">120s" intended to show that the west bound left turns on average wait more than one cycle?

- "LOS D is estimated for the southbound left turn, not LOS E." A statement like this should be explained. With a 74-second average delay, this puts it solidly into an "E" category.

- It was interesting reading about the 118th/N.M. 500 intersection.

8. **Page 11-12** – The safety analysis was explained well. There was one crash at 118th that involved a pedestrian on 1/27/2013, but it does not seem to be school related given that it occurred at 1:22 AM on a Sunday and it involved alcohol.

9. **Page 15** – Neighborhood Collector - There is no neighborhood collector roadway classification. A minor collector is the smallest roadway class that is eligible for federal funding. Both Bernalillo County and City of Albuquerque break local roads, which are not eligible for federal funding, into two categories, major local and local. Bernalillo County supports the recommendation for the future access road to be a *minor collector*.

10. **Page 16** – There is a discussion of pedestrian activity, but this was not included in the count sheets. Please provide pedestrian and bicycle counts. This documentation may be included in the appendix.

11. **Appendix B Count Sheet** - Count sheet for 98th St intersection has "Unser" column heading. It should be "98th".

New Mexico DEPARTMENT OF TRANSPORTATION

April 19, 2018

Nevin Harwick
High Mesa Consulting Group
6010-B Midway Park Blvd NE
Albuquerque, New Mexico 87109

Subject: APS Atrisco Heritage Academy High School Access Studies
Southeast quadrant of NM 500 & 118th Street
Albuquerque, Bernalillo County, New Mexico

Dear Mr. Harwick:

This letter is to inform you that the APS Atrisco Heritage Academy High School Access Traffic Impact Analysis (TIA) and Traffic Engineering Study for the existing school on the southeast quadrant of NM 500 (Senator Dennis Chavez) and 118th Street dated February 9, 2018 have been reviewed.

The NMDOT concurs with the finding and recommendations outlined in these reports. Furthermore, NMDOT supports the mitigation measures outlined below.

1. No additional egress access will be allowed on NM 500.
2. Provide connectivity from 118th Street to 98th Street allowing a connected street network to disburse traffic volumes currently concentrated at NM 500 & 118th Street.
3. Improvements to NM 500 & 118th Street to include
   - Installation of advance detection at the signal
   - Signal timing adjustments to extend the WBL
   - Exploration of the removal of the signal coordination of 118th Street and 98th Street.
   - Exploration of other signal phasing and timing options.
4. Improvements of school site circulation within the school property.
5. Consideration to reduce driving lane widths to promote traffic calming along NM 500.
6. No installation of a school zone along NM 500.

Susana Martinez
Governor

Tom Church
Cabinet Secretary

Commissioners

Ronald Schmeits
Chairman
District 4

Dr. Kenneth White
Secretary
District 1

David Sepich
Commissioner
District 2

Keith Mortensen
Commissioner
District 3

Butch Mathews
Commissioner
District 5

Jackson Gibson
Commissioner
District 6

If you have any questions, please feel free to call me at 505.798.6625 or email me at Nancy.Perea@state.nm.us

Sincerely,

Nancy R. Perea, P.E.
District 3 Traffic Engineer

Copies:
Jill Mosher, NMDOT D3 ADE
Margaret Haynes, NMDOT D3 ADTE
Racquel Michel, COA Planning
file

Attachments:
Exhibit A – TIA page 15-17
Exhibit B – Traffic Engineering Study page 11

EXHIBIT A

8.0 FINDINGS AND RECOMMENDATIONS

8.1 FINDINGS AND CONSIDERATIONS

The construction of a new egress from the Atrisco Heritage Academy High School to Dennis Chavez Blvd will negligibly impact traffic operations and safety along Dennis Chavez Blvd. Traffic operations analyses indicate that the new egress would operate at level of service (LOS) D or better during each peak hour. The Dennis Chavez Blvd/118th Ave intersection will operate with no measurable improvement (a minimal average delay increase is forecast), though it should be noted that safety should be enhanced by reducing potential vehicle-pedestrian conflicts through the removal of 74% of the northbound right turns.

Operations improvements are anticipated at the AHAHS driveway with 118th St because many of the exiting right turns will be relocated to the new exit. Traffic reassignment will also lead to minimal operations improvement at the 118th St bus access.

The findings of the study question the need of implementing the new egress at this time because of the lack of improvement to the Dennis Chavez Blvd corridor. Is there another alternative that would not violate the access policy on Dennis Chavez Blvd, improve traffic operations at the 118th St school accesses and provide long-term benefit? One concern is how long will this egress provide an improvement. In the future, when development occurs to the west and south of the school, traffic will increase along 118th St, and the proposed egress may fail during the AM peak period. This will occur if eastbound Dennis Chavez Blvd traffic increases by 24% or 75 vehicles.

A safer, long-term alternative would be to construct a second school access through the proposed development to the east. This would provide access to 98th St, extended south of Dennis Chavez Blvd. The access road from the school to 98th St could be constructed as a neighborhood collector street, with intersections for circulation, but no residential or commercial driveways. (There are a number of corridors of this type in Anderson Hills to the north.) This would minimize school traffic passing by residences, or potentially parking along a residential street. It would also provide access to Dennis Chavez Blvd at an existing signalized intersection, a desired full-access location. This would be a preferred alternative to the egress only studied herein, though it is unknown when that area might develop. It is understood that there have been development proposals for about 10 years, yet no development has moved forward. If this alternative is preferred to solve future traffic operations concerns, it would be prudent to meet with the property owner and reviewing agency(ies) to establish the need for a school access street while preparing development plans.

Most of the existing traffic operations deficiencies result from the traffic signal timing at the Dennis Chavez Blvd/118th St intersection. First, the corridor is coordinated with signals to the east of this intersection; and it appears to run a relatively fixed cycle length during the AM peak period. The PM peak hour is not coordinated and is running 'free', meaning it is a fully actuated signal and is traffic responsive. The traffic signal timing deficiencies lead to frequent traffic violations, the primary one being running of red indications. The most common violation occurs for the westbound dual left-turn because eastbound traffic is infrequent. Drivers were also observed to run the southbound 118th St red indications during off peak periods. Timing adjustments for the intersection should be considered.

Reviewing the signal timing at the Dennis Chavez Blvd/118th St intersection found that the westbound left-turn vehicle extension is 1.5 seconds, and this may be too short. The through movements receive 4.0 seconds for vehicle extension, and those vehicles are moving at 45 to 55 mph. The left-turns most frequently start from a stopped condition, and the movement frequently times out because a long gap is created between successive vehicles. Westbound Dennis Chavez Blvd on this approach slopes up between 4.5% and 5%. This leads to frequent vehicle gaps which time out the left-turn phase prematurely. The operating agency should study if a longer vehicle extension would be more appropriate to better serve this movement.

Increased enforcement should also be considered given the frequency of traffic violations at the Dennis Chavez Blvd intersection. The many red light violations will lead to increased conflicts and crashes. West of the intersection, numerous U-turns are made within the Dennis Chavez Blvd travel lanes, 50' to 100' from the intersection. As traffic increase, crashes will increase if this behavior is not modified.

There is moderate pedestrian activity crossing Dennis Chavez Blvd both before and after school. The AM period recorded 35 pedestrian crossings and the PM recorded 63. The afternoon increase is partly a result of parents parking along the west side of 118th St to pick up students. The pedestrians induce additional delay as students were observed to stop in the travel lane to wait for friends, delaying primarily the northbound right-turning traffic. The proposed egress would reduce these potential conflicts by reducing the number of right turns. The school could also discourage this practice of picking up students off site.

Another concern is the lack of adequate illumination. Data collection began during darkness, and the luminaire that should provide the best light for the crosswalk was not operating. This is a concern as numerous students crossed in the dark. Overall, the 118th St intersection has only 2 luminaires, and improving the intersection with one in each intersection quadrant for a total of 4 should benefit safety and provide better redundancy when a luminaire fails.

The agencies operating Dennis Chavez Blvd should review the illumination systems on the road. Crash experience indicates that nighttime crashes are overrepresented within the corridor, and this may be a function of limited intersection lighting. Thirty-nine percent of the 2013-2015 crashes occurred after dark, almost double the statewide average. Neither of the signalized intersections studied has the standard of one luminaire per approach, and there is no illumination at either AHAHS driveway with 118th St. During the first 30 minutes of data collection, the area was dark and would benefit from illumination.

8.2 RECOMMENDATIONS

The following recommendations are proposed within the study area. It is anticipated that all traffic signing and markings shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

1. Do not construct the high school egress to Dennis Chavez Blvd at this time.
2. Coordinate with the developer to the east of the school to provide an access from an extension of 98th St south of Dennis Chavez Blvd. It is anticipated that 98th St and Unser Blvd will be the primary accesses to land south of Dennis Chavez Blvd. The discussion should include the type of roadway, which should have minimal or no driveway access west of 98th St and a logical connection to the school property.

3. Examine the westbound left-turn vehicle extension timing at the Dennis Chavez Blvd/118th St intersection. The vehicle extension should be extended to minimize cycle failures and red light violations. An alternative would be to timeout the eastbound movement mid cycle and recall the left-turn phase when no traffic is served in the eastbound lanes. This will require installation of advance loops on the eastbound approach and this should be investigated by the operating agency.
4. Remove signal coordination at the 118th St/Dennis Chavez Blvd intersection. The intersection is located approximately 0.75 west of 98th St, and does not benefit from coordination. The intersection should operate fully actuated during each peak period, not just the PM peak.
5. Increase enforcement of traffic laws at the Dennis Chavez Blvd/118th St intersection, as well as along 118th St.
6. Examine illumination at each intersection and improve the lighting to the minimum standard of one luminaire on each signalized intersection approach or one luminaire at an unsignalized intersection. The school generates traffic during hours of darkness before school and for evening events, and adequate illumination should be provided to enhance safety.

EXHIBIT B

6.0 FINDINGS

The studies conducted herein have been valuable in understanding the impact of school related traffic on the surrounding residential community. Off-campus parking is a concern of some local residents, however, the study conducted found only a single student parking on a residential street. It is noted that the study was conducted during the winter with cold morning temperatures. This could discourage students from walking the 7 to 10 minutes to school. It is possible that more students will park in this area in the spring or fall when temperatures are more amenable. Based upon the current study, no mitigation is proposed.

There is a community concern with 'cut-through' traffic in the neighborhoods north of the school. Based upon the volumes collected when school is in session and on break, the school related volumes do not seem inappropriate given the amount of residential development north of the school. Volumes build as the locations are closer to the school, as would be anticipated. There is a significant increase in volume when school is in session as students and parents drive to school. But the primary roads they are using are functionally neighborhood collector roads with no residential frontage, thus they do not impact driveway movements. Driveway conflicts are a primary concern of cut-through traffic. With no driveways along these routes, no mitigation is proposed.

Travel speeds along the four roadway segments studied are significantly above the posted speed limit. The speeding is largely a result of the roadway environment – good sight distance, wide roads with gradual horizontal curvature, and no driveway access. The findings indicate that to resolve speeding it will likely require either modifying the roadways or frequent enforcement. Given that 76% to 94% of the traffic is traveling at or above the posted limit, it is unlikely that enforcement will be effective. Narrowing of the roadways, possibly by striping bike lanes, may be affective on Amole Mesa Ave and Messina Dr. Installation of radar reader boards along these roads may also be effective as long as they post "Slow Down" when vehicles are traveling at more than 10 mph over the posted speed. The City of Albuquerque should study these roads and determine the proper mitigation to implement.

HIGH MESA Consulting Group
Engineers, Surveyors & Subsurface Utility Consultants

2016.185.9
April 18, 2018

Ms. Julie Luna
Transportation Planner
Bernalillo County Public Works
2400 Broadway Blvd SE
Albuquerque, NM 87102

Re: Atrisco Heritage Academy High School Access Traffic Impact Analysis Comments

Dear Ms. Luna:

Thank you for your comments forwarded to us dated March 5, 2018 concerning the project referenced above. I appreciate your thorough review and wanted to address the comments in a letter as well as in changes to the document. The revised document will be issued once we receive comments from each reviewing agency, and to date, we have not received comments from the NMDOT.

The first issue to address is page one of the comments where you discuss an access road from the east and a non-motorized trail. Initially, you indicate that "*Bernalillo County strongly supports the access road connecting 118th St to 98th St to be a minor collector roadway*". The intent in the report is that an access road be constructed through the new subdivision to provide access to the school. The road, as discussed at the meeting on February 14, would not be continuous through the site. There was discussion that the road would intersect the existing parking area somewhere along the east side, but it would not be continuous through the site. This is a safety and security issue for APS which would not permit a public street through its property. It is also anticipated that this would be a gated access that could be opened and closed as school needs permit.

You also discuss this access road as a potential access for George I Sanchez. There is currently no plan for a new high school access to also provide access to the K-8. When planning the community to the east, it may be feasible to provide a similar roadway access to the school parking area, or a new drop-off/ pick-up area for George I Sanchez. A potential future connection at the southeast corner of George I. Sanchez was discussed at the Conditional Use Permit Hearing and the site design can accommodate this connection. That should be coordinated between the developer, the County, and APS. Again, if a direct connection is considered for that school, it would not provide through access to 118th St and would be a gated access.

You raised the issue of a proposed trail access through the school property that is included on the MRCOG mapping. APS is opposed to such a trail for safety and security reasons and intends to work with MRCOG to remove that trail from the Long Range Bikeway System. Again, school property is not public right-of-way, and APS is not interested in providing right-of-way for a public trail at this time.

I think your suggestion of using the North Branch Borrego Channel right-of-way (or easement) would provide a good non-motorized corridor, located approximately half a mile south of Dennis Chavez Blvd. It will provide connection from the residential community to the east and the trail along the east side of 118th St.

Let me also address each of your specific comments about the report and provide some explanation as required.

Comment 1. Page 1 - 1.1 Roadway Network: Please provide the Long Range Roadway System future functional classification. Dennis Chavez Blvd is a regional principal arterial and 118th is community principal arterial.

You reference the functional classifications of the primary roads and the references have been changed.

Comment 2. Page 2 - 2.0 Traffic Analysis Methodology: Although not necessary for this TIA, it is a good idea to use the most recent version of the Highway Capacity Manual and associated software.

The reference for the Highway Capacity Manual has been updated. We are currently running Synchro 9 as we are waiting for the bugs to be reduced.

Comment 3. Page 3 –

- Truck Percentage – Should the percent heavy vehicles for the bus access be the assumed minimum 2% given the size and the speed of buses?
- Saturation Flow Rate - Please provide the units for pcphpl (passenger cars per hour per lane? Or vehicles per hour per lane?
- Roadway Grades – All analysis assume flat grades – Page 8 discusses how the 4-8% grade affected the intersection. Please explain why the flat grade assumption is valid.

The truck percentages used are as measured in the field, or 2% minimum. The 2% is used when the actual percentage is less than 2%. With that said, I reviewed the analyses, and found that some of the intersections did not have the current heavy vehicle percentages. These were updated. The saturation flow rate acronym pcphpl is defined in the Acronyms section in the table of contents. Roadway grades are considered flat on all approaches except Dennis Chavez Blvd at 118th St. Flat grades are considered 3% or flatter, which is valid on all but that roadway. I thought that was the case in the analyses, but noted that the Dennis Chavez grades were not included. That has been updated.

Comment 4. Page 4 –

- Please provide the date the traffic volumes were collected. Although Wednesday October 4, 2017 is provided on the count sheets, it is good to have it in the narrative as well.
- Start and end times – Sometimes school start and end times seem to be a little complicated with early classes and late classes/activities. If this is the case, please include these details about start and end times. The PM peak experienced less traffic, it would be nice to get an idea how much might be due to after school activities or being off the commuter peak. It seemed like APS had some comments at the 2/14/2018 meeting too.
- Please include a description how George I. Sanchez Collaborative Community School relates to the intersection. What are the start/end times for this school? There were 115/96 AM trips and 83/49 PM trips related to destinations south of the AHA southern entrance. How much of this traffic could be related to the K-8 school?

- Table 3 - There are a few typos in this table. Please correct them so that they match with the rest of the document.

The data collection date was included. As far as school bell times and its influence on traffic, the periods of concern are before and after the official bell times. We are analyzing the peaks, not all time periods continuously. If there are before or after school activities, that is non-consequential. Some after school activities may minimally influence the PM peak hour of adjacent street traffic, but that is not a concern for this study. We are focused on the before and after school traffic patterns.

You also inquired about the influence of George I Sanchez on the AHAHS traffic. It is negligible since the school bell times are 85 minutes after the high school. You note that there are a number of peak hour northbound trips at the high school access with 118th St. While we did not do an origin/destination study for those trips, the majority result from parents making U-turns south of the school access to drop off or pick up students. A small number of trips are from the residential subdivision to the south and some related to George I Sanchez. I counted the Sanchez/118th St driveway in 2016, and from 6:45 until 7:30, there were 28 vehicles entering and 11 vehicles leaving. The afternoon AHAHS peak from 2:30 to 3:00 saw 7 entering and 9 leaving George I Sanchez. The AM peak, with the higher volumes, represents 3.2% of southbound traffic and 10.7% of northbound traffic at the AHAHS school access.

Comment 5. Page 5 – Table 4. There appears to be a small error with trip reassignment made at the uncritical location of the bus access northbound through movement. Remove 294 trips from the existing 504 through trips and the remainder is 210; the table shows 199. Also 199 was used in the Synchro analysis.

You note the discrepancy in the volumes for the trip reassignment. I can only explain this as a typo. The error has been corrected in the table and analyses.

Comment 7. Page 7 –

- Table 5 – If the delay is over 120 seconds, is it possible/reasonable to provide the number? Or is ">120s" intended to show that the west bound left turns on average wait more than one cycle?
- "LOS D is estimated for the southbound left turn, not LOS E." A statement like this should be explained. With a 74-second average delay, this puts it solidly into an "E" category.
- It was interesting reading about the 118th/N.M. 500 intersection.

I do not list an average delay in excess of 120s because the equations for these analyses are asymptotic. This means that the delay increases to an unreasonable value. For that reason, I have always considered the actual value very unreliable over 120 seconds of average delay. For instance, the computed average control delay for the seven (7) westbound left turns from the school driveway to southbound 118th St is 11,170 seconds. That converts to 186 minutes or 3 hours and 6 minutes per vehicle on average. As the numbers indicate, that is not feasible. The actual delay is likely less than two minutes because gaps in congested traffic are created and vehicles are permitted to proceed. This is an extreme example, but it is why I suggest using 120 seconds as a reasonable upper delay threshold. The actual delay values are always included on the level of service worksheets in the appendices. I am interested in accuracy, not precision.

I occasionally indicate when I don't think the analyses represent the situation. Remember that an analysis program is a mathematical representation of operations, not actual operations. A thorough observation study was not conducted; however, observation of traffic at the intersection indicated that

queued vehicles cleared the intersection during each cycle. That is not to say there were no red light violations. A delay study could be conducted to provide additional information, but observation of operation led to that conclusion.

Comment 9. Page 15 – Neighborhood Collector - There is no neighborhood collector roadway classification. A minor collector is the smallest roadway class that is eligible for federal funding. Both Bernalillo County and City of Albuquerque break local roads, which are not eligible for federal funding, into two categories, major local and local. Bernalillo County supports the recommendation for the future access road to be a minor collector.

Perhaps I am dating myself a bit. There used to be a classification referred to as a neighborhood collector which was actually a local street that acted as a collector within a neighborhood. I think the major local classification is most accurate based upon today's standards. I would recommend that any roadway connecting to the schools have this functional classification and have none or minimal roadside access. The functional classification of any future roads will be under the authority of the local jurisdiction.

Comment 10. Page 16 – There is a discussion of pedestrian activity, but this was not included in the count sheets. Please provide pedestrian and bicycle counts. This documentation may be included in the appendix.

I have included the pedestrians in the raw volume summaries in the appendix. I typically don't include them because they can influence the peak hour volumes if included. They were used in the analyses; however, they have little influence when less than 100 pedestrians are found within the peak hour. The PM peak had 65 pedestrians/cyclists. (I believe there were 2 cyclists counted during the data collection.)

Comment 11. Appendix B Count Sheet - Count sheet for 98th St intersection has "Unser" column heading. It should be "98th".

The count sheet heading was corrected.

Please let me know if you have any questions or comments. I hope the revised report will be out soon.

Sincerely,

HIGH MESA CONSULTING GROUP

Nevin Harwick, PE, PTOE

NH:nh

ecc: Elias Archuleta, Bernalillo County
Richard Meadows, Bernalillo County
Brian Lopez, Bernalillo County
Karen Alarid, Albuquerque Public Schools
Graeme Means, High Mesa Consulting Group

Traffic Impact Analysis



HIGH MESA Consulting Group

6010-B Midway Park Blvd. NE • Albuquerque, NM 87109
Phone: 505.345.4250 • Fax: 505.345.4254 • www.highmesacg.com

APS Atrisco Heritage Academy High School Access

Ceja Vista Development

(Dennis Chavez Blvd. / Unser Blvd.)

Traffic Impact Study

August 25, 2019

F I N A L

Presented to:

New Mexico Dept. of Transportation
District 3

City of Albuquerque
Transportation Development

Bernalillo County
Public Works Department

Prepared for:

Westpac New Mexico, LLC
6330 Riverside Plaza Ln. Suite 230
Albuquerque, NM 87120



Terry O. Brown P.E.
P.O. Box 92051
Albuquerque, NM 87199
505 · 883 · 8807

Agency Letters of Comment and Consultant Responses

New Mexico Department of Transportation

New Mexico DEPARTMENT OF TRANSPORTATION

Date: December 28, 2018

TO: Terry Brown, P.E.

FROM: Margaret Haynes, NMDOT Assistant District 3 Traffic Engineer

SUBJECT: Ceja Vista Development Traffic Impact Study
South of NM 500 from 98th to Unser
Albuquerque, Bernalillo County, New Mexico

The NMDOT received the TIS dated September 30, 2018. District Three and Traffic Technical Support's comments are below.

General comments:

NMDOT recommends 98th Street and Unser Blvd be realigned through Ceja Vista as a true North-South route with eventual connectivity to Gun Club Rd. Furthermore, connectivity should be planned to Grace Vigil/Karol Street for future access to Gun Club via NM 45.

98th Street and Unser roadway alignments shall be defined by coordination with Bernalillo County for connectivity of the future roadway network with adjacent County Roads.

It is unclear what methodology is used for calculating queue lengths, use HCM methodology.

Provide summary of crashes for most recent 5 years of crash data for all intersections along NM 500.

Was existing signal timing used? Include those timing sheets in the appendix.

At plan development of the 98th Street signal, the developer shall initiate the development of the Signal and Lighting Agreement between the NMDOT and COA for all the signals along NM 500 that the COA currently maintains and will continue to maintain.

NMDOT supports additional partial access to help establish a roadway network and connectivity to NM 500 from Ceja Vista.

Report Comments:

Page 2 – Enlarge site map, unable to read access labels.

Page 3 – Proposed developments in this area include (1) Residential development - Sunrise Village south of NM 500 on Condershire and (2) Las Estancias Development on Coors and Las Estancias.

Page 3 – Either the Study Area Conditions or the Existing Conditions Analysis needs to describe the relation of the signalized intersections in the study area. Are they coordinated? If they are coordinated then the existing conditions analysis needs to identify the green band through the system (if any) as part of the traffic analysis.

Page 4 – This development has identified phasing per the City of Albuquerque's Infrastructure List. Include write-up based on those phases and add to appendix.

Page 12 – For Gun Club/Coors, how does SBL no build yield a metered queue when full build does not during the AM peak? How is this true with Las Estancias being over 2500-feet away? Consider running additional analysis until both no build and build coincide better?

Page 13 – There were some improvements requested at the Dennis Chavez & Coors intersection associated with the with Sunrise Village development. Both developments will be responsible for building any warranted off-site improvements it warrants.

Page 13 – The eastbound approach is analyzed as having an exclusive right turn lane, yet the pavement markings show a combination through/right turn lane. There is a channelized right turn lane but it has a very short deceleration length associated with it. A dedicated eastbound right turn lane shall be installed. The full build trips alone warrant a deceleration lane.

Page 14 – The eastbound left turn is shown as having a length of 115'. It measures as about 350'.

Page 14 - The traffic analysis shows an exclusive eastbound right turn lane. The queueing chart shows no exclusive lane. As stated above, the eastbound right turn lane needs to be lengthened.

Page 14 – There are two existing eastbound through lanes but they are only dual lanes for a distance of approximately 500'. The queue for the eastbound through in the AM peak is over 600' length. These two through lanes need to extend for a distance long enough to ensure that they operate as needed.

Page 14 – The mitigated geometry for the westbound through movement is also two lanes. This will require the construction of an exclusive right turn lane as well.

Page 17 – The northbound left turn at Dennis Chavez & NM 118 is a LOS F in the AM Peak. This is not an acceptable movement. The report states that all movements are acceptable.

Page 17 – The WB left turn at Dennis Chavez & NM 118 has a v/c ratio of 1.02 in the AM Peak. This is a LOS F instead of LOS E as shown in the table.

Page 18 – There are 497 westbound left turns shown for the 2022 No Build AM peak at Dennis Chavez & NM 118 . There are only 487 westbound left turns shown in the 2022 Build Condition. It seems like they should be the same.

Page 20 – Verify proposed geometry with COA infrastructure list. Bike lanes shall be added as described.

Page 20 – It should be noted that the additional geometry added to NM 500 & 98th St, NM 500 & Unser, and NM 500 and NM 45 shall require signal improvements for potentially all approaches based on the proposed geometry.

Page 21 – The Mitigated Build Condition for the northbound right turn at Dennis Chavez & 98th St shows 2 lanes but the queuing chart shows just 1.

Page 22 –All auxiliary lanes feeding into a NMDOT facility shall meet NMDOT deceleration and taper lane lengths.

Page 23 – The Mitigated Build Condition for the northbound right turn at Dennis Chavez & Unser still results in a LOS F. A right in-right out should be considered at appropriate spacing between 98th St and Unser along Dennis Chavez. The internal circulation of the development should be designed to make the right in-right out access attractive to a large portion of the trips. That potential partial access will also require a deceleration lane and a 14' wide median along NM 500 to manage that access.

Page 24 – It should be noted that the additional geometry added to NM 500 & Unser shall require signal improvements for northbound and southbound approaches.

Page 26 – All auxiliary lanes feeding into a NMDOT facility shall meet SAMM requirements.

Page 27 - It is unclear the extents and financial responsibility of the proposed intersection improvements at NM 500 and Condershire. There are currently no planned projects for this intersection in the STIP.

Page 29 – Where is Rio Bravo Sq. Driveway? Provide map of all study intersections in the front end of the report.

Page 35 – At NM 45 and NM 500 it is noted that by 2032 no build, build and build with proposed mitigation conditions the intersection will be a LOS F in the PM peak hour.

Page 36 – At NM 500 and 118th Street it is noted that by 2032 no build and build conditions the intersection will be a LOS F in the AM peak hour.

Page 37 – At NM 500 and 98th Street it is noted that by 2032 no build and build conditions the intersection will be a LOS F and mitigated condition will be a LOS E for the AM peak hour.

Page 38 – At NM 500 and Unser it is noted that by 2032 no build, build and build with proposed mitigation conditions the intersection will be a LOS F for the AM peak hour.

Page 42 – The extent of the recommendations is not clear. Provide a typical section of the corridor improvements for each, noting existing and proposed by Ceja Vista.

Page 43 – The report identifies multiple improvements to be made at several intersections; however given the proximity of the intersections and the existence of the Hubbell Channel that is limiting the existing width of Dennis Chavez now, these improvements are more of a corridor improvement plan. A typical section should be decided upon for Dennis Chavez from 118th St to Coors and that should be typical section for the entire corridor instead of just widening at intersections. This would also require widening of the Hubbell Channel bridge. The report

proposes a phased improvement plan; however this might be difficult due to the existing capacity constraints on Dennis Chavez currently.

CC:
Nancy Perea, NMDOT
Brad Julian, NMDOT
Julie Luna, BC
Bobby Baker, BC
Racquel Michel, COA
Ernest Armijo, COA
Tim Brown, COA

Terry O. Brown P.E.
Civil / Transportation Engineering

Monday, August 26, 2019

Margaret Haynes, P.E., Assistant District 3 Traffic Engineer
New Mexico Department of Transportation
7500 Pan American Freeway NE
P. O. Box 91750
Albuquerque, NM 87199

Re: Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

Dear Margaret:

I am in receipt of your December 28, 2018 letter of comments regarding the proposed DRAFT Ceja Vista Development Master Plan Traffic Impact Study and have revised the FINAL Traffic Impact Study to address your comments as follows:

General Comments:

Comment: *NMDOT recommends 981h Street and Unser Blvd be realigned through Ceja Vista as a true North-South route with eventual connectivity to Gun Club Rd. Furthermore, connectivity should be planned to Grace Vigil/Karol Street for future access to Gun Club via NM 45.*

Response: The alignments of both 98th St. and Unser Blvd. are in compliance with the Mid-Region Council of Governments' Futures 2040 Metropolitan Transportation Plan (2040 Long Range Roadway System) map. To deviate from it as you have suggested would require an amendment to the Futures 2040 Map.

Comment: *98th Street and Unser roadway alignments shall be defined by coordination with Bernalillo County for connectivity of the future roadway network with adjacent County Roads.*

Response: Same as previous response.

Comment: *It is unclear what methodology is used for calculating queue lengths, use HCM methodology.*

Response: HCM6 methodology was used for the Final TIS.

Re: Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

Comment: *Provide summary of crashes for most recent 5 years of crash data for all intersections along NM 500.*

Response: A crash summary was included in the TIS for the APS Atrisco Heritage Academy High School Access (2018), The results would not have changed.

Comment: *Was existing signal timing used? Include those timing sheets in the appendix.*

Response: Existing signal timing was used to the extent possible. When adding a fourth leg to the existing intersections of Dennis Chavez Blvd. / 98th St. and Dennis Chavez Blvd. / Unser Blvd., it was attempted to maintain existing signal timing, but the dramatic changes to the intersection required additional phases and modified signal timing. Existing signal timing sheets are included near the back of the Appendix of the Final TIS.

Comment: *At plan development of the 98th Street signal, the developer shall initiate the development of the Signal and Lighting Agreement between the NMDOT and COA for all the signals along NM 500 that the COA currently maintains and will continue to maintain.*

Response: Acknowledged.

Comment: *NMDOT supports additional partial access to help establish a roadway network and connectivity to NM 500 from Ceja Vista.*

Response: The Final Traffic Impact Study has assumed additional connectivity to Karrol St. on the east side of the development.

Report Comments:

Comment: *Page 2 - Enlarge site map, unable to read access labels.*

Response: The Site Plan has been enlarged as requested.

Comment: *Page 3 - Proposed developments in this area include (1) Residential development - Sunrise Village south of NM 500 on Condershire and (2) Las Estancias Development on Coors and Las Estancias.*

Response: The Final Traffic Impact Study acknowledges three developments that need to be added into the background traffic – Sunrise Village, Las Estancias, and the Atrisco Heritage Academy Access Study.

Re: Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

Comment: *Page 3 - Either the Study Area Conditions or the Existing Conditions Analysis needs to describe the relation of the signalized intersections in the study area. Are they coordinated? if they are coordinated then the existing conditions analysis needs to identify the green band through the system (if any) as part of the traffic analysis.*

Response: Language has been added to the "Analysis of Existing Conditions" section to comply with the request.

Comment: *Page 4 - This development has identified phasing per the City of Albuquerque's Infrastructure List. Include write-up based on those phases and add to appendix.*

Response: Language has been added to the "Description of Proposed Development" section to comply with the request.

Comment: *Page 12 - For Gun Club/Coors, how does SBL no build yield a metered queue when full build does not during the AM peak? How is this true with Las Estancias being over 2500-feet away? Consider running additional analysis until both no build and build coincide better?*

Response: The metered queuing was reported as a result of using the Synchro method of queuing calculation in the DRAFT Traffic Impact Study. The method of calculating the 95th Percentile Queue lengths has been changed to the HCM6 method and the metered queuing flag has been eliminated.

Comment: *Page 13 - The eastbound approach is analyzed as having an exclusive right turn lane, yet the pavement markings show a combination through/right turn lane. There is a channelized right turn lane but it has a very short deceleration length associated with it. A dedicated eastbound right turn lane shall be installed. The full build trips alone warrant a deceleration lane.*

Response: The analysis of Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. has been modified to comply with your request. The proposed mitigation of the intersection results in a significant improvement to the operational characteristics without the addition of an eastbound right turn lane. I do not recommend addition of the eastbound right turn lane in that it would not provide sufficient benefit to the operational characteristics of the intersection.

Re: Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

Comment: *Page 14 - The eastbound left turn is shown as having a length of 115'. It measures as about 350'.*

Response: The queuing analysis has been relocated to Page 42 in the Horizon Year Analysis section. The length of the eastbound left turn lane has been corrected.

Comment: *Page 14 - The traffic analysis shows an exclusive eastbound right turn lane. The queueing chart shows no exclusive lane. As stated above, the eastbound right turn lane needs to be lengthened.*

Response: The queuing analysis has been relocated to Page 42 in the Horizon Year Analysis section. This report does not recommend constructing the eastbound right turn lane for reasons stated previously.

Comment: *Page 14 - There are two existing eastbound through lanes but they are only dual lanes for a distance of approximately 500'. The queue for the eastbound through in the AM peak is over 600' length. These two through lanes need to extend for a distance long enough to ensure that they operate as needed.*

Response: According to Page 42 of the Final Traffic Impact Study the 95th Percentile queue length for the eastbound thru lanes is 899 feet for the 2032 mitigated condition. Queuing will fill the two eastbound lanes for 500 feet and then spill back into the single eastbound lane west of that point. The 500 feet of existing dual eastbound thru lanes will serve to furnish the signalized intersection with the capacity as calculated. Queuing issues 500 feet west of the intersection should not affect the capacity.

Comment: *Page 14 - The mitigated geometry for the westbound through movement is also two lanes. This will require the construction of an exclusive right turn lane as well.*

Response: Acknowledged.

Comment: *Page 17 - The northbound left turn at Dennis Chavez & NM 118 is a LOS F in the AM Peak. This is not an acceptable movement. The report states that all movements are acceptable.*

Response: Analysis and language of the narrative in the Dennis Chavez Blvd. / NM 118 intersection section have been modified.

Comment: *Page 17 - The WB left turn at Dennis Chavez & NM 118 has a v/c ratio of 1.02 in the AM Peak. This is a LOS F instead of LOS E as shown in the table.*

Response: Acknowledged

Re: Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

Comment: *Page 18 - There are 497 westbound left turns shown for the 2022 No Build AM peak at Dennis Chavez & NM 118 . There are only 487 westbound left turns shown in the 2022 Build Condition. It seems like they should be the same.*

Response: That discrepancy does not appear in my copy of the report, but the entire queuing table has been updated and relocated to the horizon year analysis section of the TIS.

Comment: *Page 20 - Verify proposed geometry with COA infrastructure list. Bike lanes shall be added as described.*

Response: The City of Albuquerque Infrastructure List does not entail infrastructure for the entirety of the Ceja Vista Development – just the initial phase. The purpose of this TIS will be to recommend the future required infrastructure for each phase.

Comment: *Page 20 - It should be noted that the additional geometry added to NM 500 & 98th St, NM 500 & Unser, and NM 500 and NM 45 shall require signal improvements for potentially all approaches based on the proposed geometry.*

Response: Notation has been added.

Comment: *Page 21 - The Mitigated Build Condition for the northbound right turn at Dennis Chavez & 98th St shows 2 lanes but the queuing chart shows just 1.*

Response: Queuing table has been completed revised and relocated to Page 48 in the Horizon Year Analysis section of the TIS. Dual northbound right turn lanes are shown in the LOS Summary Table on Page 47.

Comment: *Page 22 —All auxiliary lanes feeding into a NMDOT facility shall meet NMDOT deceleration and taper lane lengths.*

Response: Acknowledged.

Comment: *Page 23 - The Mitigated Build Condition for the northbound right turn at Dennis Chavez & Unser still results in a LOS F. A right in-right out should be considered at appropriate spacing between 98th St and Unser along Dennis Chavez. The internal circulation of the development should be designed to make the right in-right out access attractive to a large portion of the trips. That potential partial access will also require a deceleration lane and a 14' wide median along NM 500 to manage that access.*

Response: Due largely to a re-allocation of trip assignments spurred by Bernalillo County comments and consideration of the Meade Rd. and Borrego Dam Connection to Karrol St., the issue with the northbound right turn movement has been resolved.

Re: Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

Comment: *Page 24 - It should be noted that the additional geometry added to NM 500 & Unser shall require signal improvements for northbound and southbound approaches.*

Response: So noted.

Comment: *Page 26 - All auxiliary lanes feeding into a NMDOT facility shall meet SAMM requirements.*

Response: Acknowledged.

Comment: *Page 27 - It is unclear the extents and financial responsibility of the proposed intersection improvements at NM 500 and Condershire. There are currently no planned projects for this intersection in the STIP.*

Response: The narrative for NM 500 / Condershire has been modified.

Comment: *Page 29 - Where is Rio Bravo Sq. Driveway? Provide map of all study intersections in the front end of the report.*

Response: The Rio Bravo Square Driveway is located on the west side of Coors Blvd. about 500 feet north of Rio Bravo Blvd. (Dennis Chavez Blvd.). It was determined at the Scoping Meeting for this project that analysis of the Rio Bravo Sq. Driveway would be required as a part of the Study. Rio Bravo Square Driveway is labelled on the maps on Pages A-22 through A-25 of the Appendix.

Comment: *Page 35 - At NM 45 and NM 500 it is noted that by 2032 no build, build and build with proposed mitigation conditions the intersection will be a LOS F in the PM peak hour.*

Response: OK.

Comment: *Page 36 - At NM 500 and 118th Street it is noted that by 2032 no build and build conditions the intersection will be a LOS F in the AM peak hour.*

Response: Analysis of the intersection of NM 500 (Dennis Chavez Blvd.) / 118th St. has been significantly revised due to re-assignment of trips based on Bernalillo County comments.

Comment: *Page 37 - At NM 500 and 98th Street it is noted that by 2032 no build and build conditions the intersection will be a LOS F and mitigated condition will be a LOS F for the AM peak hour.*

Response: FINAL TIS reports that NM 500 / 98th St. will be at LOS D for the 2032 AM Peak Hour and LOS C for the 2032 PM Peak Hour.

Re: Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

Comment: *Page 38 - At NM 500 and Unser it is noted that by 2032 no build, build and build with proposed mitigation conditions the intersection will be a LOS F for the AM peak hour.*

Response: FINAL TIS reports that NM 500 / Unser Blvd. will be at LOS E for the 2032 AM Peak Hour and LOS E for the 2032 PM Peak Hour.

Comment: *Page 42 - The extent of the recommendations is not clear. Provide a typical section of the corridor improvements for each, noting existing and proposed by Ceja Vista.*

Response: A new table has been provided to clarify the recommendations. Typical sections will be provide by the Civil Consultant who will be performing the detailed design of the infrastructure.

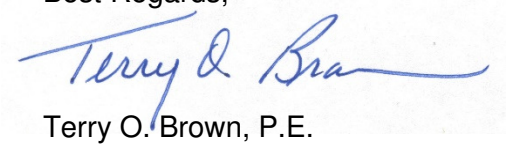
Comment: *Page 43 - The report identifies multiple improvements to be made at several intersections; however given the proximity of the intersections and the existence of the Hubbell Channel that is limiting the existing width of Dennis Chavez now, these improvements are more of a corridor improvement plan. A typical section should be decided upon for Dennis Chavez from 118th St to Coors and that should be typical section for the entire corridor instead of just widening at intersections. This would also require widening of the Hubbell Channel bridge. The report proposes a phased improvement plan; however this might be difficult due to the existing capacity constraints on Dennis Chavez currently.*

Response: There will be interim infrastructure improvements associated with each critical milestone of the development as construction development progresses. However, the interim improvements will be required to be consistent with an ultimate design of NM 500 and the intersections along NM 500.

I believe that this addresses your issues and concerns.

Please call me if you have questions.

Best Regards,



Terry O. Brown, P.E.

County of Bernalillo
State of New Mexico

Public Works Division

Date:	November 28, 2018
To:	Terry Brown, PE
From:	Julie Luna, Bernalillo County Transportation Planner
Subject:	Bernalillo County Comments on Draft Ceja Vista Traffic Impact Analysis

General Comments

1. Prior to addressing comments, I'm requesting another meeting. Bernalillo County comments on this draft involve fundamental issues with the TIA and I want to ensure that future comments are minor.

2. **Connections to Adjacent Development** –

   The full-build out scenario needs to include all connections to the surrounding roadway network that are provided on the Ceja Vista Master Plan. See Figure 1 – Community Scale Transportation Map from Ceja Vista Master Plan, 2006 on the following page. The TIA analysis needs to take these connections into account. The site plan should be updated as well.

   SOUTH –

   Upon completion, this development is expected to connect to Gun Club Rd. through Unser Blvd. and 98Th St.

   EAST –

   The Ceja Vista Master Plan provides three connections east. These connections can be made at Meade Rd. and right-of-way at Borrega Rd.

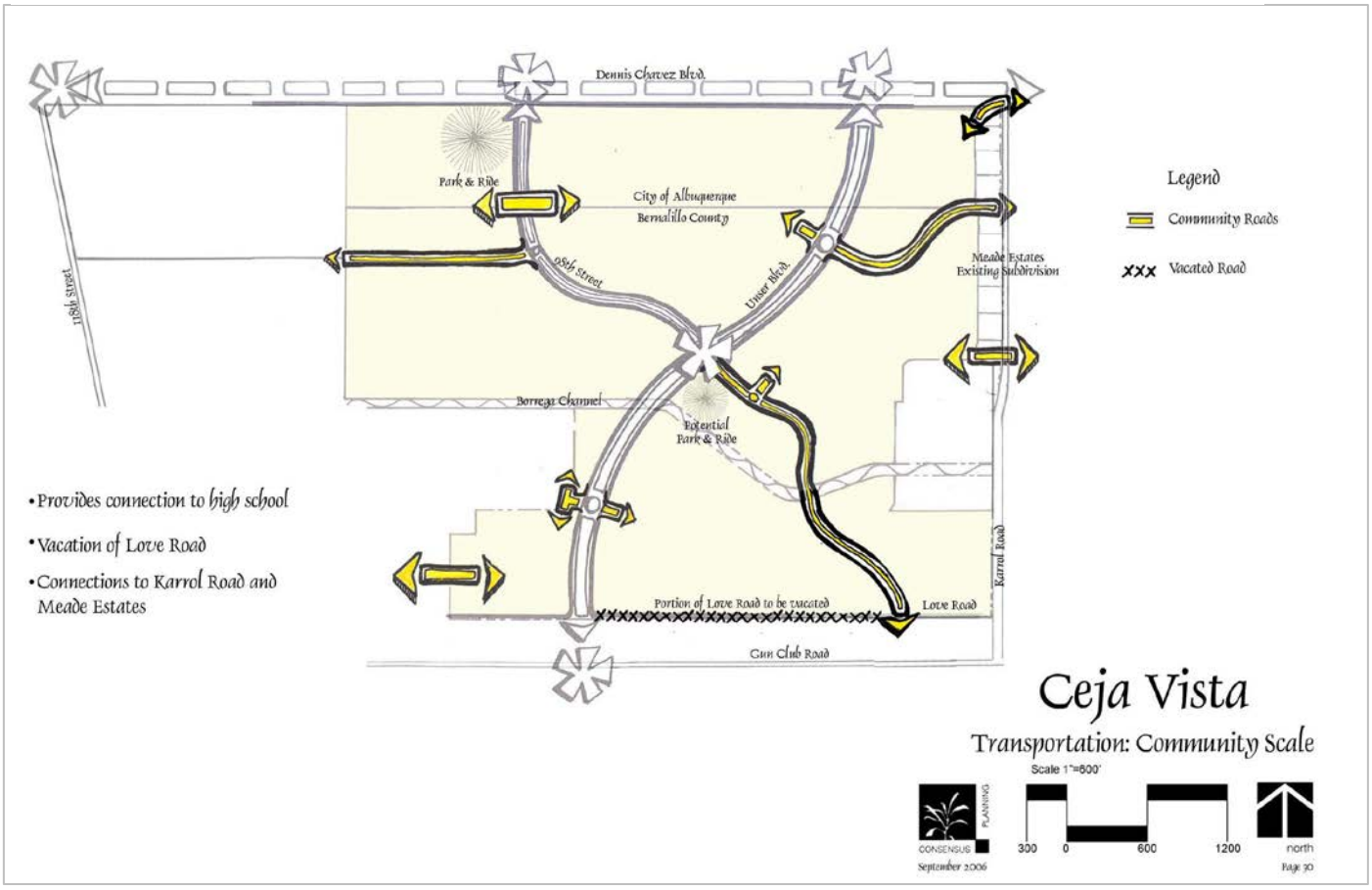
   A Ceja Vista Phase I TIA was completed in 2005. There are two supplemental analyses that accompanied this TIA in 2006. The second supplemental analysis involves including the Meade Rd. connection in the analysis and an updated the site plan. The northernmost connection east was not requested or required at this time.

   WEST –

   It is reasonable that the connections west are not included in the analysis since they more difficult. However, based on the Atrisco Heritage High School Access TIA, at a minimum, a limited form of access is expected.

   Bernalillo County is proposing to APS a roadway connection south of the George I. Sanchez Collaborative School (K-8) that would run along the Borrega Channel alignment.

Figure 1: Community Scale Transportation Map from Ceja Vista Master Plan, 2006



3. Trips to School –

Given the location and the current network, the distribution of trips needs to take into consideration parents dropping off children at school or high school age children driving to school.

Both the high school and K-8 morning bells fall in the AM peak hour. The afternoon bells fall outside of traditional peak hours.

	AM Bell	PM Bell
Atrisco Heritage High School	7:25 AM	2:25 PM
G.I. Sanchez Bell	8:50 AM	3:50 PM

As the subdivision is currently set up, it supports AM trips to school to travel west on NM 500 to 118th St. If the trip is a drop-off, then the trip will return to the 118th and NM 500 intersection.

School districts commonly estimate enrollment based on housing. APS has indicated that they are willing to provide their methodology and include anticipated drop-off rates.

4. **Phasing –**
   The expectation that the entire subdivision will be completed in 2022 is problematic concerning when off site improvements will take place. These improvements need to include connections to Gun Club Rd. and the connections to Grace Vigil Rd./Karrol Rd.

   The Ceja Vista Master Plan from 2006 includes anticipated phasing. However, given conditions in 2006, later phases were expected to have begun by 2008. This phasing may still provide a general guide.

5. **Site Plan -** The internal connectivity within the site plan is an issue. Although this issue will be addressed with the plating of the subdivision, it is worthwhile to point it out early. The local roadways provide poor connectivity to nearby destinations. For example, several lots are adjacent to commercial areas/open space/soccer complex/schools but people living in these lots would have to travel long, circuitous distances to reach these destinations. The Ceja Vista Master Plan provides a variety of connectivity expectations that are not met in the site plan provided in the TIA.

Specific Comments

1. Page 4 Posted Speed Limit (Source BC sign inventory) –
   - Don Felipe east of Coors Blvd is 35 mph. Further east, at the bend, it is reduced to 25 mph.
   - Speed limit on 118th St is 35 mph.

2. Page 19 Atrisco Heritage High School – Further discussion with APS is needed. APS has indicated that they are willing to have a gate that they can control, but that they do not want a public road. Bernalillo County sees the need for a public roadway connection to 118th St.

3. Page 27 NM 500 and Condershire Intersection – Some clarification; Bernalillo County's CIP program includes improvements to this intersection so that the south leg of Condershire meets NM 500 at a right angle. Bernalillo County does not have plans to signalize this intersection.

   The trip distribution needs to reflect connections to the east. A signal warrant analysis at Condershire should be included as well.



CC:
Elias Archuleta, Bernalillo County
Richard Meadows, Bernalillo County
Kevin Grovet, Bernalillo County
Margaret Haynes, NMDOT
Nancy Perea, NMDOT
Brad Julian, NMDOT
Ernest Armijo, City of Albuquerque
Racquel Michel, City of Albuquerque

County of Bernalillo
State of New Mexico

Public Works Division

Date:	January 7, 2019
To:	Terry Brown, PE
From:	Julie Luna, Bernalillo County Transportation Planner
Subject:	Bernalillo County Comments (#2) on Draft Ceja Vista Traffic Impact Analysis

General Comments

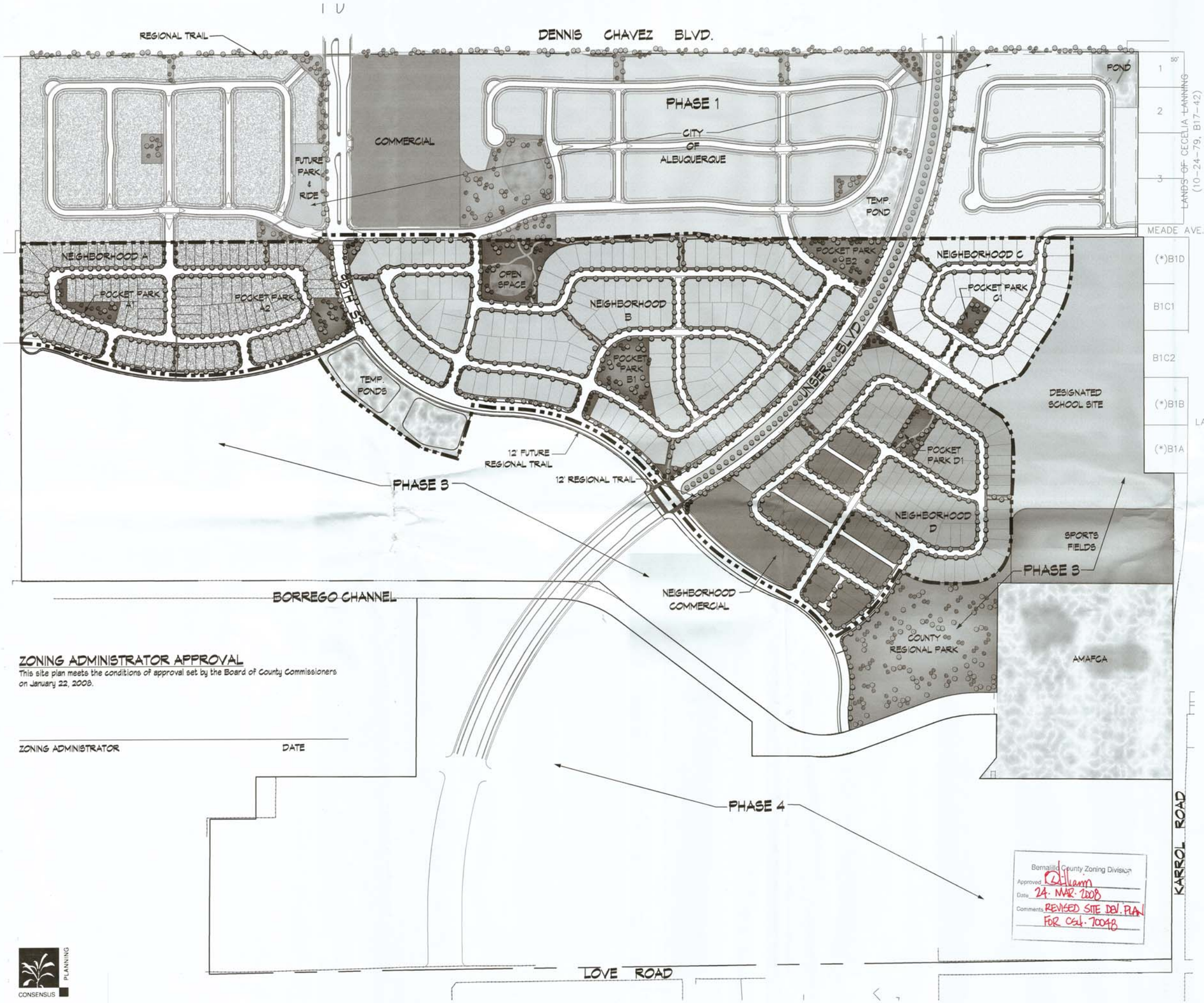
1. Previously comments included a need to understand the phasing of the project. Reviewing the development with staff from Bernalillo County Planning & Zoning, we wanted to share additional information to help inform phasing of the development.

   Ceja Vista in Bernalillo County falls under a Special Use Permit (SUP). This SUP identifies phases with Phase 1 in City of Albuquerque. The remaining phases are in Bernalillo County with Phase 2 immediately south and Phase 3 & 4 left open. Phase 3 & 4 will require the developer to work with Bernalillo County Planning & Zoning in order gain appropriate development rights/zoning.

   The site plan from the SUP is attached.

2. Trips to school – Please provide the average dwelling unit value for the different areas in the development. APS has agreed to provide the student enrollment and potentially trips to school using this information.

CC:
Elias Archuleta, Bernalillo County
Richard Meadows, Bernalillo County
Kevin Grovet, Bernalillo County
Margaret Haynes, NMDOT
Nancy Perea, NMDOT
Brad Julian, NMDOT
Ernest Armijo, City of Albuquerque
Racquel Michel, City of Albuquerque



DEVELOPMENT CHARACTER

- LOW DENSITY (NEIGHBORHOOD C)
- MID / LOW DENSITY (NEIGHBORHOOD B)
- MID / HIGH DENSITY - DETACHED (NEIGHBORHOOD D)
- MID / HIGH DENSITY - ALLEY LOTS (NEIGHBORHOOD D)
- MID / HIGH DENSITY - TOWNHOUSES (NEIGHBORHOOD A)
- COMMERCIAL
- INSTITUTIONAL
- PARKS / OPEN SPACE
- POND
- CULTURAL RESOURCE
- PHASE 2 PLANNED DEVELOPMENT AREA BOUNDARY

ZONING ADMINISTRATOR APPROVAL

This site plan meets the conditions of approval set by the Board of County Commissioners on January 22, 2008.

ZONING ADMINISTRATOR DATE

Bernalillo County Zoning Division
Approved: R. Williams
Date: 24 MAR 2008
Comments: REVISED SITE DEV. PLAN FOR CSU 70048

CONSENSUS PLANNING

Ceja Vista
Phase 2
Illustrative Site Plan

Prepared for:
Albuquerque Rio Bravo Partners
6330 Riverside Plaza Lane NW, Suite 220
Albuquerque, NM 87120

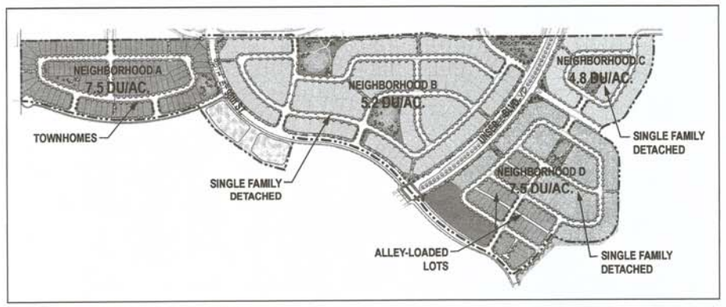
Prepared by:
Consensus Planning, Inc.
302 Eighth Street NW
Albuquerque, NM 87102

Mark Goodwin & Associates, PA
P.O. Box 90606
Albuquerque, NM 87199

Scale: 1" = 200'

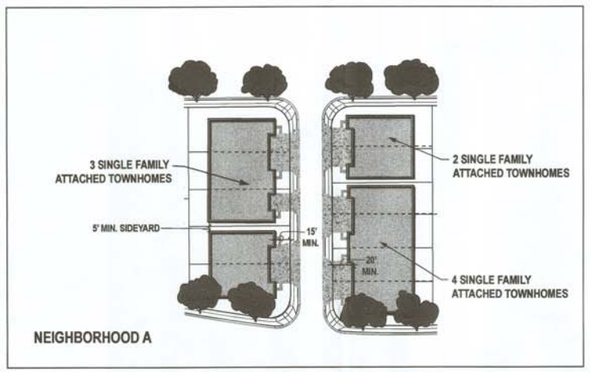
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March 17, 2008 SHEET 1 of 7



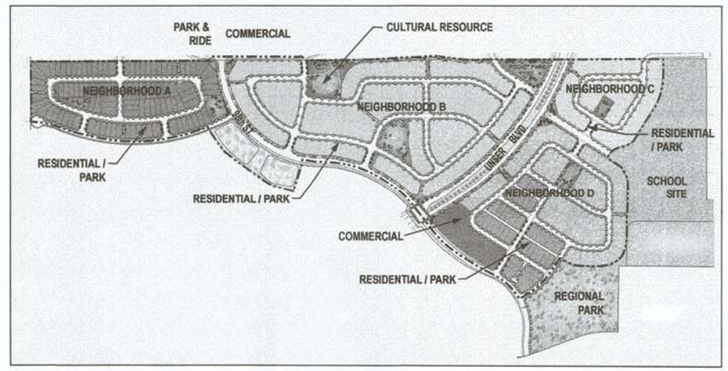
MASTER PLAN PRINCIPLES

- Vary Neighborhood Densities; Phase 2 Maintains an Overall Gross Density of 4.2 DU/AC.
- Vary Housing Products



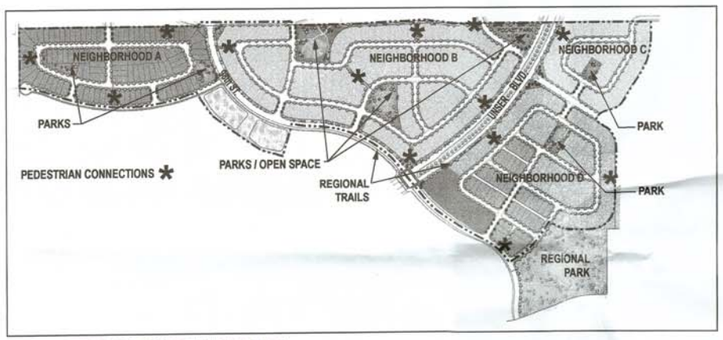
MASTER PLAN DEVELOPMENT STANDARDS

- Typical Setbacks for Townhomes in Neighborhood A
- Varied Number of Attached Units



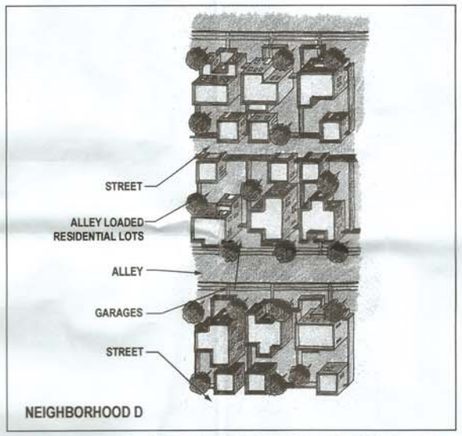
MASTER PLAN PRINCIPLES

- Mixed Use
- Conveniently Located Commercial Nodes; Additional Commercial in Phases 1 and 3
- Protection of Cultural Resource
- Park and Ride Facility to North Along 98th Street



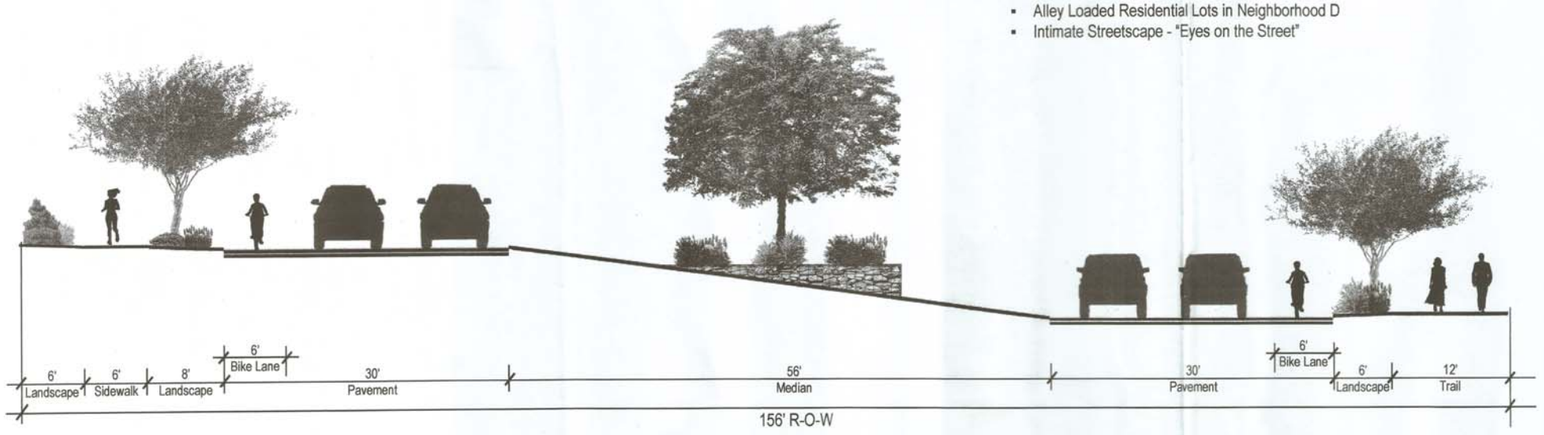
MASTER PLAN PRINCIPLES

- Provide Open Space and Parks
- Provide Pedestrian and Bicycle Trails and Pedestrian Connections



MASTER PLAN DEVELOPMENT STANDARDS

- Alley Loaded Residential Lots in Neighborhood D
- Intimate Streetscape - "Eyes on the Street"



UNSER BOULEVARD STREET SECTION

CONSENSUS PLANNING

24 MAR 2008
CSU-70048
REVISED SITE DEVELOPMENT PLAN (COND. #11)

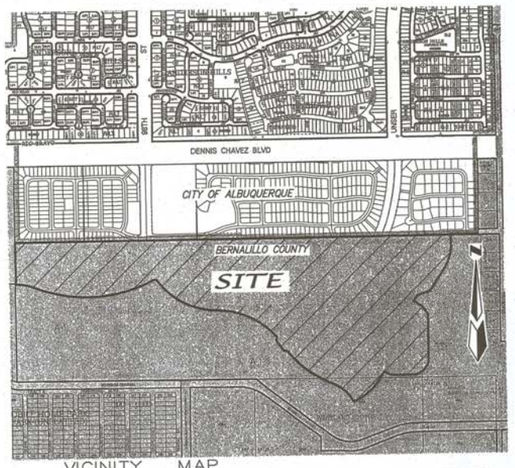
Ceja Vista
Phase 2

Master Plan Conformance

Prepared for:
Albuquerque Rio Bravo Partners
6330 Riverside Plaza Lane NW, Suite 220
Albuquerque, NM 87120

Prepared by:
Consensus Planning, Inc.
302 Eighth Street NW
Albuquerque, NM 87102

Mark Goodwin & Associates, PA
P.O. Box 90606
Albuquerque, NM 87199



VICINITY MAP

ZONE ATLAS P-9-Z SCALE: 1"=750'

LEGAL DESCRIPTION

A TRACT OF LAND SITUATE WITHIN THE TOWN OF ATRISCO GRANT, PROJECTED SECTION 9, TOWNSHIP 9 NORTH, RANGE 2 EAST, NEW MEXICO PRINCIPAL MERIDIAN, BERNALILLO COUNTY, NEW MEXICO BEING A PORTION OF WESTLAND SOUTH TRACT RR-4 (CREATED UNDER PATENT FILED AUGUST 21, 1905 IN BOOK 35, PAGE 91)

GENERAL NOTES

PRESENT ZONING: A-1

PROPOSED ZONING: A-1, WITH SPECIAL USE PERMIT FOR PLANNED DEVELOPMENT AREA CONTAINING A MAXIMUM OF 422 RESIDENTIAL UNITS AND 1 COMMERCIAL SITE ALLOWING C-N USES. COMMERCIAL SITE SHALL BE DEVELOPED ONLY IN ACCORDANCE WITH A SITE SPECIFIC SPECIAL USE PERMIT TO BE OBTAINED BY OTHERS AT A FUTURE TIME.

1.) ALL PARKS SHOWN HEREON ARE PRIVATE AREAS TO BE CREATED AS SEPARATE TRACTS WITH ACCESS RIGHTS GRANTED TO THE PUBLIC AND TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

2.) ALL RESIDENTS SHALL OBTAIN INDIVIDUAL RESIDENTIAL REFUSE SERVICE FROM THE DESIGNATION COUNTY REFUSE SERVICE PROVIDER

3.) MAXIMUM BUILDING HEIGHT SHALL BE 26 FEET. EXCEPT THAT NON-RESIDENTIAL BUILDINGS CAN BE UP TO 35' HIGH.

4.) OFF-STREET PARKING SHALL BE ONE PARKING SPACE FOR EACH BATHROOM OR FRACTION THEREOF PROVIDED IN THE DWELLING, BUT NO LESS THAN TWO SPACES PER DWELLING.

5.) LANDSCAPING LOCATED IN FRONT OF DWELLINGS SHALL BE MAINTAINED BY THE HOMEOWNER.

6.) THIS PROPERTY IS TO BE SERVED BY A.B.C.W.U.A. WATER AND SEWER.

7.) LIGHTING SHALL BE SITE SPECIFIC AND COMPLIANT WITH MASTER PLAN.

8.) FOR RESIDENTIAL AREAS, THE FRONT YARD SETBACK FOR DWELLINGS AND GARAGES SHALL NOT BE LESS THAN 15 FEET, EXCEPT WHEN GARAGE FACE THE STREET, IN WHICH CASE IT IS NOT LESS THAN 20 FEET. THE REAR YARD SETBACK SHALL NOT BE LESS THAN 15 FEET, EXCEPT FOR DETACHED GARAGES, IN WHICH CASE IT MAY BE 0 FEET. THE SIDE YARD SETBACKS FOR DWELLINGS SHALL NOT BE LESS THAN 5 FEET, EXCEPT FOR SIDE YARDS THAT ARE ADJACENT TO ROADWAYS, IN WHICH CASE IT SHALL NOT BE LESS THAN 10 FEET. ZERO LOT LINES ARE PERMITTED, PROVIDED THERE IS 10 FEET OF SEPARATION BETWEEN DWELLING UNITS.

9.) INTERSECTIONS WITH UNSER BLVD SHALL BE RIGHT-IN, RIGHT-OUT, EXCEPT AT 98th STREET.

10.) THE APPLICANT SHALL OBTAIN A SURFACE DISTURBANCE PERMIT FROM THE CITY OF ALBUQUERQUE ENVIRONMENTAL HEALTH DEPARTMENT PRIOR TO ANY EARTHMOVING ACTIVITIES INVOLVING A PARCEL OF 3/4 OF AND ACRE OR MORE. A COPY OF THE PERMIT SHALL BE SUBMITTED TO THE ZONING, BUILDING, PLANNING, AND ENVIRONMENTAL HEALTH DEPARTMENT.

11.) THE APPLICANT SHALL COMPLY WITH ALL GUIDELINES AND CONDITIONS OF THE CEJA VISTA MASTER PLAN.

12.) THIS SITE WILL REQUIRE A STORM WATER POLLUTION PREVENTION PLAN THAT MEETS THE BERNALILLO COUNTY CODE CHAPTER 38 PRIOR TO ANY GRADING, PAVING, OR EXCAVATION PERMIT ISSUANCE BY BERNALILLO COUNTY PUBLIC WORKS.

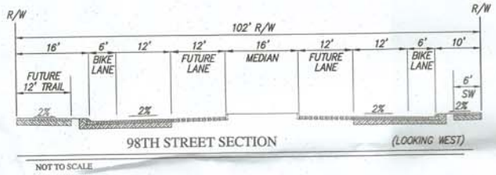
13.) SETBACKS WITHIN THE NEIGHBORHOOD COMMERCIAL SITE SHALL BE IN ACCORDANCE WITH THE C-1 CATEGORY OF THE BERNALILLO COUNTY ZONING ORDINANCE. PARKING LOT SETBACKS ARE 15 FEET, EXCEPT ALONG UNSER WHERE THEY ARE 20 FEET.

14.) ACCESSORY STRUCTURES SHALL BE AS REGULATED BY THE COUNTY ZONING ORDINANCE.

15.) PER THE CEJA VISTA MASTER PLAN, COMMERCIAL BUILDING HEIGHTS SHOULD BE KEPT TO A MINIMUM. MAXIMUM HEIGHT SHALL BE LIMITED TO 35 FEET FOR THE RIDGE OF THE BUILDING OR TOP OF PARAPET.

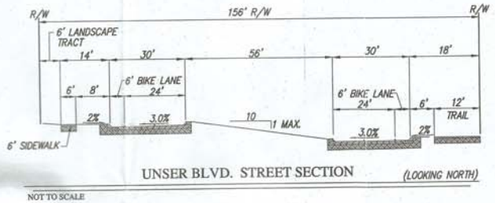
C-1 NEIGHBORHOOD COMMERCIAL ZONE - SECTION 14.

- MAXIMUM HEIGHT FOR A FREESTANDING, TWO-SIDED SIGN SHALL NOT EXCEED 16 FEET
- NUMBER OF SIGNS ALLOWED FOR STREET FRONTAGE OF LESS THAN 50 FEET IS ONE SIGN
- TOTAL AREA OF ANY ONE SIGN FACE SHALL NOT EXCEED 32 SQUARE FEET. TOTAL AGGREGATE OF ALL SIGN FACES OR COMBINATION OF SIGNS ALLOWED FOR THE PROPERTY SHALL NOT EXCEED 130 SQUARE FEET OF SIGN AREA.
- BUSINESSES WITH STREET FRONTAGE OF MORE THAN ONE STREET ARE ALLOWED ADDITIONAL SQUARE FOOTAGE OF SIGN AREA TO THE EXTENT OF 50 PERCENT OF THAT ALLOWED FOR ITS MAIN STREET FRONTAGE



98TH STREET SECTION (LOOKING WEST)

NOT TO SCALE



UNSER BLVD. STREET SECTION (LOOKING NORTH)

NOT TO SCALE

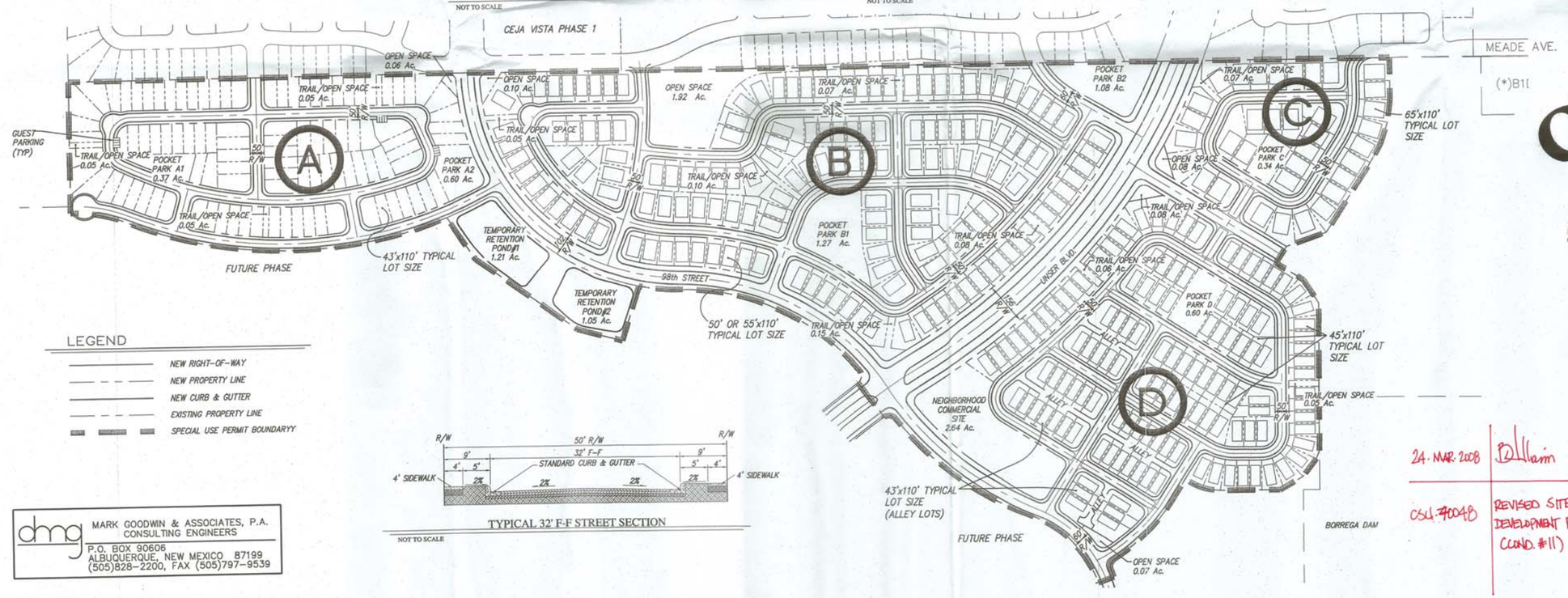


NEIGHBORHOODS

Ceja Vista Phase II Area Calculations

	Neighborhood A		Neighborhood B		Neighborhood C		Neighborhood D *	
Neighborhood Area	18.69	acres	43.44	acres	10.82	acres	26.03	acres
Road Area	5.22	acres	13.62	acres	3.24	acres	8.82	acres
Net Site Area	13.47	acres	29.82	acres	7.58	acres	17.21	acres
Park Area/OS	1.18	acres	4.82	acres	0.49	acres	0.86	acres
Dwelling Units	101	DU	156	DU	36	DU	129	DU
Net Density	7.5	DU/acre	5.2	DU/acre	4.8	DU/acre	7.5	DU/acre
Gross Site Area=	98.97	acres			Total Park /			
Net Site Area=	68.07	acres			Open Space=	7.35ac.	Commercial	
Total DU=	422	DU					Area (Net)	2.64ac.
Net Density=	6.2	DU/acre						

*NET OF COMMERCIAL AREA



LEGEND

- NEW RIGHT-OF-WAY
- NEW PROPERTY LINE
- NEW CURB & GUTTER
- EXISTING PROPERTY LINE
- SPECIAL USE PERMIT BOUNDARYY

TYPICAL 32' F-F STREET SECTION

NOT TO SCALE

dmg
MARK GOODWIN & ASSOCIATES, P.A.
CONSULTING ENGINEERS
P.O. BOX 90606
ALBUQUERQUE, NEW MEXICO 87199
(505)828-2200, FAX (505)797-9539

Ceja Vista
Phase 2
Site Development Plan

Prepared for:
Albuquerque Rio Bravo Partners
6330 Riverside Plaza Lane NW, Suite 220
Albuquerque, NM 87120

Prepared by:
Consensus Planning, Inc.
302 Eighth Street NW
Albuquerque, NM 87102

Mark Goodwin & Associates, PA
P.O. Box 90606
Albuquerque, NM 87199

24. MAR. 2008 | [signature]

CSU. 700418 | REVISED SITE DEVELOPMENT PLAN COND. #11)

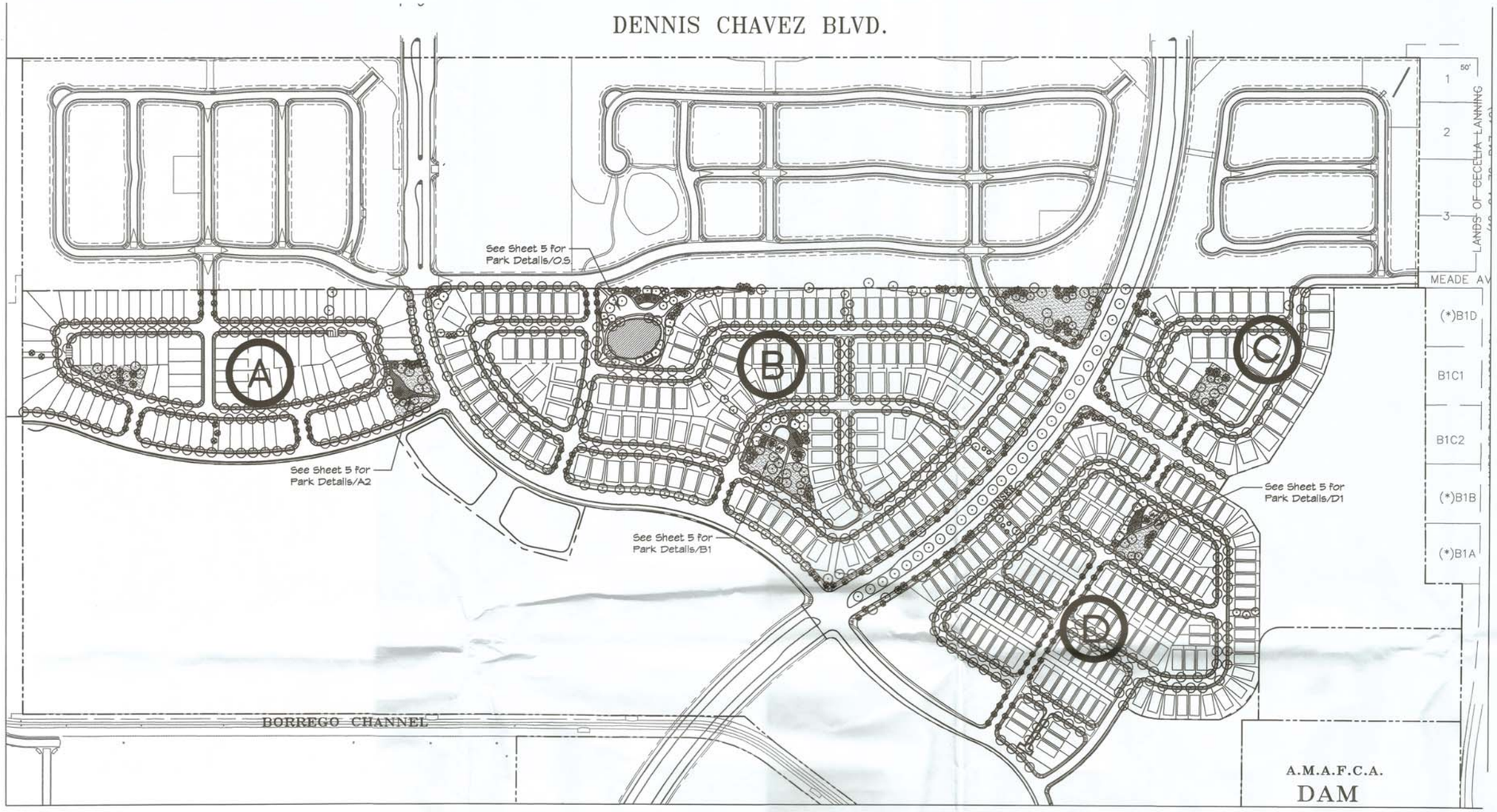
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March 6, 2008

SHEET 3 of 7

F:\A04JOBS\a409SANS\siteplan\CONCEP-SITEPLAN-PH-II_R1.dwg ACH, SPS 3/6/2008



GENERAL LANDSCAPE NOTES:

MULCHES
All shrub planting areas shall be top dressed with a combination of Santa Fe Brown Crusher Fines, 1/8" Santa Fe Brown Rock Mulch, and 2" - 4" Santa Ana Tan Cobble.

IRRIGATION SYSTEM
A fully automated irrigation system will be used to irrigate turf areas and tree, shrub, and groundcover planting areas. Points of connection for the irrigation system shall be field verified. In all cases, adequate backflow prevention assemblies shall be provided.

MAINTENANCE RESPONSIBILITY
Maintenance of the landscaping and irrigation system, including those areas within the public R.O.W., Pocket Parks, and Open Space shall be the responsibility of the Ceja Vista Homeowner's Association.

LANDSCAPE
1. Tree locations are schematic and may vary based on actual field conditions. Tree density and location shall comply with applicable Bernalillo County ordinances.
2. All landscape areas, including buffer strips adjacent to major streets, shall contain live vegetative material covering at least 75% of the area.
3. Provision of high water use turf shall be limited to the park areas. All landscaping shall be in compliance with the County's Water Conservation Ordinance and shall meet the standard of less than 35-inches of water per acre of landscape per year.

PLANT LEGEND

Symbol	Scientific Name / Common Name	Size	Mature Size	Water Use
Trees	Deciduous Canopy Tree			
	Gleditsia triacanthos Honey Locust	2 ½" B&B	40' ht x 40' spr.	Medium+
⊙	Pistacia chinensis Chinese Pistache	2 ½" B&B	40' ht. x 40' spr.	Medium
	Ulmus parvifolia Lace Bark Elm	2 ½" B&B	40' ht. x 30' spr.	Medium
	Medium Deciduous Tree			
⊙	Cotinus coggygria Smoketree	2 ½" B&B	25' ht. x 25' spr.	Medium
	Koelreuteria paniculata Goldenrain Tree	2 ½" B&B	25' ht. x 25' spr.	Medium
	Ornamental Deciduous Tree			
	Chilopsis linearis 'Luc. Ham.' Desert Willow	24" Box, 7 ht. min. (Multi-Trunk)	15' ht. x 20' spr.	Low +
✲	Chitalpa tashkentensis Chitalpa	2" Cal.	30' ht. x 30' spr.	Medium
	Vitex agnus-castus Chaste Tree (Vitex)	24" Box, 7 ht. min.	15' ht. x 20' spr.	Medium

Symbol	Scientific Name / Common Name	Size	Mature Size	Water Use
	Large Evergreen Tree			
✲	Pinus nigra Austrian Pine	7 ht. B&B	35' ht. x 25' spr.	Medium
	Quercus emoryi Emory Oak	7 ht. B&B	20' ht. x 25' spr.	Medium
	Medium/Small Evergreen Tree			
	Cercocarpus ledifolius Mountain Mahogany	3 Gal.	12' ht. x 8' spr.	low +
○	Juniperus chinensis 'Blue Point' Blue Point Juniper	3 Gal.	8' ht. x 8' spr.	Low +
	Juniperus monosperma One Seed Juniper	7 ht. B&B	15' ht. x 15' spr.	Low +
	Quercus turbinella Turbinella Oak	3 Gal.	6' ht. x 10' spr.	Medium
	Shrubs/Groundcovers			
	Caryopteris clandonensis' Blue Mist	5-Gal.	3' ht. x 3' spr.	Medium
	Chrysothamnus nauseosus Chamisa	1-Gal.	4' ht. x 4' spr.	Low

Scientific Name / Common Name	Size	Mature Size	Water Use
Artemisia filifolia Sand Sage	1-Gal.	4' ht. x 4' spr.	Low
Ericameria laricifolia 'Aguirre' Turpentine Bush	1-Gal.	2' ht. x 2' spr.	Low
Fallugia paradoxa Apache Plume	1-Gal.	4' ht. x 4' spr.	Low
Hesperaloe parviflora Red Yucca	1-Gal.	3' ht. x 3' spr.	Medium
Juniperus sabina 'Buffalo' Buffalo Juniper (female)	5-Gal.	2' ht. x 6' spr.	Low +
Perovskia atriplicifolia Russian Sage	1-Gal.	4' ht. x 5' spr.	Medium
Potentilla fruticosa Shrubby Cinquefoil	1-Gal.	3' ht. x 3' spr.	Low +
Rhus trilobata Three-leaf Sumac	5-Gal.	4' ht. x 4' spr.	Low+
Salvia greggii Cherry Sage	1-Gal.	3' ht. x 3' spr.	Medium

Crusher Fines Trail

Turfgrass Seed - Park Blend

Ceja Vista
Phase 2
Landscape Plan

Prepared for:
Albuquerque Rio Bravo Partners
6330 Riverside Plaza Lane NW, Suite 220
Albuquerque, NM 87120

Prepared by:
Consensus Planning, Inc.
302 Eighth Street NW
Albuquerque, NM 87102

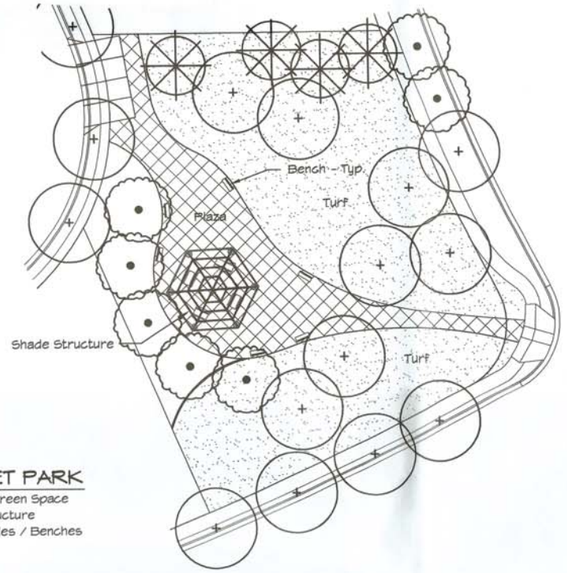
Mark Goodwin & Associates, PA
P.O. Box 90606
Albuquerque, NM 87199

24 MAR 2008 RD Williams
CSU-70048 REVISED SITE DEVELOPMENT PLAN (CSU-70048)

Scale: 1" = 200'

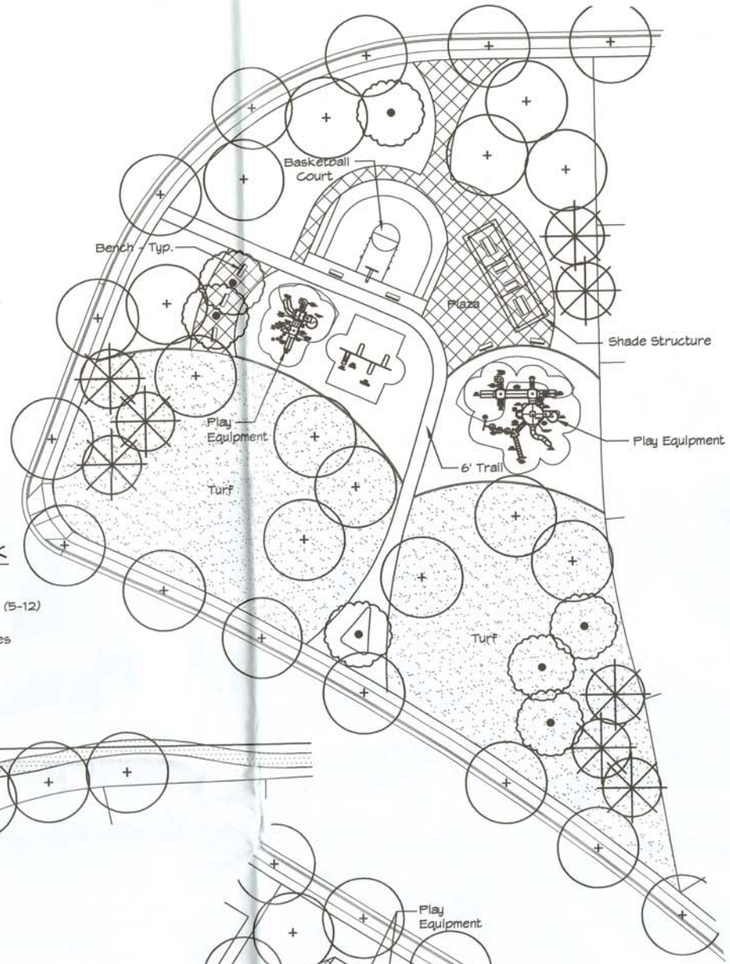
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March 7, 2008



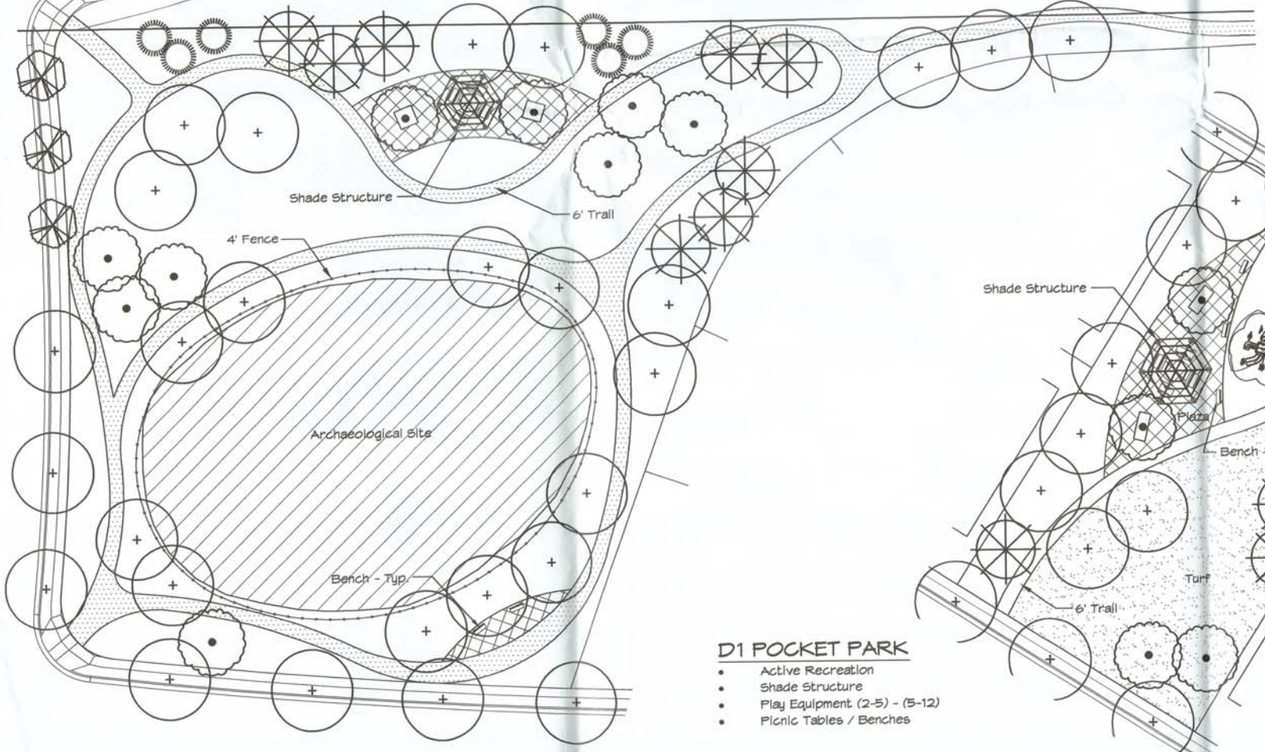
A2 POCKET PARK

- Passive, Green Space
- Shade Structure
- Picnic Tables / Benches
- Turf Area



B1 POCKET PARK

- Active Recreation
- Shade Structure
- Play Equipment (2-5) / (5-12)
- Half Basketball Court
- Picnic Tables / Benches
- Turf Area



OPEN SPACE - ARCHAEOLOGICAL SITE

- Passive, Green Space
- Shade Structure
- Picnic Tables / Benches
- Native Turf
- Trails

D1 POCKET PARK

- Active Recreation
- Shade Structure
- Play Equipment (2-5) - (5-12)
- Picnic Tables / Benches

GENERAL LANDSCAPE NOTES:

MULCHES
All shrub planting areas shall be top dressed with a combination of Santa Fe Brown Crusher Fines, 1/8" Santa Fe Brown Rock Mulch, and 2" - 4" Santa Ana Tan Cobble.

IRRIGATION SYSTEM
A fully automated irrigation system will be used to irrigate turf areas and tree, shrub, and groundcover planting areas. Points of connection for the irrigation system shall be field verified. In all cases, adequate backflow prevention assemblies shall be provided.

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1. Tree locations are schematic and may vary based on actual field conditions. Tree density and location shall comply with applicable Bernalillo County ordinances.
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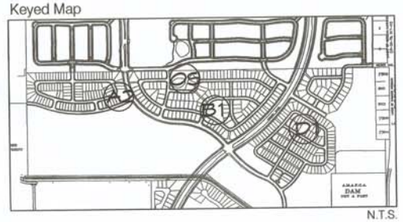
PLANT LEGEND

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+	Pistacia chinensis Chinese Pistache	2 ½" B&B	40' ht. x 40' spr.	Medium
	Ulmus parvifolia Lace Bark Elm	2 ½" B&B	40' ht. x 30' spr.	Medium
	Medium Deciduous Tree			
	Cotinus coggygria Smoketree	2 ½" B&B	25' ht. x 25' spr.	Medium
⊙	Koelreuteria paniculata Goldenrain Tree	2 ½" B&B	25' ht. x 25' spr.	Medium
	Ornamental Deciduous Tree			
	Chilopsis linearis 'Luc. Ham.' Desert Willow	24" Box, 7' ht. min. (Multi-Trunk)	15' ht. x 20' spr.	Low +
⊗	Chitalpa tashkentensis Chitalpa	2" Cal.	30' ht. x 30' spr.	Medium
	Vitex agnus-castus Chaste Tree (Vitex)	24" Box, 7' ht. min.	15' ht. x 20' spr.	Medium
	Large Evergreen Tree			
⊗	Pinus nigra Austrian Pine	7' ht. B&B	35' ht. x 25' spr.	Medium
	Quercus emoryi Emory Oak	7' ht. B&B	20' ht. x 25' spr.	Medium
	Medium/Small Evergreen Tree			
	Cercocarpus ledifolius Mountain Mahogany	3 Gal.	12' ht. x 8' spr.	low +
○	Juniperus chinensis 'Blue Point' Blue Point Juniper	3 Gal.	8' ht. x 8' spr.	Low +
	Juniperus monosperma One Seed Juniper	7' ht. B&B	15' ht. x 15' spr.	Low +
	Quercus turbinella Turbinella Oak	3 Gal.	6' ht. x 10' spr.	Medium

Crusher Fines Trail

Turfgrass Seed - Park Blend

Keyed Map



N.T.S.

Ceja Vista
Phase 2
Pocket Park Details

Prepared for:
Albuquerque Rio Bravo Partners
6330 Riverside Plaza Lane NW, Suite 220
Albuquerque, NM 87120

Prepared by:
Consensus Planning, Inc.
302 Eighth Street NW
Albuquerque, NM 87102

Mark Goodwin & Associates, PA
P.O. Box 90606
Albuquerque, NM 87199

24 MAR 2008 | REVISED SITE DEVELOPMENT PLAN (Csl. 70048) | Csl. 70048

Scale: 1" = 20'

10 0 20 40

north

March 7, 2008

SHEET 5 of 7

Terry O. Brown P.E.
Civil / Transportation Engineering

Friday, August 23, 2019

Julie Luna, Transportation Planner
Bernalillo County Public Works Department
2400 Broadway Blvd. SE
Albuquerque, NM 87102

Re: Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

Dear Julie:

I am in receipt of your November 28, 2018 and subsequent January 7, 2019 letters of comments regarding the proposed DRAFT Ceja Vista Development Master Plan Traffic Impact Study and have revised the report to address your comments as follows:

From November 28, 2018 letter of comments:

***Comment**: Connections to Adjacent Development –*

The full-build out scenario needs to include all connections to the surrounding roadway network that are provided on the Ceja Vista Master Plan. See Figure 1 – Community Scale Transportation Map from Ceja Vista Master Plan, 2006, on the following page. The TIA analysis needs to take these connections into account. The site plan should be updated as well.

SOUTH –
Upon completion, this development is expected to connect to Gun Club Rd. through Unser Blvd. and 98th St.

EAST –
The Ceja Vista Master Plan provides three connections east. These connections can be made at Meade Rd. and right-of-way at Borrega Rd.

A Ceja Vista Master Phase 1 TIA was completed in 2005. There are two supplemental analyses that accompanied this TIS in 2006. The second supplemental analysis involves including the Meade Rd. connection in the analysis and an updated the site plan. The northernmost connection east was not requested or required at this time.

Re: Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

WEST –

It is reasonable that the connections west are not included in the analysis since they more difficult. However, based on the Atrisco Heritage High School Access TIA, at a minimum, a limited form of access is expected.
Bernalillo County is proposing to APS a roadway connection south of the George I. Sanchez Collaborative School (K-8) that would run along the Borrega Channel alignment.

Response: The FINAL Traffic Impact Study incorporates two roadway connections to the east (Meade Ave. and Borrego Dam Connection) and an Unser Blvd. connection to Gun Club Rd.

***Comment**: 3. Trips to School –*

Given the location and the current network, the distribution of trips needs to take into consideration parents dropping off children at school or high school age children driving to school.

Both the high school and K-8 morning bells fall in the AM peak hour. The afternoon bells fall outside of traditional peak hours.

	AM Bell	*PM Bell*
Atrisco Heritage High School	*7:25 AM*	*2:25 PM*
G.I. Sanchez Bell	*8:50 AM*	*3:50 PM*

As the subdivision is currently set up, it supports AM trips to school to travel west on NM 500 to 118th St. If the trip is a drop-off, then the trip will return to the 118th and NM 500 intersection.

School districts commonly estimate enrollment based on housing. APS has indicated that they are willing to provide their methodology and include anticipated drop-off rates.

Response: The FINAL Traffic Impact Study school trip diversions into the new trip assignments scenario for both the implementation year and the horizon year analyses based on data supplied by the Albuquerque Public School System.

***Comment**: 4. Phasing –*

The expectation that the entire subdivision will be completed in 2022 is problematic concerning when off site improvements will take place. These improvements need to include connections to Gun Club Rd. and the connections to Grace Vigil Rd./Karrol Rd.

Re: Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

The Ceja Vista Master Plan from 2006 includes anticipated phasing. However, given conditions in 2006, later phases were expected to have begun by 2008. This phasing may still provide a general guide.

Response: The difficulty in addressing this comment lies in the fact that it is impossible to accurately project phasing for projects of this magnitude. It seems that past experience has proven that the more reasonable approach is to assume an aggressive development schedule (such as in this Study) that would yield a conservatively high impact to the adjacent transportation system, and then provide updates to the Traffic Impact Study as development progresses for major phases until development is complete. That is the approach that I still recommend. A schedule associating certain mitigation measure improvements with specific development levels (or phases) can be negotiated early in the entitlements process and adjusted in the future as necessary.

***Comment**: 5. Site Plan –*

The internal connectivity within the site plan is an issue. Although this issue will be addressed with the plating of the subdivision, it is worthwhile to point it out early. The local roadways provide poor connectivity to nearby destinations. For example, several lots are adjacent to commercial areas/open space/soccer complex/schools but people living in these lots would have to travel long, circuitous distances to reach these destinations. The Ceja Vista Master Plan provides a variety of connectivity expectations that are not met in the site plan provided in the TIA.

Response: This project has had a quite long history regarding the entitlements process beginning in 2006. I was not closely involved with the internal layout of the subdivision at the time, but I do recall that the developer worked closely with Bernalillo County Staff to work out the internal layout issues related to internal circulation and other elements of the project. The Bernalillo County Staff approved the internal layout of the Ceja Vista Master Plan in 2008 after numerous revisions.

From January 7, 2019 letter of comments:

***Comment**: -*

1. *Previously comments included a need to understand the phasing of the project. Reviewing the development with staff from Bernalillo County Planning & Zoning, we wanted to share additional information to help inform phasing of the development.*

   Ceja Vista in Bernalillo County falls under a Special Use Permit (SUP). This SUP identifies phases with Phase 1 in City of Albuquerque. The remaining phases are in Bernalillo County with Phase 2 immediately south and Phase 3 & 4 left open.

Phase 3 & 4 will require the developer to work with Bernalillo County Planning & Zoning in order gain appropriate development rights/zoning.

The site plan from the SUP is attached.

Response: As described previously, the Traffic Impact Study addresses the overall full development of the project on a conservatively aggressive schedule. It is understood that updates to the Traffic Impact Study will be required at critical development levels as the phase details become apparent.

***Comment**: -*

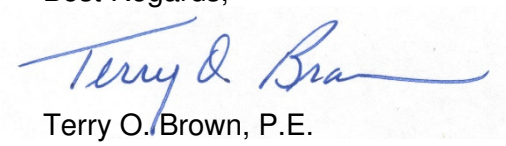
2. *Trips to school – Please provide the average dwelling unit value for the different areas in the development. APS has agreed to provide the student enrollment and potentially trips to school using this information.*

Response: Average dwelling unit values were provided to the Albuquerque Public Schools Planning Section so that they could supply trip data from Ceja Vista to the schools along 118th St. south of Dennis Chavez Blvd. That data was used to determine a trip assignment scenario for school diverted trips in the FINAL Traffic Impact Study.

I believe that this should address all of your comments to date.

Please call me if you have questions.

Best Regards,



Terry O. Brown, P.E.

attachments as noted

cc:

CITY OF ALBUQUERQUE

November 14, 2018

Terry O. Brown P.E.
PO Box 92051
Albuquerque, NM 87199

Re: Ceja Vista Development
Dennis Chavez Blvd. / Unser Blvd.
Traffic Impact Study Comments
Engineer's Stamp dated 10-05-2018

Dear Mr. Brown,

Based upon the information provided in your submittal received 10-05-2018, Transportation cannot approve the TIS for the above referenced project.

Prior to approval, the following items must be addressed:

1. Page *ii*: On your Executive Summary Results table do not show a mitigated LOS rating of A when there was no mitigation done. This is confusing as it appears the intersection improves with no action.
2. Page *iii*: Last paragraph, 3rd line - the word *be* is missing in "…City streets to compliant…".
3. Page 9: 1st paragraph – reference to appendix pages A-34 thru A-34 should be thru page A-35.
4. Page 15: 2nd recommendation lists Duel NB LT lanes at 250' while the existing single lane is 300', why not match the existing length as this movement is at LOS E in the build mitigated and fails in the horizon?
5. Page 19: Bottom paragraph – The assumption of a connection with APS property is outdated. APS is adamant that no through traffic will be allowed. The report should be written with the assumption that this connection will not happen.
6. Page 22: Why are the duel SB LT lanes 300' as the existing lane is 600'?
7. Page 23: Recheck your numbers for the SB movements. Why does the mitigated condition in the AM have a worse LOS than the Build un-mitigated?
8. Page 24: Mitigated recommendations do not show turn lane lengths like previous intersections do. Please keep consistent.

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov

9. Page 27: Bernalillo County has not programmed signalization of this intersection. If this is proposed as mitigation then it should be analyzed with the, also mentioned, widening of Dennis Chavez to four lanes as this does not work by itself.

10. Page 30: The limited capability of HCM6 to properly analyze this intersection is a concern as the analysis shows the SB thru and right movements failing. The statement of "It will probably operate at acceptable levels-of-service and delays" is problematic as the report does not provide any justification for this. We need to discuss how to handle this.

11. Page 31: See previous comment.

12. Page 35:

    a. Reference the proposed 2022 mitigation.

    b. You state that level-of-service will be acceptable, but there are multiple failing movements in the PM.

    c. You state the City of Albuquerque does not require horizon year analysis. There is no such policy or current practice not requiring horizon year analysis, and it was requested in the scoping letter.

13. Page 37: Reference the proposed 2022 mitigation. Why is there no mitigation for failing SB left turn?

14. Page 38: Reference the proposed 2022 mitigation. Why is there no mitigation for failing EB thru and SB left?

15. Page 39: See comments for page 27.

16. Page 40: See comment c for page 35.

17. Page 41: Why is there no mitigation for EB and WB left turns?

Once corrections are complete, along with any comments from Bernalillo County and NMDOT, resubmit along with a completed Drainage Transportation Information Sheet to front counter personnel for log in and evaluation by Transportation. For digital submittal please submit to PLNDRS@cabq.gov. If you have any questions, please contact me at (505) 924-3633.

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov

CITY OF ALBUQUERQUE

Sincerely,

Ernest Armijo P.E.
Senior Engineer, Planning Dept.
Development Review Services

via: email
C: Applicant, File

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov

City of Albuquerque

Planning Department

Development & Building Services Division

DRAINAGE AND TRANSPORTATION INFORMATION SHEET (REV 09/2015)

Project Title: Ceja Vista Building Permit #: _____ City Drainage #: P09D002F

DRB#: _____ EPC#: _____ Work Order#: _____

Legal Description: _____

City Address: Dennis Chavez Blvd. / Unser Blvd.

Engineering Firm: _____ Contact: _____

Address: _____

Phone#: _____ Fax#: _____ E-mail: _____

Owner: Westpac New Mexico LLC Contact: Bill Allen / Mike Adams

Address: 6200 Riverside Plaza Lane Suite 220, Albuquerque, NM 87120

Phone#: 505-440-7262 Fax#: _____ E-mail: ballen@westpacnm.com

Architect: _____ Contact: _____

Address: _____

Phone#: _____ Fax#: _____ E-mail: _____

Other Contact: Terry O. Brown, P.E. Contact: Terry Brown

Address: P. O. Box 92051, Albuquerque, NM 87199

Phone#: 505-883-8807 Fax#: N/A E-mail: tobe@swcp.com

Check all that Apply:

DEPARTMENT:

____ HYDROLOGY/ DRAINAGE

XXX TRAFFIC/ TRANSPORTATION

____ MS4/ EROSION & SEDIMENT CONTROL

TYPE OF SUBMITTAL:

____ ENGINEER/ ARCHITECT CERTIFICATION

____ CONCEPTUAL G & D PLAN

____ GRADING PLAN

____ DRAINAGE MASTER PLAN

____ DRAINAGE REPORT

____ CLOMR/LOMR

____ TRAFFIC CIRCULATION LAYOUT (TCL)

XXX TRAFFIC IMPACT STUDY (TIS)

____ EROSION & SEDIMENT CONTROL PLAN (ESC)

____ OTHER (SPECIFY) _____

IS THIS A RESUBMITTAL?: ____ Yes XXX No

RECEIVED
OCT 05 2018
LAND DEVELOPMENT SECTION

CHECK TYPE OF APPROVAL/ACCEPTANCE SOUGHT:

____ BUILDING PERMIT APPROVAL

____ CERTIFICATE OF OCCUPANCY

____ PRELIMINARY PLAT APPROVAL

____ SITE PLAN FOR SUB'D APPROVAL

____ SITE PLAN FOR BLDG. PERMIT APPROVAL

____ FINAL PLAT APPROVAL

____ SIA/ RELEASE OF FINANCIAL GUARANTEE

____ FOUNDATION PERMIT APPROVAL

____ GRADING PERMIT APPROVAL

____ SO-19 APPROVAL

____ PAVING PERMIT APPROVAL

____ GRADING/ PAD CERTIFICATION

____ WORK ORDER APPROVAL

____ CLOMR/LOMR

____ PRE-DESIGN MEETING

____ OTHER (SPECIFY) _____

DATE SUBMITTED: 10/05/2018 By: Terry O. Brown

COA STAFF: ELECTRONIC SUBMITTAL RECEIVED: ___

Terry O. Brown P.E.
Civil / Transportation Engineering

Monday, August 26, 2019

Ernest Armijo, P.E., Traffic Engineer
Transportation Development Section
Planning Department
City of Albuquerque
P. O. Box 1293
Albuquerque, NM 87102

Re: Ceja Vista Development (Dennis Chavez Blvd. / Unser Blvd.)

Dear Ernest:

I am in receipt of your letter of comments dated November 14, 2019 regarding the Ceja Vista Development (Dennis Chavez Blvd. / Unser Blvd.). Transmitted herewith is the FINAL Traffic Impact Study for the Ceja Vista Development (Dennis Chavez Blvd. / Unser Blvd.) for your review and approval. The Traffic Impact Study has been amended to address your comments as follows:

Comment: *1. Page ii: On your Executive Summary Results table do not show a mitigated LOS rating of A when there was no mitigation done. This is confusing as it appears the intersection improves with no action.*

Response: The Executive Summary Results table has been totally reformatted which I believe resolves your concern.

Comment: *2. Page iii: Last paragraph, 3rd line - the word be is missing in "...City streets to compliant...".*

Response: Correction made.

Comment: *3. Page 9: 1st paragraph — reference to appendix pages A-34 thru A-34 should be thru page A-35.*

Response: Appendix has changed significantly. All Appendix page references will be checked and verified.

Re: Ceja Vista Development (Dennis Chavez Blvd. / Unser Blvd.)

Comment: *4. Page 15: 2nd recommendation lists Duel NB LT lanes at 250' while the existing single lane is 300', why not match the existing length as this movement is at LOS E in the build mitigated and fails in the horizon?*

Response: Appendix has changed significantly. All Appendix page references will be checked and verified.

Comment: *5. Page 19: Bottom paragraph — The assumption of a connection with APS property is outdated. APS is adamant that no through traffic will be allowed. The report should be written with the assumption that this connection will not happen.*

Response: The FINAL Traffic Impact Study has been revised to address this issue. (See Implementation Year and Horizon Year Analysis Sections for the intersection of Dennis Chavez Blvd. / 118th St.).

Comment: *6. Page 22: Why are the duel SB LT lanes 300' as the existing lane is 600'?*

Response: The FINAL Traffic Impact Study has been revised to address this issue. Recommendations have been revised to meet New Mexico Department of Transportation's *State Access Management Manual* criteria.

Comment: *7. Page 23: Recheck your numbers for the SB movements. Why does the mitigated condition in the AM have a worse LOS than the Build un-mitigated?*

Response: The mitigated conditions for the intersections of Dennis Chavez Blvd. / 98th St. and Dennis Chavez Blvd. / Unser Blvd. both optimize the signal timing / phasing for their respective signals. This is due to the fact that by adding a south leg to the intersections will require additional phases for northbound and / or southbound left turn movements. An attempt was made for the BUILD Condition to maintain the existing signal timings for the tee intersections. The results were not favorable.

Comment: *8. Page 24: Mitigated recommendations do not show turn lane lengths like previous intersections do. Please keep consistent.*

Response: The FINAL Traffic Impact Study has been revised to address this issue. The FINAL TIS contains a table that summarizes the recommendations for Rio Bravo Blvd. / 98th St. and for Rio Bravo / Unser Blvd. that both contain recommended auxiliary lane lengths.

Comment: *9. Page 27: Bernalillo County has not programmed signalization of this intersection. If this is proposed as mitigation then it should be analyzed with the, also mentioned, widening of Dennis Chavez to four lanes as this does not work by itself.*

Response: The FINAL Traffic Impact Study has been corrected to address this issue.

Re: Ceja Vista Development (Dennis Chavez Blvd. / Unser Blvd.)

Comment: *10. Page 30: The limited capability of HCM6 to properly analyze this intersection is a concern as the analysis shows the SB thru and right movements failing. The statement of "It will probably operate at acceptable levels-of-service and delays" is problematic as the report does not provide any justification for this. We need to discuss how to handle this.*

Response: The FINAL Traffic Impact Study applies the 2022 AM and PM Peak Hour NO BUILD and BUILD volume forecasts to the intersection to see if it meets the Signal Warrant based on the MUTCD Peak Hour Warrant. If it does not meet the Peak Hour Warrant, then if probably does not meet the other pertinent signal warrants. The Analysis demonstrated that the Peak Hour Warrant was not met for any condition in 2022 assuming full development of Ceja Vista. It is my opinion that there are no other possible mitigation measures short of signalizing the intersection when the warrants are met.

Comment: *11. Page 31: See previous comment.*

Response: See previous response.

Comment: *12. Page 35:*

a. Reference the proposed 2022 mitigation.
b. You state that level-of-service will be acceptable, but there are multiple failing movements in the PM.
c. You state the City of Albuquerque does not require horizon year analysis. There is no such policy or current practice not requiring horizon year analysis, and it was requested in the scoping letter.

Response: In stating that the level-of-service will be acceptable, I mean that the mitigation measures proposed have restored the intersection level-of-service / delay to better than what existed for the 2032 NO BUILD Conditions. Mitigation measures for failing intersections are only required to restore the intersection to equal or better condition than the failing NO BUILD Condition. I have added language to the narrative for that intersection to clarify what is meant by “level-of-service will be acceptable…”

Comment: *13. Page 37: Reference the proposed 2022 mitigation. Why is there no mitigation for failing SB left turn?*

Response: There was no recommendation for the SB left turn lane due to the fact that the Ceja Vista Developer has provided sufficient infrastructure at the intersection to reduce the delays for the SB Left Turn movement from 911 seconds for the NO BUILD Condition to 113 seconds for the BUILD (Mitigated) Condition. The Ceja Vista Developer has significantly improved the conditions for the SB Left Turn movement.

Re: Ceja Vista Development (Dennis Chavez Blvd. / Unser Blvd.)

Comment: *14. Page 38: Reference the proposed 2022 mitigation. Why is there no mitigation for failing EB thru and SB left?*

Response: The proposed mitigation at the intersection restore the intersection to better than the 2032 NO BUILD Condition for both the AM Peak Hour and the PM Peak Hour. This is considered to be acceptable mitigation for intersections that fail or partially fail during the NO BUILD Condition.

Comment: *15. Page 39: See comments for page 27.*

Response: See response for page 27.

Comment: *16. Page 40: See comment c for page 35.*

Response: See response for page 35.

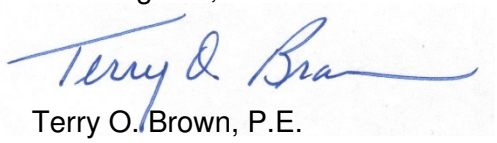
Comment: *17.* Page 41: Why is there no mitigation for EB and WB left turns?

Response: Failing left turns from the side streets are a common problem in the City of Albuquerque due to the fact that it is the largest metropolitan area in the State. Possible mitigation measures include converting the intersection to a roundabout (which is not feasible on this high-speed arterial) or signalization (signal warrant cannot be met for this intersection yet), or significant widening of the main street (which disrupts the linear alignment of the existing arterial). None of these options are desirable, so as with numerous side street and driveway situations in the Albuquerque Metro area, we acknowledge the problem and drivers who reside here learn to live with longer delays in such cases.

I think this should address the concerns and questions that you have raised in your comments.

Please call me if you have questions.

Best Regards,



Terry O. Brown, P.E.

Ceja Vista Development
(Dennis Chavez Blvd. / 98th St.)
Traffic Impact Study

Executive Summary

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed Ceja Vista Development, determine the impact of the development on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared to meet the requirements of the City of Albuquerque, the Bernalillo County Public Works Dept., and the New Mexico Department of Transportation (NMDOT) associated with the review and approval of the Ceja Vista Development.

The proposed development is located south of Dennis Chavez Blvd. in the vicinity of Unser Blvd. & 98th St. The study area includes the intersections of Gun Club Rd. / Coors Blvd., Dennis Chavez Blvd. / Coors Blvd., Blake Rd. / Unser Blvd., Dennis Chavez Blvd. / 118th St., Dennis Chavez Blvd. / 98th St., Dennis Chavez Blvd. / Unser Blvd., Dennis Chavez Blvd. / Condershire Dr., Rio Bravo Sq. / Coors Blvd., Gibson Blvd. / 98th St., Blake Rd. / 98th St., Gun Club Rd. / Karrol St., Don Felipe Rd. / Coors Blvd. The fourth leg of Dennis Chavez Blvd. / 98th St. and Dennis Chavez Blvd. / Unser Blvd. will constitute the access off of the arterial road system for this project.

The proposed development is to be developed as 1,393 single family residential units, 540 apartment units & 120,000 S.F. of retail commercial uses. In addition, there will be almost 23 acres of park / open space & a park & ride lot w/ 260 spaces. The anticipated implementation year for this site is the year 2022. A horizon year of 2032 will be analyzed as well. According to the Institute of Traffic Engineers' (ITE) trip generation rates, the weekday AM Peak Hour period is anticipated to generate approximately 475 entering trips and 1,018 exiting trips. During the weekday PM Peak Hour period, it is anticipated that it will generate approximately 1,305 entering trips and 959 exiting trips.

The development will be accessed via two proposed public roadways for this parcel of land, the fourth leg of 98th St. and Unser Blvd. on Dennis Chavez Blvd. Secondary access will be connections to the south to Gun Club Rd. and connections to the east to Karrol St.

Analysis results by analysis year are included in the following table:

Executive Summary Results Table

			2022 Conditions		2032 Conditions	
Intersection No. / Name	**Signalization**	**Case**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1 - Gun Club Rd. / Coors Blvd.	Signalized	NO BUILD	C - 27.8	C - 20.1	C - 30.5	C - 22.1
		BUILD	C - 28.0	C - 20.8	C - 30.8	C - 22.8
2 - Dennis Chavez Blvd. / Coors Blvd.	Signalized	NO BUILD	D - 37.4	F - 80.6	F - 82.9	F - 96.0
		BUILD	F - 100.3	F - 255.9	F - 173.5	F - 268.5
		MIT.	C - 33.6	E - 59.6	D - 41.6	E - 68.9
3 - Blake Rd. / Unser Blvd.	Signalized	NO BUILD	C - 30.2	C - 23.6	D - 36.2	C - 28.7
		BUILD	C - 29.6	C - 23.6	C - 34.4	C - 29.6
4 - Dennis Chavez Blvd. / 118th St.	Signalized	NO BUILD	D - 46.9	E - 74.9	F - 83.3	D - 48.7
		BUILD	F - 127.4	F - 315.2	F - 162.2	F - 191.6
		MIT.	E - 55.6	F - 200.6	F - 95.2	F - 169.1
5 - Dennis Chavez Blvd. / 98th St.	Signalized	NO BUILD	F - 274.2	D - 35.2	F - 532.5	C - 33.3
		BUILD	F - 322.7	F - 364.6	F - 289.9	F - 80.5
		MIT.	D - 48.1	C - 29.5	D - 54.8	C - 21.4
6 - Dennis Chavez Blvd. / Unser Blvd.	Signalized	NO BUILD	E - 65.9	D - 48.9	F - 182.5	F - 175.8
		BUILD	F - 902.1	F - 367.5	F - 1417	F - 638.6
		MIT.	D - 41.3	C - 28.2	E - 78.6	E - 68.8
7 - Dennis Chavez Blvd. / Condershire	Unsignalized	NO BUILD	F - 942	F - 999	F - 999	F - 999
		BUILD	F - 999	F - 999	F - 999	F - 999
8 - Rio Bravo Sq. Driveway / Coors Blvd.	Unsignalized	NO BUILD	C - 18.1	F - 77.0	C - 19.5	F - 107.0
		BUILD	C - 24.4	F - 277.0	D - 26.5	F - 405.0
9 - Gibson Blvd. / 98th St.	Unsignalized	NO BUILD	B - 14.2	C - 20.2	C - 18.1	C - 20.2
		BUILD	C - 18.0	E - 49.9	C - 22.5	F - 97.8
10. Blake Rd. / 98th St.	Unsignalized	NO BUILD	B - 11.7	C - 20.2	C - 16.1	C - 20.8
		BUILD	B - 14.6	D - 26.3	C - 22.2	F - 58.8
11. Gun Club Rd. / Karrol St.	Unsignalized	NO BUILD	A - 9.3	A - 9.5	A - 9.4	A - 9.8
		BUILD	A - 9.5	B - 10.0	A - 9.6	B - 10.3
12. Don Felipe Rd. / Coors Blvd.	Unsignalized	NO BUILD	C - 17.3	C - 21.8	C - 19.3	C - 24.4
		BUILD	C - 18.6	C - 24.3	C - 20.8	D - 27.3
13. Gun Club Rd. / Unser Blvd.	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	A - 8.9	A - 9.1	8.9	9.2
14. Borrego Dam / Karrol St.	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	A - 9.4	B - 10.1	9.4	10.1
15. Meade Ave. / Karrol St.	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	A - 9.4	B - 10.1	9.4	10.1

Summary of Deficiencies, Anticipated Impacts, and Recommendations

The 2022 analysis did not determine any significant deficiencies in the adjacent transportation system provided that the following Recommendations are implemented.

Recommendations:

2022 Implementation Year –

Gun Club Rd. / **Coors Blvd.** – No recommendation.
Dennis Chavez Blvd. (Rio Bravo Blvd.) / **Coors Blvd.** – Construct Dual EB LT lanes, Dual WB Thru lanes, Dual NB LT Lanes, and a SB RT lane. Lane length requirements are in the 2032 Horizon Year Section below.
Blake Rd. / **Unser Blvd.** – No recommendation.
Dennis Chavez Blvd. / **118th St.** – No recommendation.
Dennis Chavez Blvd. / **98th St.** – Construct dual EB / WB Thru lanes and one WB LT Lane. Modify the north leg of the intersection to implement dual SB LT lanes, dual SB Thru lanes, and a SB RT lane. Construct the south leg of the intersection to implement dual NB RT lanes, dual NB Thru lanes, and a NB LT lane. Lane length requirements are in the 2032 Horizon Year Section below.
Dennis Chavez Blvd. / **Unser Blvd.** – Construct dual EB / WB Thru lanes, Dual WB LT lanes, and an eastbound right turn lane. Modify the north leg of the intersection to implement dual SB LT lanes, dual SB Thru lanes, and a SB RT lane. Construct the south leg of the intersection to implement dual NB RT lanes, dual NB thru lanes, and a NB LT lane. Lane length requirements are in the 2032 Horizon Year Section below.
Dennis Chavez Blvd. / **Condershire Dr.** – No recommendation.
Rio Bravo Sq. Driveway / **Coors Blvd**. – No recommendation.
Gibson Blvd. / **98th St**. – No recommendation.
Blake Rd. / **98th St.** – No recommendation.
Gun Club Rd. / **Karrol St.** – No recommendation.
Don Felipe Rd. / **Coors Blvd.** – No recommendation.

Lengths of left and right turn auxiliary lanes on State Highways to be compliant with the New Mexico Department of Transportation's State Access Management Manual, current edition. Lengths of left and right turn auxiliary lanes on City streets to be compliant with the City of Albuquerque's Development Process Manual, current edition. Lengths of left and right turn auxiliary lanes on County Streets to be compliant with the New Mexico Department of Transportation's State Access Management Manual, current edition. Calculated queue lengths (95th Percentile confidence level) are defined on Pages A-263 through A-288 in the Appendix of this report. Specific recommended auxiliary lane lengths at the intersections of Dennis Chavez Blvd. / 98th St. and Dennis Chavez Blvd. / Unser Blvd. are defined on Pages 22 and 26 of this

report. Recommended auxiliary lane lengths at the offsite intersection of Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. are defined on Page 15 of this report.

2032 Horizon Year – No additional recommendations. Summary of Recommendations for Dennis Chavez Blvd. / Coors Blvd., Dennis Chavez Blvd. / 98th St., and Dennis Chavez Blvd. / Unser Blvd. with required lane lengths are summarized in the following tables:

Summary of Recommendations for:	**Dennis Chavez Blvd. (NM St. Rd. 500) / Coors Blvd.**	
Recommended Improvement	**Required Length (Ft)**	**Comment**
Add Second Eastbound Left Turn Lane	550	(400' + 150') long including 150 feet transition.
Add Second Westbound Thru Lane	500	plus transition as per MUTCD
Maintain 1 Westbound Right Turn Lane	370	370' including 150 feet transition.
Add Second NB Left Turn Lane	740	(400' + 340') long including 100 feet transition.
Construct new Southbound RT Lane	952	(370' + 582') long including 100 feet long transition.
Note: Required Length (Ft.) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		

Summary of Recommendations for:	**Dennis Chavez Blvd. (NM State Rd. 500) / 98th St.**	
Recommended Improvement	**Required Length (Ft)**	**Comment**
1 Eastbound Left Turn Lane	525	(400' + 125') long including 150 feet transition.
2 Eastbound Thru Lanes	500	plus transition as per MUTCD
1 Eastbound Right Turn Lane	450	(370' + 82') long including 150 feet transition.
1 Westbound Left Turn Lane	470	(400' + 70') long including 150 feet transition.
2 Westbound Thru Lanes	500	plus transition as per MUTCD
1 Westbound RT Lane	635	(370' + 265') long including 150 feet transition.
1 Northbound LT Lane	420	(250' + 170') long including 100 feet transition.
2 Northbound Thru Lanes	500	plus transition as per MUTCD
2 Northbound RT Lanes	335	(250' + 85') long incluiding 100 feet transition.
2 Southbound LT Lanes	900	(250 + 654') long including 100 feet transition.
2 Southbound Thru Lanes	500	plus transition as per MUTCD
1 Southbound RT Lane	870	(250' + 620') long including 100 feet long transition.
Note: Required Length (Ft.) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		
Field Constraints may limit the length of lane that can be constructed.		

Summary of Recommendations for:	Dennis Chavez Blvd. (NM St. Rd. 500) / Unser Blvd.	
Recommended Improvement	**Required Length (Ft)**	**Comment**
1 Eastbound Left Turn Lane	670	(400' + 125') long including 150 feet transition.
2 Eastbound Thru Lanes	500	plus transition as per MUTCD
1 Eastbound Right Turn Lane	400	(370' + 26') long including 150 feet transition.
1 Westbound Left Turn Lane	470	(400' + 70') long including 150 feet transition.
2 Westbound Thru Lanes	500	plus transition as per MUTCD
1 Westbound RT Lane	1830	(370' + 265') long including 1,463 feet transition.
1 Northbound LT Lane	420	(250' + 170') long including 100 feet transition.
2 Northbound Thru Lanes	500	plus transition as per MUTCD
2 Northbound RT Lanes	295	(250' + 44') long incluiding 100 feet transition.
2 Southbound LT Lanes	1120	(250 + 870') long including 100 feet transition.
2 Southbound Thru Lanes	500	plus transition as per MUTCD
1 Southbound RT Lane	425	(250' + 175') long including 100 feet long transition.
Note: Required Length (Ft.) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		
Field Constraints may limit the length of lane that can be constructed.		

In consideration of the fact that this project will progress over the next several years or so with undefinable phases, it is recommended that the recommended mitigation improvements be phased as well. The developer and the appropriate governmental review agency will negotiate a phased improvement construction schedule tied to specific thresholds of the development. Also, it may be beneficial to develop a fiscal responsibility of this developer for recommended infrastructure improvements at Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. based on percentage contribution to the total volumes for each specific recommended improvement.

Ceja Vista Development
(Dennis Chavez Blvd. / 98th St.)
Traffic Impact Study

Contents

Agency Letters of Comment and Consultant Responses i

New Mexico Department of Transportation i
Bernalillo County Public Works Department ii
City o Albuquerque Transportation Development Section iii

Executive Summary iv

Summary of Deficiencies, Anticipated Impacts, and Recommendations vi

Introduction 1
Description of Proposed Development 2
Study Area Conditions 4
Analysis of Existing Conditions 5
Analysis 7
Traffic Projections 7
Traffic Analysis (Existing Conditions) 11
Traffic Analysis (Implementation Year – 2022) 13
Traffic Analysis (Horizon Year – 2032) 38
Impact Assessment 59
Access Design Specifications 59
Summary of Deficiencies, Anticipated Impacts, and Recommendations 60

APPENDIX 65

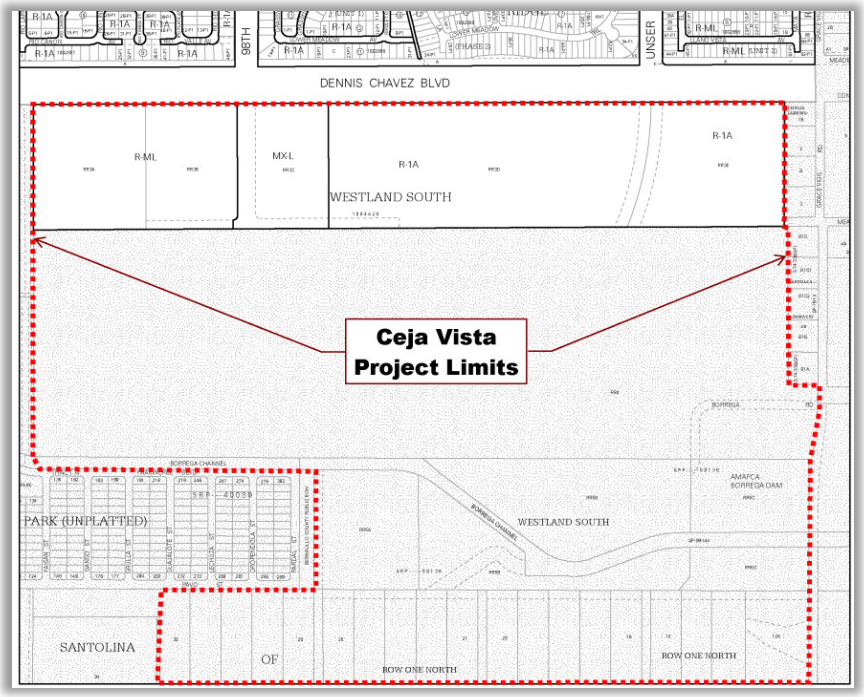
Ceja Vista Development
(Dennis Chavez Blvd. / 98th St.)
Traffic Impact Study

Introduction

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed Ceja Vista Development and determine the impact of the development on the adjacent transportation system. The recommendations of this study will provide measures to mitigate the impact of the development of the site plan on critical intersections and street segments. This study is prepared to meet the requirements of the City of Albuquerque, Bernalillo County Public Works Department, and the New Mexico Department of Transportation, District 3 Office associated with their review of the Ceja Vista Development as shown on the plan on Page A-3 in the Appendix of this report.

The proposed development is located south of Dennis Chavez Blvd. in the vicinity of Unser Blvd. & 98th St. in Albuquerque, New Mexico. If the property was to develop in a manner significantly different than the proposed plan considered in this report such that the number of generated trips is significantly greater, then an update to this study may be required by the governing bodies as listed earlier.

Following is a vicinity map depicting the location of the proposed project:



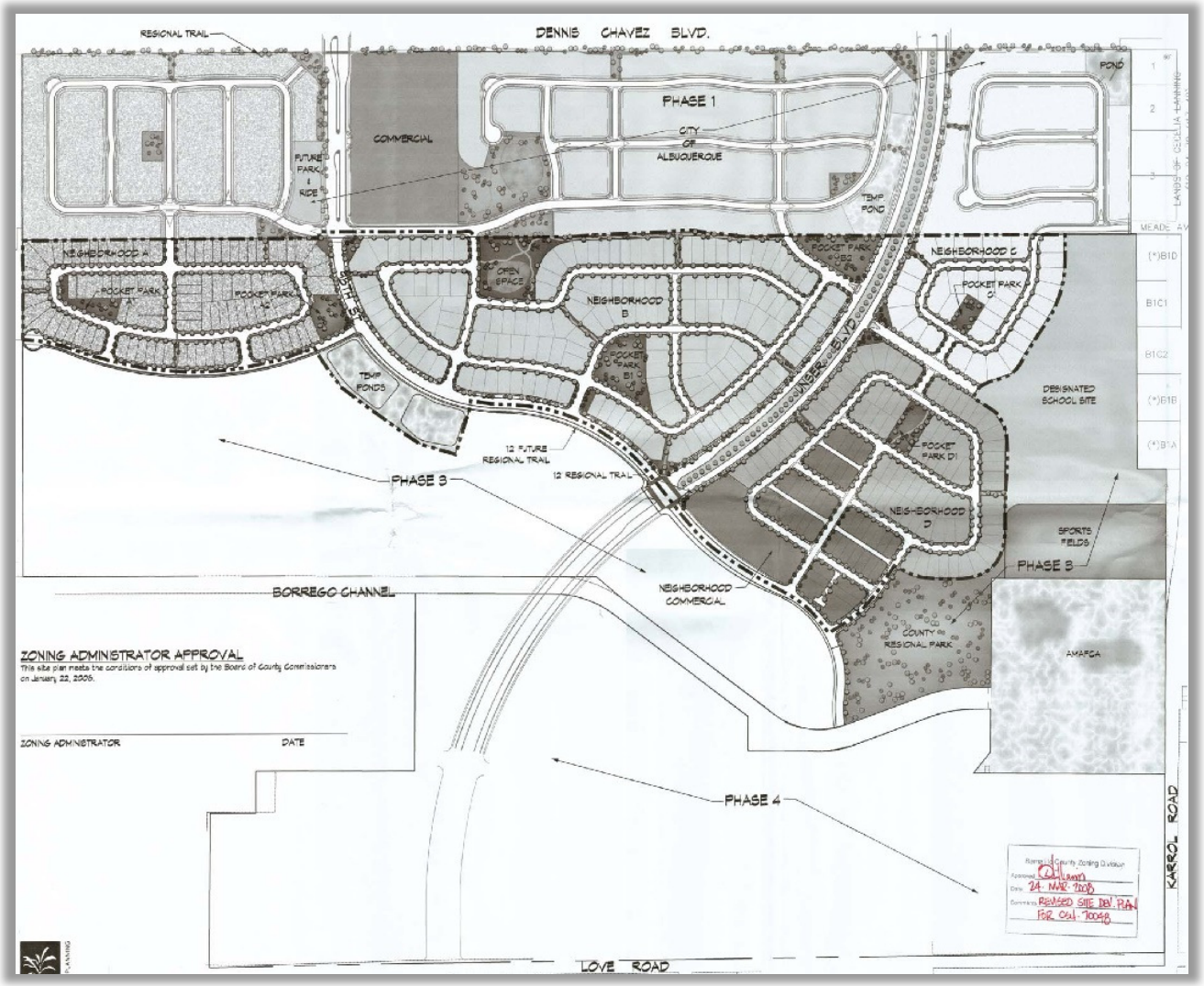
Description of Proposed Development

The proposed project is described as 1,393 single family residential units, 540 apartment units & 120,000 S.F. of retail commercial uses south of Dennis Chavez Blvd. in the vicinity of Unser Blvd. & 98th St. The project lies partly in the city limits of Albuquerque, NM and partly in Bernalillo County. The project will affect Regional Principal Arterial Roadways (Dennis Chavez Blvd., 98th St. & Unser Blvd.) which are maintained by the New Mexico Department of Transportation. Therefore, the project will be required to comply with the requirements of the City of Albuquerque and Bernalillo County with regard to the overall development and with the requirements of the NMDOT with regard to transportation issues along these roadways.

This development will be constructed in undefined phases. This study will analyze an implementation year of 2022 and a horizon year of 2032, both assuming 100% development of the project to provide conservative analyses. In consideration of the impossibility of an accurate prediction of the phasing of this large project, this Study does not attempt to predict the phases. Instead it will evaluate an aggressive development schedule and recommend updates to the Study at critical milestones in the development process.

The development will be primarily accessed via two proposed intersections along Dennis Chavez Blvd. for this parcel of land. They will be the fourth leg of both 98th St. and Unser Blvd. Secondary access will be to Karrol St. to the east and Gun Club Rd. to the south. Secondary access is also planned via two roadway connections to Gun Club Rd. to the south (Karrol St. and Unser Blvd. extension) and two roadway connections to Karrol St. (Borrego Dam Connection and Meade Rd.).

Following is the proposed site development plan depicting driveway (access) locations (also, see Appendix Page A-3 for a more complete version of the proposed site development plan):


DENNIS CHAVEZ BLVD.
REGIONAL TRAIL
PHASE 1
CITY OF ALBUQUERQUE
COMMERCIAL
FUTURE PARK & RIDE
POND
TEMP POND
NEIGHBORHOOD A
POCKET PARK A1
POCKET PARK A2
OPEN SPACE
NEIGHBORHOOD B
POCKET PARK B1
TEMP PONDS
98TH ST.
POCKET PARK B2
NEIGHBORHOOD C
POCKET PARK C1
DESIGNATED SCHOOL SITE
(*)B1D
B1C1
B1C2
(*)B1B
(*)B1A
12 FUTURE REGIONAL TRAIL
12 REGIONAL TRAIL
PHASE 3
POCKET PARK D1
NEIGHBORHOOD D
SPORTS FIELDS
PHASE 3
BORREGO CHANNEL
NEIGHBORHOOD COMMERCIAL
COUNTY OPEN SPACE REGIONAL PARK
AMAFCA
ZONING ADMINISTRATOR APPROVAL
This site plan meets the conditions of approval set by the Board of County Commissioners on January 22, 2006.
ZONING ADMINISTRATOR
DATE
PHASE 4
KARROL ROAD
LOVE ROAD
MEADE AV
LANDS OF CELIA LEMMING
Bernalillo County Zoning Division
Approved
Date 24 MAR 2008
Comments REVISED SITE DEV. PLAN FOR CUP 10048

Study Area Conditions

A Traffic Impact Study Scoping Meeting was held with the City of Albuquerque Transportation staff (Racquel Michel and Ernest Armijo), NMDOT (Nancy Perea and Margaret Haynes) & Bernalillo Co. Public Works (Julie Luna). During the meeting, it was determined that the study area would include the following list of intersections to be analyzed in the Traffic Impact Study:

1. Gun Club Rd. / Coors Blvd.
2. Dennis Chavez Blvd. / Coors Blvd.
3. Blake Rd. / Unser Blvd.
4. Dennis Chavez Blvd. / 118th St.
5. Dennis Chavez Blvd. / 98th St.
6. Dennis Chavez Blvd. / Unser Blvd.
7. Dennis Chavez Blvd. / Condershire Dr.
8. Rio Bravo Sq. / Coors Blvd.
9. Gibson Blvd. / 98th St.
10. Blake Rd. / 98th St.
11. Gun Club Rd. / Karrol St.
12. Don Felipe Rd. / Coors Blvd.
13. Gun Club Rd. / Unser Blvd. extension
14. Borrego Dam / Karrol St.
15. Meade Rd. / Karrol St.

This scope of study was based on the assumption that the parcel in question would be developed as shown on the proposed site plan (See Scoping Letter on Pages A-322 through A-324 in Appendix of this report.

There are three other known land development projects in the area which need to be incorporated into the background traffic model for this study, namely Sunrise Village Subdivision, a revised driveway for the Atrisco Heritage Academy, and the remainder of Las Estancias. There are no known Transportation Improvement Program projects in the area that need to be considered in the Traffic Impact Study.

This project is served by public transit services in the area; specifically Routes #155, 198 and 222. These routes run along Coors Blvd. (155), 98th St. (198) and Rio Bravo Blvd. north on University & east on Gibson (222). See Appendix page A-282 for bus routes.

Most of the roadways are designated on the Futures 2040 Metropolitan Transportation Plan (2040 Long Range Bikeway System) as either Proposed or Existing Bicycle Routes or Paved Trails.

There are pedestrian facilities in the project area – curb and gutter and sidewalks along the roads, as well as raised medians for pedestrians and bicyclists crossing against traffic.

Blake Rd. and Don Felipe Rd. are classified as Major Collector Roadways on the Mid-Region Council of Government's Futures 2040 Long Range Roadway System Map. Don Felipe Rd. is a two-lane rural-type roadway with no raised median, curb and gutter or sidewalk. The posted speed limit along this section of road is 25 M.P.H. Blake Rd. is a divided highway with curb & gutter with some sidewalks along the developed portions of the roadway. The posted speed limit is 35 M.P.H.

Dennis Chavez Blvd., Unser Blvd. & Coors Blvd. are classified as Regional Principal Arterial Roadways on the Mid-Region Council of Government's Futures 2040 Long Range Roadway System Map. Dennis Chavez Blvd. is a two-lane roadway without curb & gutter or sidewalks west of Coors Blvd. The posted speed limit along this section of Dennis Chavez Blvd. is 45 MPH. Unser Blvd. & Coors Blvd. are four-lane divided highways with curb & gutter and sidewalks. The posted speed limit on Unser Blvd. is 40 M.P.H.

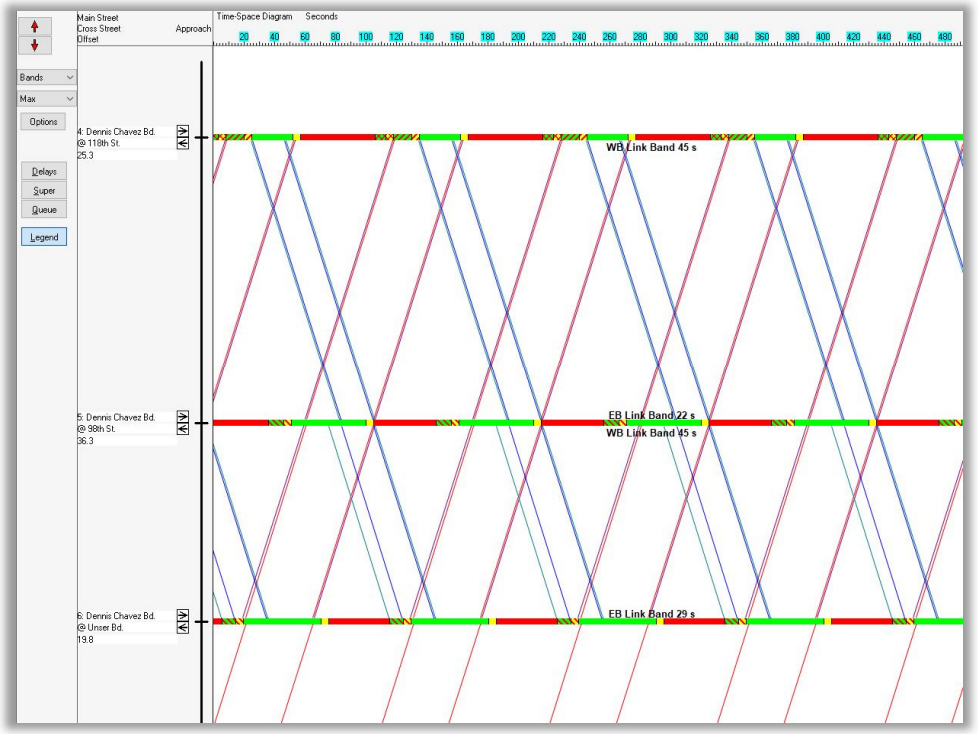
118th St., 98th St., Gibson Blvd. and Gun Club Rd. are classified as Community Principal Arterial Roadways on the Mid-Region Council of Government's Futures 2040 Long Range Roadway System Map. 118th St. & Gun Club Rd. are two-lane roadways with some curb & gutter and sidewalks along the developed portions. 98th St. & Gibson Blvd. are four-lane roadways with raised medians and curb & gutter with sidewalks. The posted speed limit along Gibson Blvd. is 40 M.P.H. The posted speed limit along 98th St. & Gun Club Rd. is 30 M.P.H.

Analysis of Existing Conditions

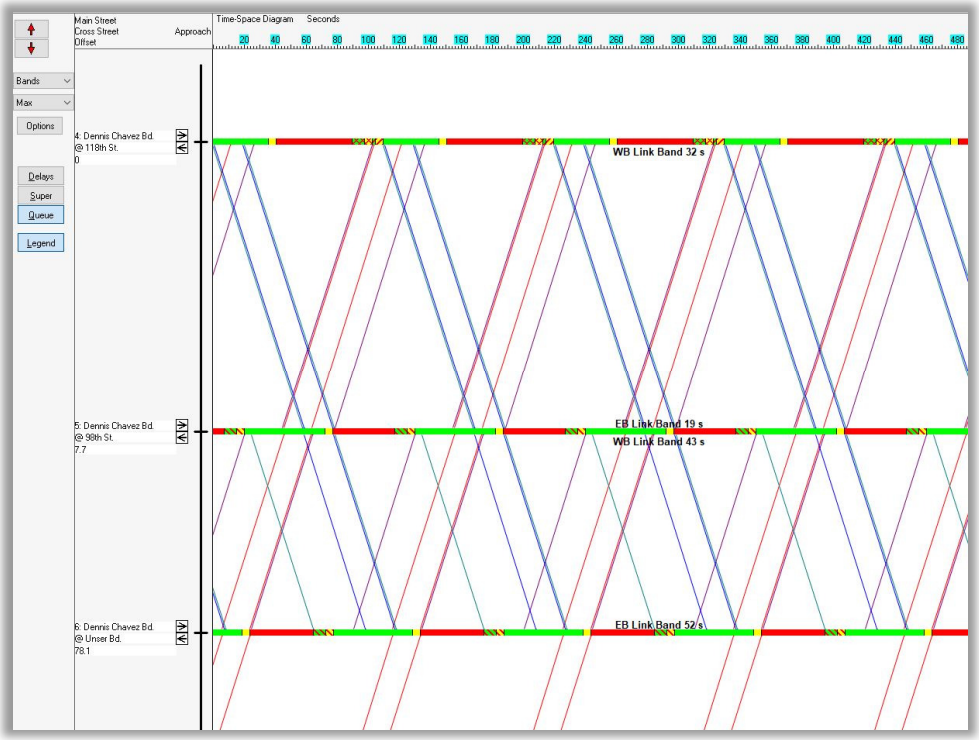
Existing conditions analysis was required by the City of Albuquerque. Existing traffic volumes (turning movement counts) were collected at the intersections targeted for analysis in this study in 2017 & 2018 and are included on Appendix Pages A-283 thru A-297. Some of the traffic counts were from other proposed developments in the area including Sunrise Village Subdivision and Atrisco Heritage Academy Traffic Impact Studies. A graphical summary of the 2018 AM and PM Peak Hour volumes, associated levels-of-service, lane geometry, and average intersection levels-of-service and delays (in seconds) on the LOS / Volumes Analysis Maps located at the end of the front-end text of this Study.

There is an existing coordinated traffic signal system on Dennis Chavez Blvd. from 118th St. through Unser Blvd. inclusive. The intersection of Dennis Chavez Blvd. / Coors Blvd. is on the coordinate traffic signal system along Coors Blvd. All are fully actuated traffic signals.

The existing conditions (2018) AM and PM Peak Hour bandwidths for the Dennis Chavez corridor from 118th St. through Unser Blvd. are shown in the following two time-space diagrams:



2018 AM Peak Hour Time-Space Diagram (Dennis Chavez Blvd.)



2018 PM Peak Hour Time-Space Diagram (Dennis Chavez Blvd.)

Analysis

Traffic Projections

Background traffic counts (turning movements volumes) were taken from recent traffic counts (Appendix A-283 thru A-297) conducted for this project in July 2018. Some of the traffic counts were taken from one of two other previous Traffic Impact Studies – Sunrise Village Traffic Impact Study and APS Atrisco Heritage Academy High School Traffic Impact Analysis. The traffic counts for Sunrise Village were collected in April 2018 and the traffic counts for Atrisco Heritage Academy High School were collected in October 2017.

This study assumes that the development will be implemented in one phase with an implementation year of 2022 and a horizon year of 2032. The project will, however, be developed in several undefined future phases driven by market forces. It is impossible to forecast the phasing of the Ceja Vista Development with any significant accuracy.

Projected trips were calculated based on the Institute of Traffic Engineers (ITE) Trip Generation Manual (10th Edition). Trips for the development were determined based on land use defined on the Conceptual Site Development Plan on Page A-3 in the Appendix of this report. The following table summarized the trip generation rate for the project:

Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

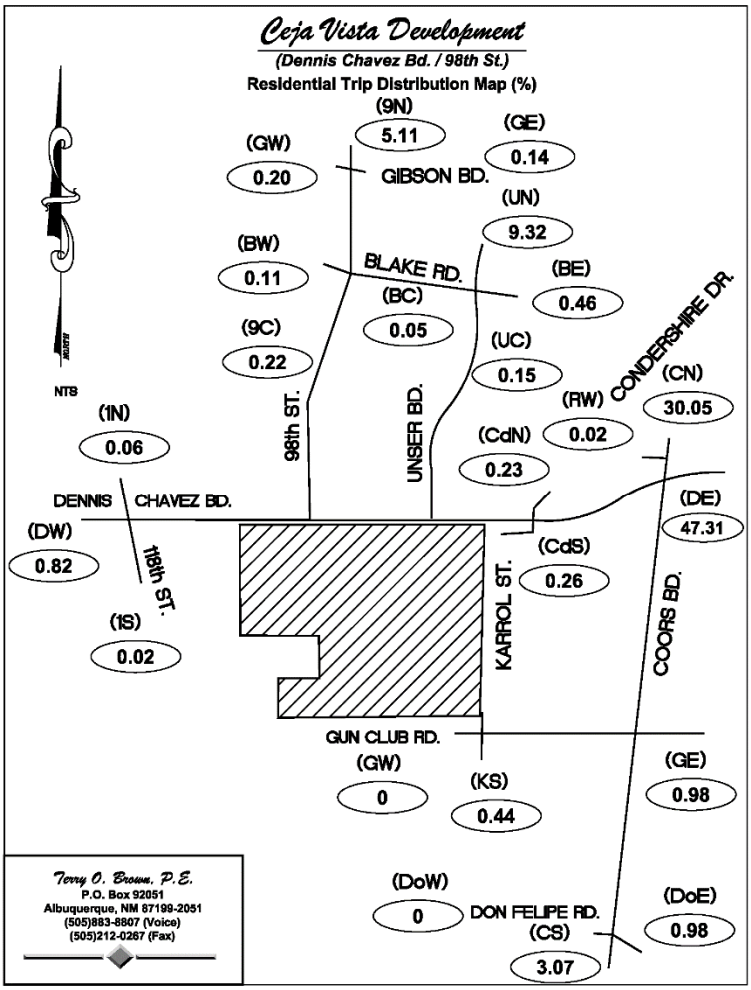
Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
.	Multifamily Housing (Low-Rise)	540	4,042	54	182	174	102
.	Single-Family Detached Housing (210)	1,393	11,732	248	745	802	471
.	Shopping Center (820)	120.00	6,806	131	80	299	323
.	City Park (411)	22.89	103	-	-	13	11
.	Park-and-Ride Lot w/Bus Service (090)	100	407	42	11	17	52
	Subtotal		**23,090**	**475**	**1,018**	**1,305**	**959**
	Residential Trips		**15,774**	**302**	**927**	**976**	**573**
	Commercial / Non-Residential Trips		**7,316**	**173**	**91**	**329**	**386**
	School Trips Diverted to the West to 118th St.	17.5%		53	162	171	100
	Standard Residential Trips (non-School diverted)			249	765	805	473

Pass-by trips were not applied to this project. See Appendix Pages A-6 thru A-11 for more information regarding the trip generation.

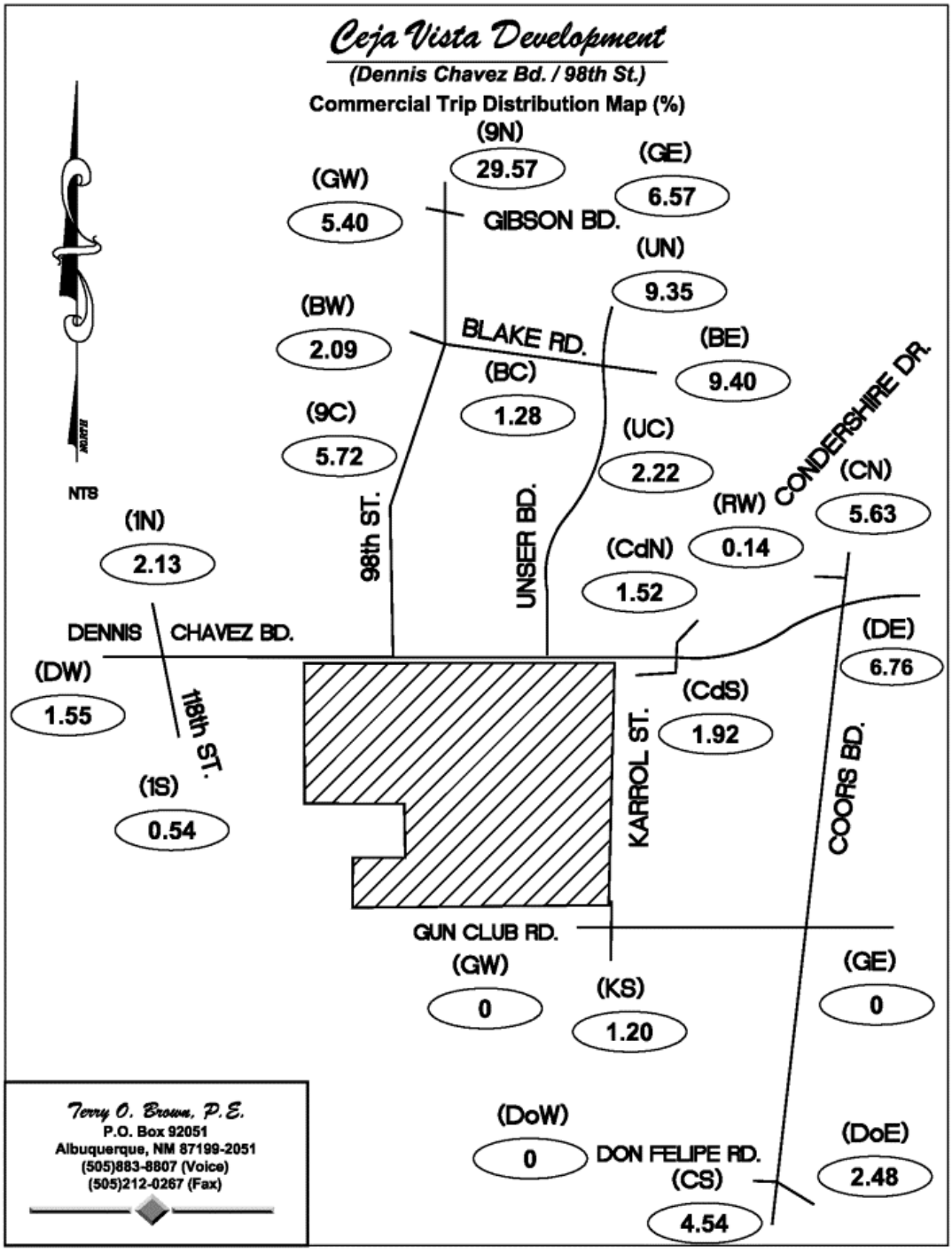
Primary and diverted linked trips for residential development have been distributed proportionally to the 2022 projected employment Socioeconomic Data of Subareas area wide. Employment data for 2012 and 2040 were taken from the 2040 Socioeconomic Forecasts for Subareas for the MRCOG Region, supplied by the Mid-Region Council of Governments (MRCOG). Employment Data was interpolated linearly to obtain 2022 values and adjusted for distance from the proposed new facility. The trip distribution worksheets and associated map of subareas are shown on Appendix Pages A-12 thru A-20. The Trip Distribution Map for residential use can be found below and in the Appendix on Page A-21.

Trip assignments are first made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignments for residential trips are shown below and in the Appendix on Pages A-22 thru A-25.



In addition to the gravity model for distributing residential trips, an adjustment was made to account for residential trips to and from the adjacent schools along 118th St. south of Rio Bravo Blvd. Data from Albuquerque Public Schools' Senior Planner and Manager indicates that approximately 17.5% of the Ceja Vista generated traffic would travel to and from the schools along 118th St. south of Rio Bravo to drop their students off at school and / or pick them up after school. Therefore, 17.5% of the total trips generated by the residential component of Ceja Vista were diverted to the schools. The residential exiting trips were diverted to the school area before distributing them onto the adjacent transportation system to achieve their destination. The residential entering trips were diverted to the school area before distributing them back to the residential area of Ceja Vista.

The Gravity Model was used to determine trip distribution where primary trips for the commercial land use development were distributed proportionally to the 2022 projected population of Data Analysis Subzones (DASZ) within a 3-mile radius. Population data for the years 2012 and 2040 were taken from the 2040 Socioeconomic Forecasts by Subareas for the Mid-Region of New Mexico supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2012 and 2040 was interpolated linearly to obtain 2022 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of data analysis subzones are shown in the Appendix on Pages A-26 thru A-34. The commercial Trip Distribution map can be found below and in the Appendix on Page A-35.


Ceja Vista Development
(Dennis Chavez Bd. / 98th St.)
Commercial Trip Distribution Map (%)
(9N)
29.57
(GW)
5.40
GIBSON BD.
(GE)
6.57
(UN)
9.35
(BW)
2.09
BLAKE RD.
(BE)
9.40
(BC)
1.28
(9C)
5.72
(UC)
2.22
CONDERSHIRE DR.
(CN)
5.63
NTS
(1N)
2.13
98th ST.
UNSER BD.
(RW)
0.14
(CdN)
1.52
DENNIS CHAVEZ BD.
(DE)
6.76
(DW)
1.55
118th ST.
(CdS)
1.92
KARROL ST.
COORS BD.
(1S)
0.54
GUN CLUB RD.
(GW)
0
(KS)
1.20
(GE)
0
(DoW)
0
DON FELIPE RD.
(DoE)
2.48
(CS)
4.54
Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Trip assignments are first made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignments for commercial trips are shown below and in the Appendix on Pages A-36 thru A-37. No adjustments for pass-by trips on this project were applied. Also, no adjustment was made for internal capture although a small percentage could be taken to account for internal capture in this residential / retail commercial development.

Background traffic growth rates were considered for each individual approach to an intersection that was targeted for analysis based on data from the 2007 through 2016 Traffic Flow maps prepared by the Mid-Region Council of Governments. Most of the Traffic Flow Data for those years taken from the MRCOG Traffic Flow Maps were Standard Data. The data from those years for each approach was plotted on a graph and a linear "regression trend line" calculated using the equation format y=mx+b. The growth rate was determined by calculating the average volume increase per year during the time period considered and dividing that volume into the most recent AWDT used in the analysis from which future volumes will be calculated. The rate of growth of that trend line was utilized as the annual growth rate for each approach if that calculated rate appeared feasible. However, in every roadway segment considered in this analysis, the rate indicated either an inconsistent or a negative growth trend; therefore, the growth rate was considered to be a generic 0.5%. A maximum growth rate of 5% was also imposed where necessary. Historical Growth Rate Graphs with linear regression trend lines are shown in the Appendix on Pages A-38 thru A-61. The growth rate utilized for each approach to an intersection is printed at the top of the Turning Movement sheets for each intersection (Appendix Pages A-68 thru A-98 and Appendix Pages A-104 thru A-133).

The trip generation, trip distribution and trip assignments were utilized along with the existing 2017 and 2018 background traffic volumes and the historical traffic growth rates to determine the Implementation year NO BUILD and BUILD volumes, see Appendix Pages A-63 thru A-98.

Traffic Analysis (Existing Conditions)

Existing 2018 traffic volumes were applied to the existing transportation system (utilizing existing signal timing for signalized intersections) to determine the operational characteristics of the current AM and PM Peak Hour Conditions. The following table summarizes the results of the existing transportation network analysis (see Appendix Pages A-134 thru A-157 for detail HCM6 Reports for Existing Conditions):

Intersection: 1 - Gun Club Rd. / Coors Blvd. - Signalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	C - 33.9	D - 37.8	D - 37.8	D - 36.1	D - 39.7	E - 63.1	B - 13.3	B - 19.8	B - 16.2	B - 14.7	B - 17.4	B - 14.7	**C - 26.4**	Signalized
PM	D - 41.6	D - 48.2	D - 48.2	D - 41.0	D - 44.1	E - 55.9	A - 8.5	B - 12.6	B - 10.1	A - 9.0	B - 11.6	A - 9.6	**B - 18.5**	

Intersection: 2 - Dennis Chavez Blvd. / Coors Blvd. - Signalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	C - 30.6	D - 49.1	A - 0.0	C - 34.7	D - 37.7	A - 0.0	B - 16.0	C - 21.6	B - 19.4	E - 57.9	C - 21.6	C - 21.7	**C - 34.4**	Signalized
PM	D - 36.2	C - 34.3	A - 0.0	C - 27.5	**F - 145**	A - 0.0	C - 29.2	C - 27.3	B - 17.5	E - 58.2	D - 37.1	D - 37.2	**E - 57.7**	

Intersection: 3 - Blake Rd. / Unser Blvd. - Signalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	D - 39.9	D - 38.6	D - 38.6	C - 33.9	D - 53.3	D - 53.3	B - 13.2	B - 16.7	B - 12.1	B - 13.3	B - 17.1	B - 10.9	**C - 28.6**	Signalized
PM	D - 47.3	D - 53.4	D - 53.4	D - 45.4	E - 63.1	E - 63.1	B - 10.8	B - 13.9	B - 10.4	A - 9.5	B - 11.7	A - 8.6	**C - 21.9**	

Intersection: 4 - Dennis Chavez Blvd. / 118th St. - Signalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	D - 51.0	C - 34.6	D - 42.0	E - 69.4	C - 21.8	C - 21.8	D - 51.1	C - 30.6	C - 26.6	C - 30.3	D - 39.8	D - 39.8	**D - 42.3**	Signalized
PM	E - 57.1	C - 28.2	C - 24.7	E - 56.7	C - 23.5	C - 23.5	C - 29.9	C - 31.3	**F - 145**	C - 25.0	C - 22.3	C - 22.3	**E - 71.9**	

Intersection: 5 - Dennis Chavez Blvd. / 98th St. - Signalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	C - 27.6	B - 17.6	A - 0.0	A - 0.0	C - 32.3	B - 10.4	A - 0.0	A - 0.0	A - 0.0	**F - 149**	A - 0.0	B - 18.3	**D - 54.0**	Signalized
PM	B - 18.5	A - 9.2	A - 0.0	A - 0.0	D - 49.2	D - 47.4	A - 0.0	A - 0.0	A - 0.0	D - 53.7	A - 0.0	B - 13.4	**C - 31.7**	

Intersection: 6 - Dennis Chavez Blvd. / Unser Blvd. - Signalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	B - 12.8	C - 29.8	A - 0.0	A - 0.0	B - 19.2	B - 18.9	A - 0.0	A - 0.0	A - 0.0	**F - 95.2**	A - 0.0	C - 23.8	**D - 42.2**	Signalized
PM	B - 16.6	A - 1.0	A - 0.0	A - 0.0	C - 25.7	C - 30.8	A - 0.0	A - 0.0	A - 0.0	E - 60.5	A - 0.0	C - 24.3	**C - 28.6**	

Intersection: 7 - Dennis Chavez Blvd. / Condershire Dr. - Unsignalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	A - 8.9	A - 0.0	A - 0.0	B - 12.0	A - 0.0	A - 0.0	**F - 144**	**F - 144**	**F - 144**	**F - 105**	B - 13.0	B - 13.0	**A - 2.7**	Unsignalized
PM	B - 12.1	A - 0.0	A - 0.0	A - 9.5	A - 0.0	A - 0.0	**F - 825**	**F - 825**	**F - 825**	**F - 138**	D - 32.6	D - 32.6	**C - 20.2**	

Intersection: 8 - Rio Bravo Sq. Driveway / Coors Blvd. - Unsignalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	C - 17.5	A - 0.0	A - 9.8	A - 0.0	A - 0.0	A - 0.0	A - 8.5	A - 0.0	A - 0.0	A - 0.0	A - 0.0	A - 0.0	**A - 0.4**	Unsignalized
PM	**F - 68.7**	A - 0.0	B - 12.3	A - 0.0	A - 0.0	A - 0.0	A - 10.0	A - 0.0	A - 0.0	A - 0.0	A - 0.0	A - 0.0	**A - 2.7**	

Intersection: 9 - Gibson Blvd. / 98th St. - Unsignalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	B - 14.8	B - 11.0	B - 10.4	B - 11.2	B - 10.9	B - 10.5	B - 10.2	C - 15.8	B - 12.5	B - 10.4	B - 13.0	B - 13.0	**B - 13.2**	Unsignalized
PM	C - 15.4	B - 12.2	B - 11.9	B - 12.7	B - 13.7	B - 12.8	B - 12.2	C - 17.8	B - 13.9	B - 11.4	C - 24.1	C - 24.1	**C - 17.5**	

Intersection: 10 - Blake Rd. / 98th St. - Unsignalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	B - 10.3	B - 10.2	B - 10.2	B - 10.5	A - 9.7	A - 9.7	A - 9.6	B - 12.1	B - 12.1	A - 9.8	B - 11.4	A - 10.0	**B - 10.9**	Unsignalized
PM	B - 11.1	B - 10.8	B - 10.8	B - 11.9	B - 10.8	B - 10.8	B - 10.6	B - 13.6	B - 13.6	B - 10.7	B - 14.0	B - 11.3	**B - 12.2**	

Intersection: 11 - Gun Club Rd. / Karrol St. - Unsignalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	A - 7.3	A - 0.0	A - 0.0	A - 7.3	A - 0.0	A - 0.0	A - 8.8	A - 8.8	A - 8.8	A - 9.2	A - 9.2	A - 9.2	**A - 5.9**	Unsignalized
PM	A - 7.3	A - 0.0	A - 0.0	A - 7.3	A - 0.0	A - 0.0	A - 9.1	A - 9.1	A - 9.1	A - 9.4	A - 9.4	A - 9.4	**A - 5.0**	

Intersection: 12 - Don Felipe Rd. / Coors Blvd. - Unsignalized

	Eastbound			Westbound			Northbound			Southbound				
Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R		
AM	C - 24.6	C - 16.9	C - 16.9	D - 25.2	B - 11.3	B - 11.3	A - 8.4	A - 0.0	A - 0.0	A - 9.1	A - 0.0	A - 0.0	**A - 1.6**	Unsignalized
PM	E - 35.5	C - 16.7	C - 16.7	D - 32.3	C - 17.9	C - 17.9	A - 9.4	A - 0.0	A - 0.0	A - 9.3	A - 0.0	A - 0.0	**A - 1.0**	

Traffic Analysis (Implementation Year – 2022)

A capacity analysis using existing traffic signal timing (see Appendix Pages A-158 thru A-219) was conducted for the Implementation Year (2022) NO BUILD and BUILD Conditions and are summarized as follows:

#1 – Gun Club Rd. / Coors Blvd. - Pages A-158 thru A-219

The results of the 2022 analyses of the signalized intersection of Gun Club Rd. / Coors Blvd. are summarized in the following table:

Gun Club Rd. / Coors Blvd. 2022 Conditions	EB (Gun Club Rd.)			WB (Gun Club Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1	1	1	2	1	1	2	1
AM Peak Hour												
2022 NO BUILD Condition Volumes	174	60	32	69	20	258	17	704	72	150	628	50
V/C Ratio	0.43	0.00	0.23	0.19	0.06	0.91	0.05	0.47	0.11	0.43	0.40	0.07
Level-of-Service	C	A	D	D	D	E	B	C	B	B	B	B
Control Delay (Seconds)	32.1	0.0	36.2	35.5	39.0	63.9	15.3	22.8	18.2	17.0	19.9	16.2
Intersection LOS	**C - 27.8**											
95th Percentile Queue (veh)	7.5	0.0	4.2	3.1	0.9	14.5	0.4	11.4	2.2	3.9	9.5	1.4
2022 BUILD Condition Volumes	174	60	38	69	20	261	29	716	72	159	668	50
V/C Ratio	0.43	0.00	0.25	0.19	0.06	0.91	0.09	0.48	0.11	0.46	0.42	0.07
Level-of-Service	C	A	D	D	D	E	B	C	B	B	C	B
Control Delay (Seconds)	32.0	0.0	36.2	35.3	38.8	64.1	15.8	23.4	18.6	17.3	20.4	16.3
Intersection LOS	**C - 28.0**											
95th Percentile Queue (veh)	7.5	0.0	4.5	3.1	0.9	14.7	0.8	11.7	2.3	4.2	10.0	1.4
PM Peak Hour												
2022 NO BUILD Condition Volumes	107	37	55	102	43	167	47	827	50	200	888	109
V/C Ratio	0.35	0.00	0.43	0.36	0.18	0.84	0.13	0.45	0.06	0.48	0.46	0.13
Level-of-Service	D	A	D	D	D	E	B	B	B	B	B	B
Control Delay (Seconds)	38.1	0.0	45.2	38.3	42.8	55.3	10.6	15.7	11.8	11.1	13.8	10.9
Intersection LOS	**C - 20.1**											
95th Percentile Queue (veh)	4.5	0.0	4.4	4.3	1.9	8.7	0.8	9.7	1.1	2.5	6.9	1.7
2022 BUILD Condition Volumes	108	37	82	102	43	177	70	867	50	206	913	109
V/C Ratio	0.35	0.00	0.54	0.39	0.18	0.85	0.20	0.48	0.06	0.52	0.48	0.13
Level-of-Service	D	A	D	D	D	D	B	B	B	B	B	B
Control Delay (Seconds)	37.5	0.0	46.0	37.9	42.2	55.0	11.4	16.7	12.3	11.9	14.4	11.3
Intersection LOS	**C - 20.8**											
95th Percentile Queue (veh)	4.5	0.0	5.7	4.3	1.9	9.0	1.2	10.5	1.1	2.6	7.3	1.7

The 2022 analysis of the intersection of Gun Club Rd. / Coors Blvd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report. The implementation of the proposed development increases the delay at the intersection by less than one second for both the AM and PM Peak Hours. Therefore, no recommendations are made for the intersection of Gun Club Rd. / Coors Blvd.

#2 – Dennis Chavez Blvd. / Coors Blvd. - Pages A-158 thru A-219

The results of the 2022 analyses of the signalized intersection of Dennis Chavez Blvd. / Coors Blvd. are summarized in the following table:

Dennis Chavez / Coors Blvd. 2022 Conditions	EB (Dennis Chavez)			WB (Dennis Chavez)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	1	1	1	2	1	2	2>	0
AM Peak Hour												
2022 NO BUILD Condition Volumes	48	940	408	63	225	139	287	657	240	214	265	29
V/C Ratio	0.14	0.93		0.43	0.42		0.49	0.48	0.35	0.76	0.23	0.23
Level-of-Service	C	D		C	C		B	C	C	E	C	C
Control Delay (Seconds)	27.6	54.1	0.0	33.9	34.1	0.0	18.8	27.2	22.8	57.8	26.9	26.9
Intersection LOS	**D - 37.4**											
95th Percentile Queue (veh)	1.7	21.8	0.0	2.4	9.2	0.0	8.0	11.1	7.9	6.1	5.4	5.6
2022 BUILD Condition Volumes	332	1,385	459	63	380	139	306	657	240	214	265	130
V/C Ratio	1.19	1.33		0.47	0.87		0.59	0.49	0.36	0.76	0.34	0.35
Level-of-Service	F	F		D	E		C	C	C	E	C	C
Control Delay (Seconds)	150.0	195.0	0.0	37.6	55.1	0.0	20.5	28.3	23.6	57.8	30.3	30.7
Intersection LOS	**F - 100.3**											
95th Percentile Queue (veh)	23.3	57.2	0.0	2.7	18.1	0.0	8.7	11.3	8.0	6.1	8.0	7.9
Mitigated Lane Geometry	2	2>	0	1	2	1	2	2	1	2	2	1
2022 BUILD Cond. [MITIGATED] Volumes	332	1,385	455	63	380	139	278	457	240	214	240	130
V/C Ratio	0.34	0.87		0.39	0.24		0.40	0.56	0.56	0.79	0.28	0.34
Level-of-Service	B	C		C	B		C	D	D	E	D	D
Control Delay (Seconds)	17.8	32.8	0.0	26.3	19.1	0.0	31.9	42.3	41.2	60.7	36.5	38.6
Intersection LOS	**C - 33.6**											
2:24 AM	25.3	0.0	1.7	5.7	0.0	5.6	10.0	10.4	6.3	5.3	6.1	6.1
PM Peak Hour												
2022 NO BUILD Condition Volumes	83	313	471	152	689	412	397	987	91	196	885	116
V/C Ratio	0.57	0.33		0.38	1.27		1.13	0.75	0.13	0.75	1.00	1.00
Level-of-Service	D	C		C	F		F	C	B	E	F	F
Control Delay (Seconds)	36.3	34.6	0.0	27.7	175.0	0.0	122.0	34.6	18.0	58.2	80.8	80.6
Intersection LOS	**F - 80.6**											
95th Percentile Queue (veh)	3.3	6.7	0.0	5.7	54.4	0.0	27.7	18.4	2.7	5.6	27.9	28.1
2022 BUILD Condition Volumes	277	610	510	152	1,173	412	453	987	91	196	885	428
V/C Ratio	1.16	0.54		0.46	2.16		1.29	0.88	0.15	0.75	1.66	1.69
Level-of-Service	F	C		C	F		F	D	C	E	F	F
Control Delay (Seconds)	143.0	32.6	0.0	26.8	569.0	0.0	184.0	45.3	22.2	58.2	352.0	367.0
Intersection LOS	**F - 255.9**											
95th Percentile Queue (veh)	19.9	11.8	0.0	5.5	157.5	0.0	35.1	20.8	3.1	5.6	74.8	73.4
Mitigated Lane Geometry	2	2>	0	1	2	1	2	2	1	2	2	1
2022 BUILD Cond. [MITIGATED] Volumes	277	610	510	152	1,173	412	453	987	91	196	885	428
V/C Ratio	1.02	0.51		0.46	1.03		0.98	0.86	0.15	0.90	0.99	0.82
Level-of-Service	F	C		C	F		F	D	C	F	E	D
Control Delay (Seconds)	76.9	30.2	0.0	25.3	72.1	0.0	84.1	43.9	22.8	89.9	71.2	48.4
Intersection LOS	**E - 59.6**											
95th Percentile Queue (veh)	6.2	8.3	0.0	5.3	30.5	0.0	13.7	20.5	3.1	7.4	23.5	19.4

The 2022 analysis of the intersection of Dennis Chavez Blvd. / Coors Blvd. demonstrates that the level-of-service will be significantly impacted by Ceja Vista Development for both the AM Peak Hour and PM Peak Hour BUILD conditions analyzed in this report. The impacts can be mitigated

by constructing a second eastbound left turn lane, a second westbound thru lane, and a southbound right turn lane at the intersection. Also, implement the existing second northbound left turn lane.

Based on the preceding table, the modified intersection of Dennis Chavez Blvd. / Coors Blvd. will need to meet the following minimum standards for the auxiliary and mainline lanes:

- Dual EB LT Lanes should be constructed
- A second WB Thru Lane should be constructed (WB RT Lane should be maintained)
- Dual NB LT Lanes should be constructed
- New SB RT Lane should be constructed

Recommended lengths of the new auxiliary lanes will be based on the 95th Percentile calculated queue length resulting from horizon year volume forecasts in this report. The lane length recommendations will be clarified in the horizon year analysis section later in this report.

#3 – Blake Rd. / Unser Blvd. - Pages A-158 thru A-219

The results of the 2022 analyses of the signalized intersection of Blake Rd. / Unser Blvd. are summarized in the following tables:

Blake Rd. / Unser Blvd. 2022 Conditions	EB (Blake Rd.)			WB (Blake Rd.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	2	1	1	2	1
AM Peak Hour												
2022 NO BUILD Condition Volumes	147	14	85	119	18	298	30	316	74	47	338	31
V/C Ratio	0.68	0.00	0.27	0.30	0.00	0.90	0.07	0.22	0.10	0.10	0.24	0.04
Level-of-Service	D	A	D	C	A	D	B	B	B	B	C	B
Control Delay (Seconds)	40.5	0.0	35.6	30.3	0.0	54.0	15.6	19.9	14.2	15.8	20.1	13.0
Intersection LOS	**C - 30.2**											
95th Percentile Queue (veh)	7.0	0.0	4.6	5.0	0.0	16.4	0.8	5.3	2.0	1.3	5.7	0.8
2022 BUILD Condition Volumes	147	14	87	136	18	298	31	411	88	47	382	31
V/C Ratio	0.68	0.00	0.27	0.34	0.00	0.90	0.07	0.29	0.12	0.12	0.27	0.04
Level-of-Service	D	A	D	C	A	D	B	C	B	B	C	B
Control Delay (Seconds)	40.5	0.0	35.9	30.6	0.0	54.0	15.7	20.7	14.2	16.0	20.4	13.0
Intersection LOS	**C - 29.6**											
95th Percentile Queue (veh)	7.0	0.0	4.8	5.8	0.0	16.4	0.9	7.1	2.4	1.3	6.5	0.8
PM Peak Hour												
2022 NO BUILD Condition Volumes	82	49	61	101	25	185	137	394	151	278	387	137
V/C Ratio	0.48	0.00	0.46	0.38	0.00	0.87	0.26	0.23	0.18	0.51	0.21	0.15
Level-of-Service	D	A	D	D	A	E	B	B	B	B	B	B
Control Delay (Seconds)	45.4	0.0	51.1	42.9	0.0	61.1	12.7	16.9	12.4	11.7	14.1	10.5
Intersection LOS	**C - 23.6**											
95th Percentile Queue (veh)	4.4	0.0	6.5	5.3	0.0	12.3	3.5	6.1	3.9	6.5	5.4	3.2
2022 BUILD Condition Volumes	82	49	65	137	25	185	142	483	189	278	509	137
V/C Ratio	0.48	0.00	0.48	0.53	0.00	0.87	0.31	0.29	0.22	0.56	0.28	0.15
Level-of-Service	D	A	D	D	A	E	B	B	B	B	B	B
Control Delay (Seconds)	45.6	0.0	51.6	45.3	0.0	61.1	12.9	17.5	12.8	12.4	14.9	10.5
Intersection LOS	**C - 23.6**											
95th Percentile Queue (veh)	4.4	0.0	6.7	7.5	0.0	12.3	3.6	7.7	5.0	6.5	7.4	3.2

The 2022 analysis of the intersection of Blake Rd. / Unser Blvd. demonstrates that the level-of-service will be acceptable for the AM and PM Peak Hour NO BUILD and BUILD conditions. The impact of the proposed development decreases the average weighted delay at the intersection by 0.6 seconds during the AM Peak Hour and increases it by 0.0 seconds during the PM Peak Hour. Therefore, no recommendations are made for the intersection of Blake Rd. / Unser Blvd.

#4 – Dennis Chavez Blvd. / 118th St. - Pages A-158 thru A-219

The results of the 2022 analyses of the signalized intersection of Dennis Chavez Blvd. / 118th St. are summarized in the following table:

Dennis Chavez / 118th St. 2022 Conditions	EB (Dennis Chavez			WB (Dennis Chavez			NB (118th St.)			SB (118th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	2	1>	0	1	1	1	1	1>	0
AM Peak Hour												
2022 NO BUILD Condition Volumes	6	75	142	497	131	16	38	106	411	149	369	85
V/C Ratio	0.11	0.25	0.56	1.02	0.00	0.30	0.74	0.30	0.79	0.70	0.00	0.97
Level-of-Service	D	C	D	F	A	C	F	C	C	D	A	E
Control Delay (Seconds)	51.0	34.7	42.2	63.9	0.0	21.5	85.6	30.6	27.5	35.5	0.0	59.5
Intersection LOS	**D - 46.4**											
95th Percentile Queue (veh)	0.4	4.6	9.4	14.6	0.0	5.1	4.0	5.9	19.2	4.3	0.0	30.0
2022 BUILD Condition Volumes	6	80	142	712	138	18	38	106	627	153	369	85
V/C Ratio	0.11	0.27	0.56	1.46	0.00	0.32	0.74	0.30	1.21	0.82	0.00	0.97
Level-of-Service	D	C	D	F	A	C	F	C	F	D	A	E
Control Delay (Seconds)	51.0	35.0	42.2	252.0	0.0	21.5	85.6	30.6	131.0	47.7	0.0	59.5
Intersection LOS	**F - 127.4**											
95th Percentile Queue (veh)	0.4	5.0	9.4	42.0	0.0	4.9	4.0	5.9	58.8	6.9	0.0	30.0
Mitigated Lane Geometry	1	1	1	2	1>	0	1	1	1	1	1>	0
2022 BUILD Cond. [MITIGATED] Volumes	6	80	142	712	138	18	38	106	627	153	369	85
V/C Ratio	0.11	0.43	0.90	0.98	0.00	0.30	0.89	0.31	1.01	0.88	0.00	1.02
Level-of-Service	D	D	F	D	A	C	F	C	F	E	A	F
Control Delay (Seconds)	51.0	46.7	81.9	49.1	0.0	20.6	128.0	31.4	52.4	61.7	0.0	73.5
Intersection LOS	**E - 55.6**											
95th Percentile Queue (veh)	0.4	5.9	12.7	19.9	0.0	6.0	5.2	6.0	37.8	9.2	0.0	33.1
PM Peak Hour												
2022 NO BUILD Condition Volumes	21	97	21	173	73	69	42	98	400	68	79	19
V/C Ratio	0.52	0.30	0.08	0.84	0.00	0.40	0.21	0.36	1.24	0.46	0.00	0.27
Level-of-Service	E	C	C	E	A	C	C	C	F	C	A	C
Control Delay (Seconds)	56.5	27.6	24.6	56.1	0.0	23.5	30.0	31.3	153.0	25.3	0.0	22.4
Intersection LOS	**E - 74.9**											
95th Percentile Queue (veh)	2.2	6.8	1.4	8.0	0.0	8.1	3.0	7.3	53.9	4.3	0.0	5.9
2022 BUILD Condition Volumes	21	109	22	446	83	77	42	98	673	75	79	19
V/C Ratio	0.52	0.36	0.09	1.91	0.00	0.45	0.21	0.36	2.00	0.61	0.00	0.27
Level-of-Service	E	C	C	F	A	C	C	C	F	C	A	C
Control Delay (Seconds)	56.5	29.9	25.9	457.0	0.0	23.1	30.0	31.3	488.0	28.9	0.0	22.4
Intersection LOS	**F - 315.2**											
95th Percentile Queue (veh)	2.2	7.9	1.5	45.2	0.0	6.8	3.0	7.3	157.7	5.1	0.0	5.9
Mitigated Lane Geometry	1	1	1	2	1>	0	1	1	1	1	1>	0
2022 BUILD Cond. [MITIGATED] Volumes	21	109	22	446	83	77	42	98	673	75	79	19
V/C Ratio	0.52	0.36	0.08	0.88	0.00	0.32	0.36	0.73	1.94	0.93	0.00	0.46
Level-of-Service	E	C	C	D	A	B	D	D	F	F	A	D
Control Delay (Seconds)	56.5	29.5	25.7	38.8	0.0	12.4	44.5	54.3	457.0	95.5	0.0	36.8
Intersection LOS	**F - 200.6**											
95th Percentile Queue (veh)	2.2	7.9	1.5	15.4	0.0	6.3	3.8	9.5	145.5	7.0	0.0	7.9

The 2022 analysis of the intersection of Dennis Chavez Blvd. / 118th St. demonstrates that the level-of-service will be significantly impacted for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report. The 2022 BUILD Conditions (MITIGATED) in the above table attempt to adjust the signal timing to optimize the signal to improve operation. While signal timing optimization helped, it did not solve the capacity issues at the intersection. The implementation of the proposed development increases the delay significantly for both the 2022 AM and 2022 PM Peak Hour conditions due to the fact that Ceja Vista mostly contributes to the westbound left turn volume and the northbound right turn volume. The impact of Ceja Vista development on this signalized intersection is mostly due to the fact that Ceja Vista traffic is not permitted to access the school area via the internal connection directly to the school that was mandated by the County years ago when the development was being planned. It is not reasonable that the developer was required to provide the internal connection at their expense during the planning phase of the development, but then not permitted to use that connection to accommodate forecast school traffic to and from Ceja Vista. If the internal connection from Ceja Vista directly to the school were permitted to be used, then the impact of Ceja Vista on the signalized intersection of Dennis Chavez Blvd. / 118th St. would be greatly reduced to a negligible level. Additionally, use of the internal connection would also serve to relieve other traffic at Dennis Chavez Blvd. / 118th St. by providing an alternate access to and from the schools. Therefore, no recommendations are made for the intersection of Dennis Chavez Blvd. / 118th St.

It is also noteworthy to consider the Recommendations of the April 26, 2018 Traffic Impact Study for the APS Atrisco Heritage Academy High School Access prepared by High Mesa Consulting Group (Nevin Harwick). The Recommendations of that report read as follows:

> **8.2 RECOMMENDATIONS**
> The following recommendations are proposed within the study area. It is anticipated that all traffic signing and markings shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).
>
> 1. Do not construct the high school egress to Dennis Chavez Blvd at this time.
> 2. **Coordinate with the developer to the east of the school to provide an access from an extension of 98th St south of Dennis Chavez Blvd.** It is anticipated that 98th St and Unser Blvd will be the primary accesses to land south of Dennis Chavez Blvd. The discussion should include the type of roadway, which should have minimal or no driveway access west of 98th St and a logical connection to the school property.
> 3. Examine the westbound left-turn vehicle extension timing at the Dennis Chavez Blvd/118th St intersection. The vehicle extension should be extended to minimize cycle failures and red-light violations. An alternative would be to timeout the eastbound movement mid cycle and recall the left-turn phase when no traffic is served in the eastbound lanes. This will require installation of advance loops on the eastbound approach and this should be investigated by the operating agency.
> 4. Remove signal coordination at the 118th St/Dennis Chavez Blvd intersection. The intersection is located approximately 0.75 miles west of 98th St, and does not benefit from coordination. The intersection should operate fully actuated during each peak period, not just the PM peak.
> 5. Increase enforcement of traffic laws at the Dennis Chavez Blvd/118th St intersection, as well as along 118th St.

6. Examine illumination at each intersection and improve the lighting to the minimum standard of one luminaire on each signalized intersection approach or one luminaire at an unsignalized intersection. The school generates traffic during hours of darkness before school and for evening events, and adequate illumination should be provided to enhance safety.

Their own Traffic Study recommends that APS coordinate with the developer of Ceja Vista to provide (allow) the internal access connection which Ceja Vista has provided for them. It is acknowledged that the Albuquerque Public School System has refused to cooperate thus far with the County and the developer of Ceja Vista, but by doing so, they have violated the Recommendations of their own Traffic Impact Study and caused excessive impact to the signalized intersection of Dennis Chavez Blvd. / 118th St. For these reasons, this Study recommends that the Albuquerque Public Schools comply with the Recommendations of their own Traffic Impact Study and the requirements of Bernalillo County to allow the internal connection to Ceja Vista which has been provided by this developer. No other recommendation is made regarding the intersection of Dennis Chavez Blvd. / 118th St. It is not reasonable to hold this developer hostage to additional improvements at this intersection because APS has not been responsible to comply with past recommendations and requirements.

#5 – Dennis Chavez Blvd. / 98th St. - Pages A-158 thru A-219

The results of the 2022 analyses of the signalized intersection of Dennis Chavez Blvd. / 98th St. are summarized in the following table:

Dennis Chavez / 98th St. 2022 Conditions	EB (Dennis Chavez			WB (Dennis Chavez			NB (98th St.)			SB (98th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1			1	1				1>		0
AM Peak Hour												
2022 NO BUILD Condition Volumes	191	452			499	131				552		288
V/C Ratio	1.00	0.64			0.98	0.31				2.33		0.00
Level-of-Service	F	B			C	A				F		A
Control Delay (Seconds)	80.4	17.9			32.9	5.5				641.0		0.0
Intersection LOS	**F - 274.2**											
95th Percentile Queue (veh)	16.9	16.0			13.2	1.5				170.7		0.0
2022 BUILD Condition Volumes	200	619	49	63	582	131	136	89	118	552	99	291
V/C Ratio	1.47	0.88	0.08	0.68	1.06	0.28	3.19	0.00	0.58	3.48	0.00	1.12
Level-of-Service	F	C	B	D	F	A	F	A	C	F	A	F
Control Delay (Seconds)	259.0	26.5	10.2	41.0	49.0	3.5	999.0	0.0	32.2	999.0	0.0	114.0
Intersection LOS	**F - 322.7**											
95th Percentile Queue (veh)	23.6	27.3	1.4	5.5	18.0	1.1	36.8	0.0	11.6	136.5	0.0	36.3
Mitigated Lane Geometry	1	2	1	1	2	1	1	2	2	2	2	1
2022 BUILD Cond. [MITIGATED] Volumes	200	619	49	63	582	131	136	89	118	552	99	291
V/C Ratio	0.96	0.70	0.12	0.41	0.83	0.42	0.66	0.30	0.38	0.97	0.14	0.94
Level-of-Service	E	C	C	C	D	D	D	D	D	E	C	E
Control Delay (Seconds)	56.0	29.9	21.8	27.8	53.7	42.8	44.2	43.7	40.5	64.6	28.0	63.2
Intersection LOS	**D - 48.1**											
95th Percentile Queue (veh)	11.5	14.7	2.3	3.3	20.0	9.8	9.4	3.1	4.0	20.3	2.6	21.3
PM Peak Hour												
2022 NO BUILD Condition Volumes	189	338			304	240				210		103
V/C Ratio	0.78	0.56			0.86	0.80				0.91		0.27
Level-of-Service	C	B			D	D				E		B
Control Delay (Seconds)	31.3	11.8			47.0	45.2				56.4		17.3
Intersection LOS	**D - 35.2**											
95th Percentile Queue (veh)	13.5	11.6			21.3	17.0				18.5		14.7
2022 BUILD Condition Volumes	195	473	151	164	489	240	94	217	130	210	209	113
V/C Ratio	2.01	0.86	0.33	2.37	1.11	0.65	2.87	0.00	1.25	6.42	0.00	1.16
Level-of-Service	F	B	B	F	F	C	F	A	F	F	A	F
Control Delay (Seconds)	490.0	19.7	11.5	668.0	82.5	22.2	938.0	0.0	166.0	999.0	0.0	128.0
Intersection LOS	**F - 364.6**											
95th Percentile Queue (veh)	36.2	20.9	4.5	43.8	41.7	10.7	32.1	0.0	50.3	79.5	0.0	41.0
Mitigated Lane Geometry	1	2	1	1	2	1	1	2	2	2	2	1
2022 BUILD Cond. [MITIGATED] Volumes	195	473	151	164	489	240	94	217	130	210	209	113
V/C Ratio	0.92	0.68	0.38	0.84	0.73	0.59	0.62	0.87	0.33	0.88	0.68	0.44
Level-of-Service	C	C	B	C	B	A	D	E	C	E	D	C
Control Delay (Seconds)	22.8	27.6	16.8	26.0	12.4	8.4	38.8	60.8	31.6	62.1	45.4	29.5
Intersection LOS	**C - 29.5**											
95th Percentile Queue (veh)	7.1	11.7	5.7	7.6	6.4	5.2	8.0	11.1	5.0	10.9	9.4	8.3

NOTE: Preceding table does not report delays longer than 999 seconds.

The intersection of Dennis Chavez Blvd. / 98th St. will serve as a primary signalized intersection access to the proposed Ceja Vista Development. It is currently a signalized tee intersection with no south leg of the intersection. To comply with the requirements of the New Mexico Department of Transportation regarding Traffic Impact Studies, the 2022 BUILD analysis for this signalized intersection has maintained current signal timing by adding the northbound phase as concurrent with the southbound phase with no left turn phases for either northbound or southbound traffic. The results, as expected, are severely impacting the delays at the intersection. It is not reasonable to add a fourth leg to an existing signalized intersection along with large volumes of traffic generated by this development and expect that the signal timing / phase will not need to be modified. Therefore, the 2022 BUILD Conditions (MITIGATE) in the above analyses assume not only improved lane geometry, but also additional signal phases and modified signal timing.

The 2022 analysis of the intersection of Dennis Chavez Blvd. / 98th St. demonstrates that the level-of-service will be excessive for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report based on existing plus minimally improved geometry. The impact of the proposed Ceja Vista Development can be mitigated by providing a signalized intersection with the following geometry:

EB Approach

- 1 – EB LT Lane
- 2 – EB Thru Lanes
- 1 - EB Right Turn Lane

WB Approach

- 1 – WB LT Lane
- 2 – WB Thru Lanes
- 1 - WB Right Turn Lane

NB Approach

- 1 – NB LT Lane
- 2 – NB Thru Lanes
- 2 - NB Right Turn Lanes

SB Approach

- 2 – SB LT Lane
- 2 – SB Thru Lanes
- 1 - SB Right Turn Lane

All right turn movements at the signalized intersection should be operated as permitted plus overlap phasing. Single left turn movements at the signalized intersection should be operated as permitted plus protected phasing. Dual left turn movements at the signalized intersection should be operated as protected only phasing.

Note that the recommended improvements in the intersection geometry combined with the signal timing / phasing recommendations result in a significant improvement to the signalized

intersection's operational characteristics (i.e., calculated delays and v/c ratios), especially during the AM Peak Hour period.

Recommended lengths of the new auxiliary lanes will be based on the 95th Percentile calculated queue length resulting from horizon year volume forecasts in this report. The lane length recommendations will be clarified in the horizon year analysis section later in this report.

Signal improvements for potentially all approaches may be required based on proposed geometry.

#6 – Dennis Chavez Blvd. / Unser Blvd. - Pages A-158 thru A-219

The results of the 2022 analyses of the signalized intersection of Dennis Chavez Blvd. / Unser Blvd. are summarized in the following table:

Dennis Chavez / Unser Blvd. 2022 Conditions	EB (Dennis Chavez			WB (Dennis Chavez			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1			1	1				1		1
AM Peak Hour												
2022 NO BUILD Condition Volumes	84	969			461	359				665		102
V/C Ratio	0.27	0.96			0.54	0.50				1.29		0.19
Level-of-Service	B	D			C	C				F		C
Control Delay (Seconds)	14.0	35.0			21.1	20.5				179.0		24.1
Intersection LOS	**E - 65.9**											
95th Percentile Queue (veh)	1.4	30.8			13.4	10.8				53.6		9.4
2022 BUILD Condition Volumes	111	1,213	14	180	548	359	37	85	513	665	42	128
V/C Ratio	0.40	1.20	0.02	2.99	0.65	0.50	0.12	0.00	1.27	11.05	0.00	0.36
Level-of-Service	B	F	A	F	C	C	C	A	F	F	A	C
Control Delay (Seconds)	16.0	114.0	9.3	992.0	24.3	21.0	33.8	0.0	174.0	999.0	0.0	29.2
Intersection LOS	**F - 902.1**											
95th Percentile Queue (veh)	1.9	67.4	0.3	33.9	17.6	11.4	1.6	0.0	48.6	138.8	0.0	6.8
Mitigated Lane Geometry	1	2	1	2	2	1	1	2	2	2	2	1
2022 BUILD Cond. [MITIGATED] Volumes	111	1,213	14	180	548	359	37	85	513	665	42	128
V/C Ratio	0.33	0.77	0.02	0.49	0.35	0.51	0.15	0.16	0.95	0.97	0.04	0.27
Level-of-Service	B	D	C	C	B	C	D	D	E	E	C	C
Control Delay (Seconds)	14.2	42.0	24.0	22.8	18.2	21.9	40.1	39.6	68.1	62.6	25.2	27.6
Intersection LOS	**D - 41.3**											
95th Percentile Queue (veh)	2.8	24.4	0.6	2.2	8.3	11.6	1.7	1.9	14.5	10.5	0.7	4.9
PM Peak Hour												
2022 NO BUILD Condition Volumes	84	569			773	722				551		50
V/C Ratio	0.56	0.58			0.93	1.03				1.05		0.09
Level-of-Service	C	A			D	F				F		C
Control Delay (Seconds)	25.8	1.5			43.6	67.5				87.0		22.5
Intersection LOS	**D - 48.9**											
95th Percentile Queue (veh)	2.0	0.8			31.0	35.9				31.4		4.9
2022 BUILD Condition Volumes	141	736	41	561	1,040	722	26	86	347	551	113	107
V/C Ratio	0.85	0.75	0.05	1.68	1.31	1.07	0.09	0.00	0.90	5.55	0.00	0.43
Level-of-Service	C	A	A	F	F	F	C	A	D	F	A	C
Control Delay (Seconds)	28.4	0.4	0.0	351.0	177.0	83.2	34.8	0.0	53.1	999.0	0.0	29.5
Intersection LOS	**F - 367.5**											
95th Percentile Queue (veh)	2.7	0.2	0.0	69.7	84.1	40.7	1.1	0.0	20.8	109.6	0.0	8.8
Mitigated Lane Geometry	1	2	1	2	2	1	1	2	2	2	2	1
2022 BUILD Cond. [MITIGATED] Volumes	141	736	41	561	1,040	722	26	86	347	551	113	107
V/C Ratio	0.64	0.77	0.10	0.93	0.77	0.82	0.10	0.21	0.42	0.90	0.13	0.21
Level-of-Service	C	C	C	D	B	B	D	D	C	E	C	C
Control Delay (Seconds)	28.4	33.6	24.2	38.8	13.4	11.3	38.1	42.9	29.4	57.4	29.6	25.0
Intersection LOS	**C - 28.2**											
95th Percentile Queue (veh)	5.2	13.0	1.4	8.5	6.6	7.7	1.2	2.1	7.1	14.3	2.2	3.9

The intersection of Dennis Chavez Blvd. / Unser Blvd. will serve as a primary signalized intersection access to the proposed Ceja Vista Development. It is currently a signalized tee intersection with no south leg of the intersection. Therefore, this study assumed for the 2022 NO BUILD Condition will be for a signalized tee intersection with no south leg. To comply with the requirements of the New Mexico Department of Transportation regarding Traffic Impact Studies, the 2022 BUILD analysis for this signalized intersection has maintained current signal timing by adding the northbound phase as concurrent with the southbound phase with no left turn phases for either northbound or southbound traffic. The results, as expected, are severely impacting the delays at the intersection. It is not reasonable to add a fourth leg to an existing signalized intersection along with large volumes of traffic generated by this development and expect that the signal timing / phase will not need to be modified. Therefore, the 2022 BUILD Conditions (MITIGATE) in the above analyses assume not only improved lane geometry, but also additional signal phases and modified signal timing.

The 2022 analysis of the intersection of Dennis Chavez Blvd. / Unser Blvd. demonstrates that the level-of-service will be excessive for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report based on existing plus minimally improved geometry. The impact of the proposed Ceja Vista Development can be mitigated by providing a signalized intersection with the following geometry:

EB Approach

- 1 – EB LT Lane
- 2 – EB Thru Lanes
- 1 - EB Right Turn Lane

WB Approach

- 2 – WB LT Lanes
- 2 – WB Thru Lanes
- 1 - WB Right Turn Lane

NB Approach

- 1 – NB LT Lane
- 2 – NB Thru Lanes
- 2 - NB Right Turn Lanes

SB Approach

- 2 – SB LT Lanes
- 2 – SB Thru Lanes
- 1 - SB Right Turn Lane

All right turn movements at the signalized intersection should be operated as permitted plus overlap phasing. Single left turn movements at the signalized intersection should be operated as permitted plus protected phasing. Dual left turn movements at the signalized intersection should be operated as protected only phasing.

Note that the recommended improvements in the intersection geometry combined with the signal timing / phasing recommendations result in a significant improvement to the signalized intersection's operational characteristics (i.e., calculated delays and v/c ratios) for both the AM and PM Peak Hour periods.

Recommended lengths of the new auxiliary lanes will be based on the 95th Percentile calculated queue length resulting from horizon year volume forecasts in this report. The lane length recommendations will be clarified in the horizon year analysis section later in this report.

Signal improvements for potentially all approaches may be required based on proposed geometry.

#7 – Dennis Chavez Blvd. / Condershire Dr. (Karrol St.) - Pages A-158 thru A-219

The results of the 2022 analyses of the full access unsignalized intersection of Dennis Chavez Blvd. / Condershire Dr. (Karrol St.) are summarized in the following table:

Dennis Chavez / Karrol St. 2022 Conditions	EB (Dennis Chavez			WB (Dennis Chavez			NB (Karrol St.)			SB (Karrol St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1	1
AM Peak Hour												
2022 NO BUILD Condition Volumes	18	1,549	32	14	756	7	34	1	47	6	1	26
V/C Ratio	0.02			0.04				2.51			0.59	0.07
Level-of-Service	A	A		B	A			F			F	B
Control Delay (Seconds)	9.4	0.0		14.2	0.0			942.0			509.0	14.6
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.1				9.5			1.3	0.2
2022 BUILD Condition Volumes	21	2,296	38	24	1,017	7	34	1	84	6	1	30
V/C Ratio	0.03			0.12				20.03				0.11
Level-of-Service	B	A		C	A			F				C
Control Delay (Seconds)	10.6	0.0		24.8	0.0			999.0				19.3
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.4				16.9				0.4
PM Peak Hour												
2022 NO BUILD Condition Volumes	37	906	57	49	1,480	18	48	1	39	4	1	85
V/C Ratio	0.09			0.07				22.68			0.86	0.62
Level-of-Service	B	A		B	A			F			F	F
Control Delay (Seconds)	14.3	0.0		10.6	0.0			999.0			999.0	64.5
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.3			0.2				13.4			1.3	3.3
2022 BUILD Condition Volumes	44	1,409	61	81	2,294	18	48	1	62	4	1	92
V/C Ratio	0.23			0.19								2.16
Level-of-Service	D	A		C	A							F
Control Delay (Seconds)	28.1	0.0		15.1	0.0							730.0
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.8			0.7								9.9

The Traffic Impact Analysis for Sunrise Village Housing Development (Grace Vigil Rd. / Meade Rd.) concludes the following with regard to the unsignalized intersection of Dennis Chavez Blvd. / Condershire Rd. (Karrol St.):

> It is noted that in the interim until more permanent mitigations can be constructed, the northbound left turn lane is observed to experience a failing level of service. However, this movement is below capacity with relatively low queue demand and is determined to be acceptable. Regarding this condition, the Highway Capacity Manual states: "At TWSC (two-way-stop-controlled) intersections, the critical movement, often the minor-street left turn, may control the overall performance of the intersection. The lower threshold for LOS F is set at 50 seconds of delay per vehicle. In some cases, the delay equations will predict delays greater than 50 seconds for minor-street movements under very low-volume

conditions on the minor street (fewer than 25 veh/h). On the basis of the first term of the delay equation, the LOS F threshold is reached with a movement capacity of approximately 85 veh/h or less, regardless of the minor street movement volume." Therefore, considering that signal warrants are not satisfied at build out, as long as this movement is not over capacity and queue demands are not excessive, this LOS F condition during the interim period is considered acceptable.

This Study concurs with those statements and adds that the proposed Ceja Vista Development should not add any traffic to the problem turning movements at the unsignalized intersection of Dennis Chavez Blvd. / Condershire Rd. (Karrol St.). With the new connection of Unser Blvd. south of Dennis Chavez Blvd. and the Meade Rd. connection to Karrol St., it may be considered as a valid option to prohibit the northbound left turn movement on Condershire Rd. (Karrol St.) at Dennis Chavez Blvd. since traffic along Karrol St. can use the signalized intersection of Dennis Chavez Blvd. / Unser Blvd. to turn westbound onto Dennis Chavez Blvd. once the Meade Rd. connection is implemented.

#8 –Rio Bravo Square / Coors Blvd. – Pages A-158 thru A-219

The results of the analysis of the unsignalized intersection of Rio Bravo Square / Coors Blvd. are summarized in the following table:

Rio Bravo Sq. / Coors Blvd. 2022 Conditions	EB (Rio Bravo Sq.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1		1	1	2			2	1
AM Peak Hour									
2022 NO BUILD Condition Volumes	5		9	28	616			474	23
V/C Ratio	0.02		0.01	0.03					
Level-of-Service	C		A	A					
Control Delay (Seconds)	18.1		9.9	8.6					
Intersection LOS	**TWSC**								
2022 BUILD Condition Volumes	5		9	28	900			575	23
V/C Ratio	0.03		0.01	0.03					
Level-of-Service	C		B	A					
Control Delay (Seconds)	24.4		10.3	8.9					
Intersection LOS	**TWSC**								
PM Peak Hour									
2022 NO BUILD Condition Volumes	46		110	80	1,052			767	37
V/C Ratio	0.51		0.20	0.11					
Level-of-Service	F		B	B					
Control Delay (Seconds)	77.0		12.5	10.2					
Intersection LOS	**TWSC**								
2022 BUILD Condition Volumes	46		110	81	1,246			1,079	37
V/C Ratio	1.03		0.25	0.15					
Level-of-Service	F		C	B					
Control Delay (Seconds)	277.0		15.3	12.2					
Intersection LOS	**TWSC**								

The Rio Bravo Square Driveway / Coors Blvd. was signalized until 2009 when the Bernalillo County Public Works Department and the New Mexico Department of Transportation decided to relocate the signal to Barcelona Rd. The Rio Bravo Square Driveway is the sole access to the Rio Bravo Square Shopping Center. The AM Peak Hour volumes exiting the driveway are minor, but the PM Peak Hour volumes exiting the driveway are about 50 eastbound left turn movements and over 100 eastbound right turn movements.

The 2022 analysis of the intersection of Rio Bravo Square / Coors Blvd. demonstrates that the delays will be acceptable for the AM Peak Hour conditions analyzed in this report, but there are long delays anticipated for the eastbound left turn movements during the PM Peak Hour NO BUILD and BUILD Conditions. No recommendations are made for the intersection of Rio Bravo Square / Coors Blvd.

#9 – Gibson Blvd. / 98th St. – Pages A-158 thru A-219

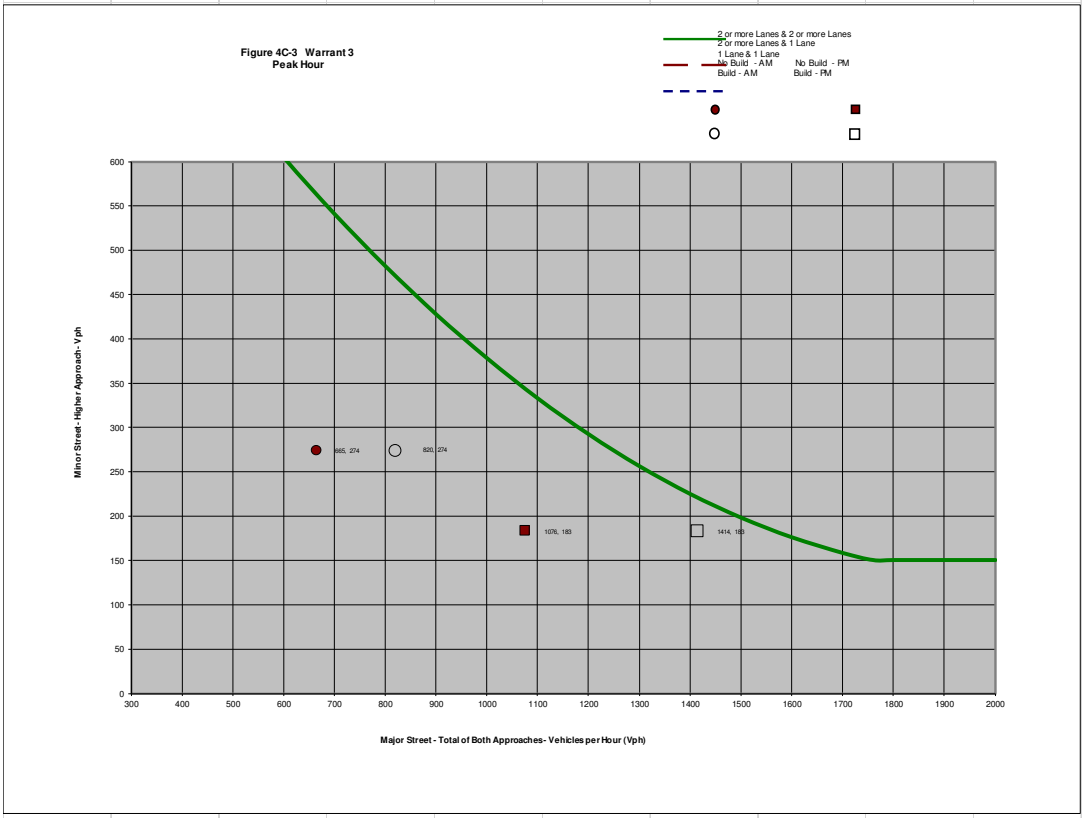
The results of the analysis of the all-way stop controlled unsignalized intersection of Gibson Blvd. / 98th St. are summarized in the following table:

Gibson Blvd. / 98th St. 2022 Conditions	EB (Gibson Blvd.)			WB (Gibson Blvd.)			NB (98th St.)			SB (98th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>		1	2	1	1	2	1	1	2	1
AM Peak Hour												
2022 NO BUILD Condition Volumes	166	108	20	11	38	10	18	354	50	8	215	20
V/C Ratio	0.43	0.18	0.13	0.03	0.07	0.06	0.05	0.55	0.38	0.02	0.35	
Level-of-Service	C	B	B	B	B	B	B	C	B	B	B	
Control Delay (Seconds)	16.2	11.5	10.8	11.5	11.3	10.9	10.4	17.5	13.3	10.7	14.0	
Intersection LOS	**AWSC (B - 14.2)**											
95th Percentile Queue (veh)	2.1	0.6	0.4	0.1	0.2	0.2	0.1	3.2	1.7	0.1	1.6	
2022 BUILD Condition Volumes	166	108	20	11	38	10	18	354	50	8	215	20
V/C Ratio	0.47	0.19	0.17	0.07	0.08	0.07	0.07	0.70	0.48	0.02	0.50	
Level-of-Service	C	B	B	B	B	B	B	D	C	B	C	
Control Delay (Seconds)	18.4	12.5	11.8	12.7	12.2	11.8	11.1	25.8	16.3	11.2	18.0	
Intersection LOS	**AWSC (C - 18.0)**											
95th Percentile Queue (veh)	2.5	0.7	0.6	0.2	0.2	0.2	0.2	5.5	2.6	0.1	2.7	
PM Peak Hour												
2022 NO BUILD Condition Volumes	119	64	32	38	139	32	50	331	36	38	495	126
V/C Ratio	0.33	0.11	0.13	0.11	0.25	0.20	0.13	0.54	0.35	0.09	0.75	
Level-of-Service	C	B	B	B	B	B	A	C	B	B	D	
Control Delay (Seconds)	16.6	12.7	12.5	13.2	14.5	13.5	12.7	20.0	15.0	11.8	30.5	
Intersection LOS	**AWSC (C - 20.2)**											
95th Percentile Queue (veh)	1.4	0.4	0.5	0.4	0.9	0.7	0.4	3.1	1.5	0.3	6.4	
2022 BUILD Condition Volumes	119	64	52	61	139	32	72	474	62	38	642	126
V/C Ratio	0.39	0.13	0.22	0.20	0.29	0.24	0.21	0.86	0.59	0.11	1.11	
Level-of-Service	C	B	C	C	C	C	B	E	C	B	F	
Control Delay (Seconds)	20.3	14.7	15.4	16.4	17.3	16.0	15.0	48.6	23.9	13.1	111.9	
Intersection LOS	**AWSC (E - 49.9)**											
95th Percentile Queue (veh)	1.7	0.4	0.8	0.7	1.2	0.9	0.8	8.4	3.6	0.3	16.6	

The 2022 analysis of the intersection of Gibson Blvd. / 98th St. demonstrates that the delays will be acceptable for all conditions analyzed in this report except for the southbound thru / right turn movements during the PM Peak Hour. It should be considered that the HCM6 method for analyzing an all-way stop condition is limited to three lanes for each approach. There are four-lane approaches on all four legs of the intersection of Gibson Blvd. / 98th St. It is likely that the analysis results summarized in the above table are too conservative since only three approach lanes were analyzed. Therefore, no recommendations are made for the intersection of Gibson Blvd. / 98th St. It will probably operate at acceptable levels-of-service and delays.

A traffic signal Peak Hour Warrant test was applied to the 2022 NO BUILD and BUILD volumes to determine if a signal might be warranted at this intersection. It was determined that the Peak Hour Warrant for a new traffic signal was not met. Therefore, no recommendation is made for Gibson Blvd. / 98th St. based on 2022 Conditions. Following is the Peak Hour Warrant graph:

Project Name		Analysis Year Traffic Volumes					
Ceja Vista Development (Dennis Chavez / 98		AM	Major	Minor	PM	Major	Minor
Intersection		No Build	665	274	No Build	1076	183
Gibson Blvd. / 98th St.							
Analysis Year							
2022							
		Build	820	274	Build	1414	183
Number of Lanes							
Major St.	4						
Minor St.	4						



Comments - Intersection does not meet the signal warrant based on 2022 PM Peak Hour BUILD Conditions. Eastbound / Westbound right turns were not counted.

#10 – Blake Rd. / 98th St. - Pages A-158 thru A-219

The results of the 2022 analyses of the all-way stop controlled unsignalized intersection of Blake Rd. / 98th St. are summarized in the following table:

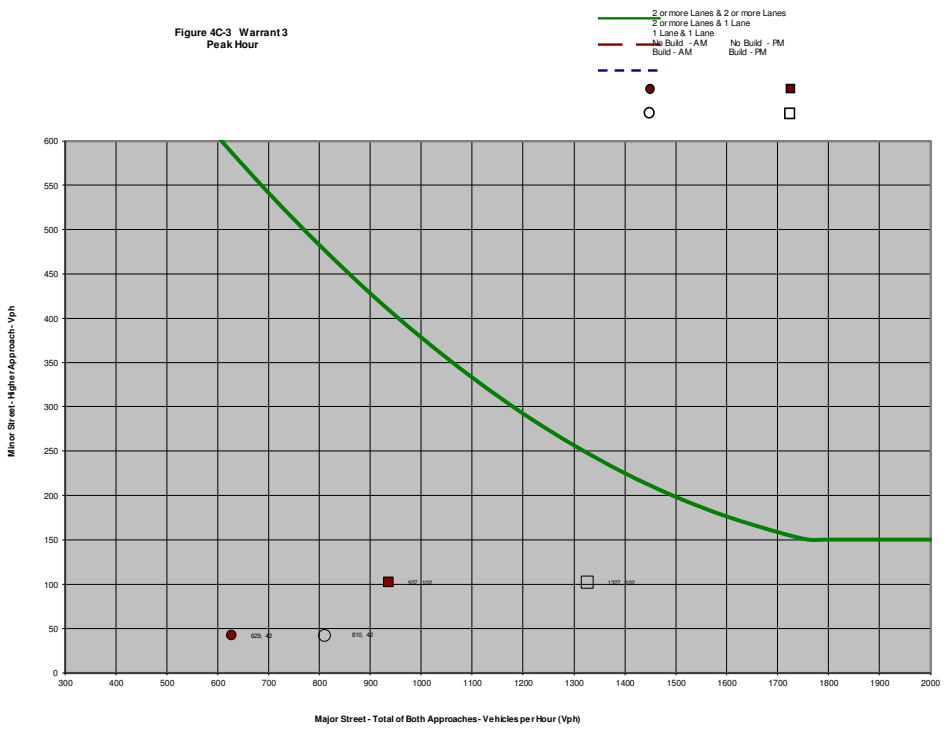
Blake Rd. / 98th St. 2022 Conditions	EB (Blake Rd.)			WB (Blake Rd.)			NB (98th St.)			SB (98th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>		1	1>		1	2	1	1	2>	
AM Peak Hour												
2022 NO BUILD Condition Volumes	22	20	67	29	19	30	27	328	31	23	217	3
V/C Ratio	0.06	0.19		0.07	0.11		0.06	0.45		0.05	0.31	
Level-of-Service	B	B		B	B		A	B		B	B	
Control Delay (Seconds)	10.7	10.7		10.9	10.2		9.8	13.8		10.1	12.1	
Intersection LOS	**AWSC (B - 11.7)**											
95th Percentile Queue (veh)	0.2	0.7		0.2	0.4		0.2	2.3		0.2	1.3	
2022 BUILD Condition Volumes	22	20	71	29	19	30	30	417	31	23	306	3
V/C Ratio	0.06	0.22		0.08	0.12		0.07	0.61		0.06	0.47	
Level-of-Service	B	B		B	B		A	C		B	C	
Control Delay (Seconds)	11.5	11.9		11.8	11.2		10.3	18.8		10.6	15.6	
Intersection LOS	**AWSC (B - 14.6)**											
95th Percentile Queue (veh)	0.2	0.8		0.3	0.4		0.2	4.0		0.2	2.5	
PM Peak Hour												
2022 NO BUILD Condition Volumes	18	21	42	74	28	60	60	381	26	69	369	32
V/C Ratio	0.05	0.14		0.18	0.19		0.13	0.50		0.15	0.49	
Level-of-Service	C	B		B	B		A	C		B	D	
Control Delay (Seconds)	16.6	12.7		13.2	14.5		12.7	20.0		11.8	30.5	
Intersection LOS	**AWSC (C - 20.2)**											
95th Percentile Queue (veh)	0.1	0.5		0.6	0.7		0.4	2.8		0.5	2.6	
2022 BUILD Condition Volumes	18	21	50	74	28	60	69	572	26	559	369	32
V/C Ratio	0.05	0.18		0.21	0.22		0.16	0.84		0.16	0.82	
Level-of-Service	B	B		B	B		B	E		B	E	
Control Delay (Seconds)	13.3	13.7		14.8	13.8		12.5	39.3		12.5	37.2	
Intersection LOS	**AWSC (D - 26.3)**											
95th Percentile Queue (veh)	0.2	0.7		0.8	0.8		0.6	8.4		0.6	7.9	

The 2022 analysis of the intersection of Blake Rd. / 98th St. demonstrates that the delays will be acceptable for all conditions analyzed in this report except for the northbound and southbound thru / right turn movements during the PM Peak Hour. It should be considered that the HCM6 method for analyzing an all-way stop condition is limited to three lanes for each approach. There is four-lane approach on the south leg of the intersection of Blake Rd. / 98th St. It is likely that the analysis results summarized in the above table are too conservative since only three approach lanes were analyzed for the south leg. Therefore, no recommendations are made for the intersection of Gibson Blvd. / 98th St. It will probably operate at acceptable levels-of-service and delays.

A traffic signal Peak Hour Warrant test was applied to the 2022 NO BUILD and BUILD volumes to determine if a signal might be warranted at this intersection. It was determined that the Peak

Hour Warrant for a new traffic signal was not met. Therefore, no recommendation is made for Gibson Blvd. / 98th St. based on 2022 Conditions. Following is the Peak Hour Warrant graph:

Project Name		Analysis Year Traffic Volumes					
Ceja Vista Development (Dennis Chavez / 98		AM	Major	Minor	PM	Major	Minor
Intersection		No Build	629	42	No Build	937	102
Blake Rd. / 98th St.							
Analysis Year							
2022							
		Build	810	42	Build	1327	102
Number of Lanes							
Major St.	4						
Minor St.	4						



Comments - Intersection does not meet the signal warrant based on 2022 PM Peak Hour BUILD Conditions. Eastbound / Westbound right turns were not counted.

#11 – Gun Club Rd. / Karrol St. - Pages A-158 thru A-219

The results of the 2022 analyses of the unsignalized intersection of Gun Club Rd. / Karrol St. are summarized in the following table:

Gun Club Rd. / Karrol St. 2022 Conditions	EB (Gun Club Rd.)			WB (Gun Club Rd.)			NB (Karrol St.)			SB (Karrol St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2022 NO BUILD Condition Volumes	3	15	1	7	4	13	1	7	23	16	8	1
V/C Ratio	0.00			0.01				0.04			0.04	
Level-of-Service	A	A		A	A			A			A	
Control Delay (Seconds)	7.3	0.0		7.3	0.0			8.8			9.3	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.1	
2022 BUILD Condition Volumes	3	21	1	7	16	13	2	8	23	16	12	1
V/C Ratio	0.00			0.01				0.04			0.04	
Level-of-Service	A	A		A	A			A			A	
Control Delay (Seconds)	7.3	0.0		7.3	0.0			8.9			9.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.1	
PM Peak Hour												
2022 NO BUILD Condition Volumes	2	9	1	28	12	42	1	9	11	19	7	5
V/C Ratio	0.00			0.02				0.03			0.04	
Level-of-Service	A	A		A	A			A			A	
Control Delay (Seconds)	7.3	0.0		7.3	0.0			9.2			9.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.1			0.1	
2022 BUILD Condition Volumes	2	36	5	28	35	42	4	14	11	19	9	5
V/C Ratio	0.00			0.02				0.04			0.05	
Level-of-Service	A	A		A	A			A			B	
Control Delay (Seconds)	7.4	0.0		7.4	0.0			9.7			10.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.1			0.2	

The 2022 analysis of the intersection of Gun Club Rd. / Karrol St. demonstrates that the delays and queues will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of Gun Club Rd. / Karrol St.

#12 –Don Felipe Rd. / Coors Blvd. – Pages A-158 thru A-219

The results of the analysis of the unsignalized intersection of Don Felipe Rd. / Coors Blvd. are summarized in the following table:

Don Felipe Rd / Coors Blvd. 2022 Conditions	EB (Don Felipe Rd)			WB (Don Felipe Rd)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	2	1	1	2	1
AM Peak Hour												
2022 NO BUILD Condition Volumes	17	2	3	13	1	71	1	577	16	44	471	6
V/C Ratio	0.03	0.01		0.05	0.12		0.00			0.05		
Level-of-Service	C	B		C	B		A			A		
Control Delay (Seconds)	17.3	13.5		17.3	11.2		8.5			9.1		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1	0.0		0.1	0.4		0.0			0.2		
2022 BUILD Condition Volumes	17	2	3	13	1	78	1	595	16	55	503	6
V/C Ratio	0.03	0.01		0.05	0.14		0.00			0.07		
Level-of-Service	C	B		C	B		A			A		
Control Delay (Seconds)	18.6	14.0		18.2	11.4		8.6			9.3		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1	0.0		0.2	0.5		0.0			0.2		
PM Peak Hour												
2022 NO BUILD Condition Volumes	9	1	4	8	6	24	6	630	6	36	706	30
V/C Ratio	0.05	0.01		0.04	0.07		0.01			0.05		
Level-of-Service	C	B		C	B		A			A		
Control Delay (Seconds)	21.8	13.3		19.6	13.5		9.6			9.3		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1	0.0		0.1	0.2		0.0			0.1		
2022 BUILD Condition Volumes	9	1	4	8	6	42	6	675	6	52	742	30
V/C Ratio	0.05	0.01		0.04	0.11		0.01			0.07		
Level-of-Service	C	B		C	B		A			A		
Control Delay (Seconds)	24.3	14.0		21.4	13.4		9.7			9.6		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2	0.0		0.1	0.4		0.0			0.2		

The 2022 analysis of the intersection of Don Felipe Rd. / Coors Blvd. demonstrates that the delays and queues will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of Don Felipe Rd. / Coors Blvd.

#13 –Gun Club Rd. / Unser Blvd. Extension – Pages A-158 thru A-219

The results of the analysis of the unsignalized intersection of Gun Club Rd. / Unser Blvd. extension. are summarized in the following table:

Gun Club Rd. / Unser Blvd. 2022 Conditions	EB (Gun Club Rd.)			WB (Gun Club Rd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1			1>			<1>	
AM Peak Hour									
2022 BUILD Condition Volumes	1	18			20	20	25		1
V/C Ratio	0.00						0.03		
Level-of-Service	A	A					A		
Control Delay (Seconds)	7.3	0.0					8.9		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.1		
PM Peak Hour									
2022 BUILD Condition Volumes	1	11			31	46	43		1
V/C Ratio	0.00						0.06		
Level-of-Service	A	A					A		
Control Delay (Seconds)	7.4	0.0					9.1		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.2		

The 2022 analysis of the unsignalized intersection of Gun Club Rd. / Unser Blvd. extension demonstrates that the delays and queues will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of Gun Club Rd. / Unser Blvd. extension.

#14 –Borrego Dam Connection / Karrol St. – Pages A-158 thru A-219

The results of the analysis of the unsignalized intersection of the Borrego Dam Connection / Karrol St. extension are summarized in the following table:

Borrego Conn. / Karril St. 2022 Conditions	EB (Borrego Conn.)			NB (Karril St.)			SB (Karril St.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1>			<1			1>	
AM Peak Hour									
2022 BUILD Condition Volumes	8		1	5	90			50	1
V/C Ratio	0.01			0.00					
Level-of-Service	A			A	A				
Control Delay (Seconds)	9.4			7.4	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0			0.0					
PM Peak Hour									
2022 BUILD Condition Volumes	11		1	13	100			100	1
V/C Ratio	0.02			0.01					
Level-of-Service	B			A	A				
Control Delay (Seconds)	10.1			7.5	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1			0.0					

The 2022 analysis of the unsignalized intersection of the Borrego Dam Connection / Karrol St. demonstrates that the delays and queues will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of the Borrego Dam Connection / Karrol St.

#15 –Meade Rd. / Karrol St. – Pages A-158 thru A-219

The results of the analysis of the unsignalized intersection of Meade Rd. / Karrol St. extension. are summarized in the following table:

Meade Ave. / Karrol St. 2022 Conditions	EB (Meade Ave.)			NB (Karrol St.)			SB (Karrol St.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1>			<1			1>	
AM Peak Hour									
2022 BUILD Condition Volumes	8		1	5	90			50	1
V/C Ratio	0.01			0.00					
Level-of-Service	A			A	A				
Control Delay (Seconds)	9.4			7.4	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0			0.0					
PM Peak Hour									
2022 BUILD Condition Volumes	11		1	13	100			110	1
V/C Ratio	0.02			0.01					
Level-of-Service	B			A	A				
Control Delay (Seconds)	10.1			7.5	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1			0.0					

The 2022 analysis of the unsignalized intersection of Meade Rd. / Karrol St. demonstrates that the delays and queues will be acceptable for all conditions analyzed in this report. Therefore, no recommendations are made for the intersection of Meade Rd. / Karrol St.

Traffic Analysis (Horizon Year – 2032)

#1 –Gun Club Rd. / Coors Blvd. – Pages A-220 *thru* A-281

The results of the 2032 analyses of the signalized intersection of Gun Club Rd. / Coors Blvd. are summarized in the following table:

Gun Club Rd. / Coors Blvd. 2032 Conditions	EB (Gun Club Rd.)			WB (Gun Club Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1	1	1	2	1	1	2	1
AM Peak Hour												
2032 NO BUILD Conditions Volumes	244	85	44	73	21	270	19	782	81	167	691	54
V/C Ratio	0.55	0.00	0.29	0.20	0.06	0.91	0.06	0.57	0.13	0.55	0.47	0.08
Level-of-Service	C	A	C	C	D	E	B	C	C	C	C	B
Control Delay (Seconds)	31.3	0.0	34.1	34.7	38.2	64.7	18.1	27.8	21.4	20.7	23.3	18.5
Intersection LOS	**C - 30.5**											
95th Percentile Queue (veh)	9.9	0.0	5.7	3.2	1.0	15.2	0.5	13.8	2.8	4.8	11.2	1.7
2032 BUILD Conditions Volumes	244	85	50	73	21	273	31	794	81	176	731	44
V/C Ratio	0.55	0.00	0.30	0.20	0.06	0.91	0.10	0.59	0.13	0.58	0.50	0.07
Level-of-Service	C	A	C	C	D	E	B	C	C	C	C	B
Control Delay (Seconds)	31.1	0.0	34.1	34.5	38.0	64.9	18.8	28.5	21.8	21.2	23.9	18.4
Intersection LOS	**C - 30.8**											
95th Percentile Queue (veh)	9.8	0.0	6.0	3.2	1.0	15.4	0.9	14.2	2.8	5.0	11.8	1.4
PM Peak Hour												
2032 NO BUILD Conditions Volumes	145	53	76	107	45	174	52	911	56	223	977	121
V/C Ratio	0.43	0.00	0.51	0.38	0.19	0.84	0.17	0.52	0.07	0.60	0.53	0.15
Level-of-Service	D	A	D	D	D	E	B	B	B	B	B	B
Control Delay (Seconds)	36.8	0.0	44.2	37.8	42.4	55.0	12.5	18.5	13.4	13.8	16.0	12.4
Intersection LOS	**C - 22.1**											
95th Percentile Queue (veh)	6.1	0.0	6.0	4.5	2.0	8.9	1.0	11.6	1.3	3.0	8.4	2.0
2032 BUILD Conditions Volumes	146	53	103	107	45	184	75	951	56	229	1,002	121
V/C Ratio	0.42	0.00	0.60	0.40	0.18	0.85	0.25	0.55	0.07	0.65	0.55	0.15
Level-of-Service	D	A	D	D	D	D	B	B	B	B	B	B
Control Delay (Seconds)	36.2	0.0	44.9	37.5	41.7	54.7	13.5	19.4	13.8	15.0	16.7	12.7
Intersection LOS	**C - 22.8**											
95th Percentile Queue (veh)	6.1	0.0	7.4	4.5	2.0	9.3	1.5	12.4	1.3	3.2	8.8	2.0

The 2032 analysis of the intersection of Gun Club Rd. / Coors Blvd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report. The implementation of the proposed development increases the delay at the intersection by 0.3 seconds during the AM Peak Hour and by 0.7 seconds during the PM Peak Hour. Therefore, no recommendations are made for the intersection of Gun Club Rd. / Coors Blvd.

The 95th Percentile queue lengths for each lane group are summarized in the following table:

Queuing Summary	EB (Gun Club Rd.)			WB (Gun Club Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
2032 NO BUILD Conditions (Max Queue)	9.9	0.0	6.0	4.5	2.0	15.2	1.0	13.8	2.8	4.8	11.2	2.0
2032 BUILD Conditions (Max Queue)	9.8	0.0	7.4	4.5	2.0	15.4	1.5	14.2	2.8	5.0	11.8	2.0
Percent Heavy Commercial Traffic	3%											
2032 NO BUILD Conditions (Max Queue) - Ft.	255	0	155	116	52	391	26	355	72	124	288	52
2032 BUILD Conditions (Max Queue) - Ft.	252	0	191	116	52	397	39	366	72	129	304	52
Length of Existing Lane	115			115		150	300		175	250		100

There is deficit storage available for the eastbound left turn lane, but this project does not contribute significantly to the calculated queuing. There is also deficient queuing for the westbound right turn movement, but the westbound thru movement queue is so low that the westbound right turn movement can queue into the main lane. Also, the Ceja Vista Development does not contribute significantly to the westbound right turn queue length. Therefore, no recommendation is made regarding queuing at the intersection.

#2 –Dennis Chavez Blvd. / Coors Blvd. – Pages A-220 *thru* A-281

The results of the 2032 analyses of the signalized intersection of Dennis Chavez Blvd. / Coors Blvd. are summarized in the following table:

Dennis Chavez / Coors Blvd. 2032 Conditions	EB (Dennis Chavez)			WB (Dennis Chavez)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	1	1	1	2	1	2	2>	0
AM Peak Hour												
2032 NO BUILD Conditions Volumes	66	1,323	574	67	238	147	316	709	267	225	276	30
V/C Ratio	0.19	1.27		0.51	0.43		0.55	0.53	0.41	0.77	0.26	0.26
Level-of-Service	C	F		C	C		B	C	C	E	C	C
Control Delay (Seconds)	27.2	169.0	0.0	34.8	33.6	0.0	19.8	29.1	24.5	57.6	29.2	29.3
Intersection LOS	**F - 82.9**											
95th Percentile Queue (veh)	2.4	50.8	0.0	2.6	9.6	0.0	8.7	12.1	8.7	6.4	6.0	6.2
2032 BUILD Conditions Volumes	350	1,768	625	67	393	147	335	709	267	225	276	131
V/C Ratio	1.29	1.69		0.49	0.89		0.64	0.54	0.41	0.77	0.36	0.38
Level-of-Service	F	F		D	E		C	C	C	E	C	C
Control Delay (Seconds)	187.0	358.0	0.0	37.5	57.9	0.0	21.8	29.4	24.5	57.6	32.0	32.4
Intersection LOS	**F - 173.5**											
95th Percentile Queue (veh)	27.4	97.8	0.0	2.8	19.1	0.0	9.5	12.1	8.7	6.4	8.4	8.3
Mitigated Lane Geometry	2	2>	0	1	2	1	2	2	1	2	2	1
2032 BUILD Cond. [MITIGATED] Volumes	350	1,768	625	67	393	147	335	709	267	225	276	131
V/C Ratio	0.31	0.97		0.49	0.22		0.60	1.13	0.78	1.02	0.48	0.51
Level-of-Service	B	D		C	B		D	F	E	F	D	D
Control Delay (Seconds)	12.2	40.7	0.0	30.7	15.0	0.0	39.1	121.0	55.2	122.0	47.9	52.2
Intersection LOS	**D - 41.6**											
95th Percentile Queue (veh)	3.9	34.9	0.0	2.0	5.1	0.0	7.2	23.1	12.8	9.4	7.2	7.4
PM Peak Hour												
2032 NO BUILD Conditions Volumes	117	437	645	160	728	436	436	1,060	102	205	913	121
V/C Ratio	0.70	0.45		0.44	1.34		1.24	0.84	0.15	0.76	1.08	1.08
Level-of-Service	D	D		C	F		F	D	B	E	F	F
Control Delay (Seconds)	36.7	35.0	0.0	27.6	206.0	0.0	164.0	39.4	19.1	58.0	106.0	106.0
Intersection LOS	**F - 96.0**											
95th Percentile Queue (veh)	4.7	9.1	0.0	5.9	62.3	0.0	34.1	20.6	3.1	5.9	32.4	32.7
2032 BUILD Conditions Volumes	311	734	684	160	1,212	436	492	1,060	102	205	913	433
V/C Ratio	1.30	0.65		0.55	2.23		1.40	0.95	0.16	0.76	1.69	1.73
Level-of-Service	F	D		C	F		F	D	C	E	F	F
Control Delay (Seconds)	197.0	35.3	0.0	28.2	601.0	0.0	230.0	52.2	22.4	58.0	368.0	386.0
Intersection LOS	**F - 268.5**											
95th Percentile Queue (veh)	25.7	14.5	0.0	5.8	165.8	0.0	41.9	23.2	3.4	5.9	78.0	77.0
Mitigated Lane Geometry	2	2>	0	1	2	1	2	2	1	2	2	1
2032 BUILD Cond. [MITIGATED] Volumes	311	734	684	160	1,212	436	492	1,060	102	205	913	433
V/C Ratio	1.04	0.60		0.57	1.09		1.13	0.93	0.17	0.95	0.99	0.79
Level-of-Service	F	C		C	F		F	D	C	F	E	D
Control Delay (Seconds)	81.6	30.9	0.0	30.1	92.8	0.0	131.0	48.5	23.6	100.0	70.2	44.5
Intersection LOS	**E - 68.9**											
95th Percentile Queue (veh)	7.1	10.1	0.0	6.0	35.1	0.0	17.4	22.5	3.5	8.1	24.0	18.9

The 2032 analysis of the intersection of Dennis Chavez Blvd. / Coors Blvd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report provided that the recommendations to mitigate the

intersection in the 2022 analysis are implemented. That is, the mitigation measures recommended restore the intersection to an improved level-of-service / delay than exists for the 2032 NO BUILD Condition. The implementation of the proposed development when mitigated decreases the delay at the intersection by 41 seconds during the AM Peak Hour and reduces the delay by 27 seconds during the PM Peak Hour. In both cases, the overall intersection delay is significant. The northbound left turn movement will marginally encroach into LOS F (80.6 seconds delay) during the PM Peak Hour period. Therefore, no additional recommendations are made for the intersection of Dennis Chavez Blvd. / Coors Blvd.

The 95th Percentile queue lengths for each lane group are summarized in the following table:

Queuing Summary	EB (Dennis Chavez)			WB (Dennis Chavez)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
2032 NO BUILD Conditions (Max Queue)	4.7	50.8	0.0	5.9	62.3	0.0	34.1	20.6	8.7	6.4	32.4	32.7
2032 MIT. BUILD Conditions (Max Queue)	7.1	34.9	0.0	6.0	35.1	0.0	17.4	23.1	12.8	9.4	24.0	18.9
Percent Heavy Commercial Traffic	3%											
2032 NO BUILD Conditions (Max Queue) - Ft.	121	1,308	0	152	1,604	0	878	530	224	165	834	842
2032 MIT BUILD Conditions (Max Queue) - Ft.	183	899	0	155	904	0	448	595	330	242	618	487
Length of Existing Lane	375			510		999	275		220	160		

Recommended auxiliary lane lengths are based on a posted 45 MPH speed limit on both Dennis Chavez Blvd. (Rio Bravo Blvd.) and Coors Blvd. in compliance with Table 18.K-1 (Deceleration and Acceleration Lengths – feet) in the New Mexico Department of Transportation State Access Management Manual. Design of improvements to the mitigated intersection of Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. should provide sufficient auxiliary lane storage to accommodate the 95th percentile queues summarized as follows:

Summary of Recommendations for:	**Dennis Chavez Blvd. (NM St. Rd. 500) / Coors Blvd.**	
Recommended Improvement	**Required Length (Ft)**	**Comment**
Add Second Eastbound Left Turn Lane	550	(400' + 150') long including 150 feet transition.
Add Second Westbound Thru Lane	500	plus transition as per MUTCD
Maintain 1 Westbound Right Turn Lane	370	370' including 150 feet transition.
Add Second NB Left Turn Lane	740	(400' + 340') long including 100 feet transition.
Construct new Southbound RT Lane	952	(370' + 582') long including 100 feet long transition.
Note: Required Length (Ft.) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		
Field Constraints may limit the length of lane that can be constructed.		

#3 –Blake Rd. / Unser Blvd. – Pages A-220 *thru* A-281

The results of the 2032 analyses of the signalized intersection of Blake Rd. / Unser Blvd. are summarized in the following table:

Blake Rd. / Unser Blvd. 2032 Conditions	EB (Blake Rd.)			WB (Blake Rd.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	2	1	1	2	1
AM Peak Hour												
2032 NO BUILD Conditions Volumes	181	18	105	168	26	422	43	447	105	52	374	35
V/C Ratio	0.86	0.00	0.25	0.34	0.00	0.93	0.12	0.39	0.17	0.17	0.32	0.05
Level-of-Service	D	A	C	C	A	E	C	C	C	C	C	B
Control Delay (Seconds)	54.4	0.0	28.1	23.6	0.0	57.9	22.1	28.8	20.6	22.5	27.8	18.6
Intersection LOS	**D - 36.2**											
95th Percentile Queue (veh)	9.0	0.0	5.0	6.2	0.0	23.2	1.5	9.0	3.6	1.8	7.7	1.1
2032 BUILD Conditions Volumes	181	18	107	185	26	422	44	542	119	52	418	35
V/C Ratio	0.86	0.00	0.25	0.38	0.00	0.93	0.13	0.47	0.19	0.19	0.36	0.05
Level-of-Service	D	A	C	C	A	E	C	C	B	C	C	B
Control Delay (Seconds)	54.4	0.0	28.1	24.1	0.0	57.9	22.2	30.2	20.9	23.0	28.4	18.6
Intersection LOS	**D - 36.0**											
95th Percentile Queue (veh)	9.0	0.0	5.1	6.9	0.0	23.2	1.5	10.9	4.2	1.8	8.5	1.1
PM Peak Hour												
2032 NO BUILD Conditions Volumes	101	60	75	143	36	262	194	558	214	307	428	151
V/C Ratio	0.56	0.00	0.39	0.44	0.00	0.89	0.42	0.40	0.30	0.72	0.28	0.20
Level-of-Service	D	A	D	D	A	E	B	C	B	C	C	B
Control Delay (Seconds)	40.9	0.0	43.7	37.0	0.0	56.2	18.1	26.1	19.9	21.2	21.4	16.2
Intersection LOS	**C - 28.7**											
95th Percentile Queue (veh)	5.0	0.0	7.3	7.0	0.0	16.2	6.2	10.6	7.6	9.3	7.7	4.6
2032 BUILD Conditions Volumes	101	60	79	179	36	262	199	647	252	307	550	151
V/C Ratio	0.56	0.00	0.41	0.55	0.00	0.89	0.48	0.47	0.35	0.78	0.36	0.20
Level-of-Service	D	A	D	D	A	E	B	C	C	C	C	B
Control Delay (Seconds)	40.9	0.0	43.8	40.9	0.0	56.2	18.6	27.2	20.8	25.6	22.7	16.4
Intersection LOS	**C - 29.6**											
95th Percentile Queue (veh)	5.0	0.0	7.6	2.4	0.0	16.2	6.4	12.3	8.8	9.7	9.8	4.7

The 2032 analysis of the intersection of Blake Rd. / Unser Blvd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report. The implementation of the proposed development decreases the average delay at the intersection by 0.2 seconds during the AM Peak Hour and increases the average delay at the intersection by 1.1 seconds during the PM Peak Hour. Therefore, no recommendations are made for the intersection of Blake Rd. / Unser Blvd.

The 95th Percentile queue lengths for each lane group are summarized in the following table:

Queuing Summary	EB (Blake Rd.)			WB (Blake Rd.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
2032 NO BUILD Conditions (Max Queue)	9.0	0.0	7.3	7.0	0.0	23.2	6.2	10.6	7.6	9.3	7.7	4.6
2032 BUILD Conditions (Max Queue)	9.0	0.0	7.6	6.9	0.0	23.2	6.4	12.3	8.8	9.7	9.8	4.7
Percent Heavy Commercial Traffic	3%											
2032 NO BUILD Conditions (Max Queue) - Ft.	232	0	188	180	0	597	160	273	196	239	198	118
2032 BUILD Conditions (Max Queue) - Ft.	232	0	196	178	0	597	165	317	227	250	252	121
Length of Existing Lane	110			250			375		280	450		290

There are existing deficiencies in the lengths of the eastbound left turn lane. The Ceja Vista Development does not contribute any traffic to that particular turning movement. Therefore, no recommendation is made related to queuing issues at the intersection of Blake Rd. / Unser Blvd.

#4 –Dennis Chavez Blvd. / 118th St. – Pages A-220 *thru* A-281

The results of the 2032 analyses of the signalized intersection of Dennis Chavez Blvd. / 118th St. are summarized in the following table:

Dennis Chavez / 118th St. 2032 Conditions	EB (Dennis Chavez)			WB (Dennis Chavez)			NB (118th St.)			SB (118th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	2	1>	0	1	1	1	1	1>	0
AM Peak Hour												
2032 NO BUILD Conditions Volumes	6	78	149	521	138	17	40	111	431	196	484	112
V/C Ratio	0.11	0.26	0.59	1.07	0.00	0.31	0.95	0.32	0.83	0.94	0.00	1.28
Level-of-Service	D	C	D	F	A	C	F	C	C	E	A	F
Control Delay (Seconds)	51.0	34.9	43.2	78.4	0.0	21.5	148.0	30.8	30.2	70.4	0.0	168.0
Intersection LOS	**F - 83.3**											
95th Percentile Queue (veh)	0.4	4.8	9.9	15.9	0.0	4.9	6.0	6.2	21.0	12.4	0.0	65.1
2032 BUILD Conditions Volumes	6	83	149	736	145	19	40	111	647	200	484	112
V/C Ratio	0.11	0.28	0.59	1.51	0.00	0.33	0.95	0.32	1.24	1.09	0.00	1.28
Level-of-Service	D	D	D	F	A	C	F	C	F	F	A	F
Control Delay (Seconds)	51.0	35.2	43.2	275.0	0.0	21.7	148.0	30.8	147.0	115.0	0.0	168.0
Intersection LOS	**F - 162.2**											
95th Percentile Queue (veh)	0.4	5.2	9.9	45.5	0.0	5.2	6.0	6.2	64.2	16.2	0.0	65.1
Mitigated Lane Geometry	1	1	1	2	1>	0	1	1	1	1	1>	0
2032 BUILD Cond. [MITIGATED] Volumes	6	83	149	736	145	19	40	111	647	200	484	112
V/C Ratio	0.11	0.45	0.94	1.01	0.00	0.32	0.95	0.33	1.04	1.18	0.00	1.34
Level-of-Service	D	D	F	F	A	C	F	C	F	F	A	F
Control Delay (Seconds)	51.0	47.2	90.6	58.9	0.0	20.9	148.0	31.6	61.1	150.0	0.0	196.0
Intersection LOS	**F - 95.2**											
95th Percentile Queue (veh)	0.4	6.2	13.9	22.8	0.0	6.6	6.0	6.3	41.3	19.0	0.0	70.7
PM Peak Hour												
2032 NO BUILD Conditions Volumes	22	102	22	182	76	72	44	103	419	89	104	25
V/C Ratio	0.42	0.23	0.06	0.81	0.00	0.32	0.17	0.29	1.05	0.42	0.00	0.28
Level-of-Service	D	C	C	D	A	C	C	C	F	C	A	C
Control Delay (Seconds)	54.6	25.3	23.1	53.9	0.0	22.4	29.5	30.5	82.1	24.8	0.0	22.5
Intersection LOS	**D - 48.7**											
95th Percentile Queue (veh)	1.7	5.2	1.1	6.7	0.0	6.7	2.4	5.7	32.5	4.3	0.0	6.0
2032 BUILD Conditions Volumes	22	114	23	455	86	80	44	103	692	96	104	25
V/C Ratio	0.42	0.29	0.07	1.50	0.00	0.36	0.17	0.29	1.59	0.53	0.00	0.28
Level-of-Service	D	C	C	F	A	C	C	C	F	C	A	C
Control Delay (Seconds)	54.6	28.7	25.7	276.0	0.0	22.5	29.5	30.5	302.0	26.1	0.0	22.5
Intersection LOS	**F - 191.6**											
95th Percentile Queue (veh)	1.7	6.3	1.2	30.5	0.0	6.6	2.4	5.7	100.9	4.8	0.0	6.0
Mitigated Lane Geometry	1	1	1	2	1>	0	1	1	1	1	1>	0
2032 BUILD Cond. [MITIGATED] Volumes	22	114	23	455	86	80	44	103	692	96	104	25
V/C Ratio	0.42	0.24	0.06	0.86	0.00	0.26	0.29	0.59	1.77	0.84	0.00	0.47
Level-of-Service	D	C	C	D	A	B	D	D	F	E	A	D
Control Delay (Seconds)	54.6	23.4	21.1	42.7	0.0	11.9	43.7	47.1	386.0	72.4	0.0	36.9
Intersection LOS	**F - 169.1**											

The 2032 analysis of the intersection of Dennis Chavez Blvd. / 118th St. demonstrates that the level-of-service will be significantly impacted by the development of the Ceja Vista project. As with the implementation year analysis, the source of the problems at this signalized intersection

is the Albuquerque Public Schools Systems refusal to cooperate with the other public agencies desiring the internal vehicular connection between the school and Ceja Vista Development. Therefore, no additional recommendations are made for the intersection of Dennis Chavez Blvd. / 118th St. Please see the detailed argument presented in the Implementation Year Analysis section for this intersection.

The 95th Percentile queue lengths for each lane group are summarized in the following table:

Queuing Summary	EB (Dennis Chavez)			WB (Dennis Chavez)			NB (118th St.)			SB (118th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
2032 NO BUILD Conditions (Max Queue)	1.7	5.2	9.9	15.9	0.0	6.7	6.0	6.2	32.5	12.4	0.0	65.1
2032 BUILD Conditions (Max Queue)	1.7	6.3	9.9	45.5	0.0	6.6	6.0	6.2	100.9	16.2	0.0	65.1
Percent Heavy Commercial Traffic	3%											
2032 NO BUILD Conditions (Max Queue) - Ft.	44	134	255	409	0	173	155	160	837	319	0	1,676
2032 BUILD Conditions (Max Queue) - Ft.	44	162	255	1,172	0	170	155	160	2,598	417	0	1,676
Length of Existing Lane	250		350	615			200		550	200		

Queuing deficiencies exist for the westbound left turn movement, the northbound right turn movement, and the southbound left turn movement.

For similar reasons that were presented in the Implementation Year Analysis section for this intersection, no recommendation is made regarding the queuing issues.

#5 –Dennis Chavez Blvd. / 98th St. – Pages A-220 *thru* A-281

The results of the 2032 analyses of the signalized intersection of Dennis Chavez Blvd. / 98th St. are summarized in the following table:

Dennis Chavez / 98th St.	EB (Dennis Chavez)			WB (Dennis Chavez)			NB (98th St.)			SB (98th St.)		
2032 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1			1	1				1>		0
AM Peak Hour												
2032 NO BUILD Conditions Volumes	200	474			698	184				790		412
V/C Ratio	1.36	0.68			1.30	0.40				3.33		0.00
Level-of-Service	F	B			F	A				F		A
Control Delay (Seconds)	219.0	18.6			147.0	3.8				999.0		0.0
Intersection LOS	**F - 532.5**											
95th Percentile Queue (veh)	22.0	17.0			50.4	1.5				280.2		0.0
2032 BUILD Conditions Volumes	209	641	49	63	781	184	136	89	118	790	99	415
V/C Ratio	1.17	0.70	0.06	0.28	1.09	0.30	2.44	0.00	0.44	3.04	0.00	1.14
Level-of-Service	F	B	B	C	F	B	F	A	C	F	A	F
Control Delay (Seconds)	136.0	18.3	10.1	24.1	69.1	13.7	749.0	0.0	29.7	972.0	0.0	121.0
Intersection LOS	**F - 289.9**											
95th Percentile Queue (veh)	12.8	17.6	1.1	2.4	36.1	3.9	26.0	0.0	8.8	142.4	0.0	37.6
Mitigated Lane Geometry	1	2	1	1	2	1	1	2	2	2	2	1
2032 BUILD Cond. [MITIGATED] Volumes	209	641	49	63	781	184	136	89	118	790	99	415
V/C Ratio	0.86	0.57	0.10	0.26	0.85	0.45	0.49	0.20	0.26	1.06	0.10	0.98
Level-of-Service	D	C	C	C	D	D	D	D	D	F	C	E
Control Delay (Seconds)	36.6	28.4	22.6	26.0	54.5	43.3	37.2	41.6	38.2	90.2	26.5	70.9
Intersection LOS	**D - 54.8**											
95th Percentile Queue (veh)	7.5	11.2	1.8	2.5	20.5	10.3	6.7	2.3	2.9	25.4	1.9	24.2
PM Peak Hour												
2032 NO BUILD Conditions Volumes	198	355			425	336				301		148
V/C Ratio	0.35	0.33			0.84	0.78				0.89		0.20
Level-of-Service	B	A			D	D				D		B
Control Delay (Seconds)	13.6	7.6			46.8	45.7				53.9		13.1
Intersection LOS	**C - 33.3**											
95th Percentile Queue (veh)	3.4	6.1			16.3	13.0				15.6		12.3
2032 BUILD Conditions Volumes	204	490	151	164	610	336	94	217	130	301	209	158
V/C Ratio	0.79	0.53	0.19	0.55	0.90	0.58	0.74	0.00	0.74	2.07	0.00	0.79
Level-of-Service	C	B	B	C	C	C	E	A	D	F	A	D
Control Delay (Seconds)	30.1	14.1	10.6	26.8	30.4	24.0	68.3	0.0	38.6	551.0	0.0	41.7
Intersection LOS	**F - 80.5**											
95th Percentile Queue (veh)	5.7	11.3	3.5	5.1	19.4	9.1	6.8	0.0	15.6	48.9	0.0	17.1
Mitigated Lane Geometry	1	2	1	1	2	1	1	2	2	2	2	1
2032 BUILD Cond. [MITIGATED] Volumes	204	490	151	164	610	336	94	217	130	301	209	158
V/C Ratio	0.51	0.31	0.19	0.39	0.40	0.40	0.40	0.73	0.32	0.84	0.47	0.51
Level-of-Service	B	B	B	B	A	A	D	D	D	E	D	D
Control Delay (Seconds)	10.6	15.2	10.3	10.4	0.1	0.2	41.1	51.1	40.1	58.0	43.7	37.7
Intersection LOS	**C - 21.4**											
95th Percentile Queue (veh)	4.2	6.0	3.2	2.8	0.0	0.1	4.9	6.4	3.3	9.1	5.6	7.9

The 2032 analysis of the intersection of Dennis Chavez Blvd. / 98th St. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report provided that the recommendations to mitigate the

intersection in the 2022 analysis are implemented. The implementation of the proposed development when mitigated decreases the delay at the intersection by 477 seconds during the AM Peak Hour and reduces the delay by 11.9 seconds during the PM Peak Hour. Therefore, no additional recommendations are made for the intersection of Dennis Chavez Blvd. / 98th St.

The 95th Percentile queue lengths for each lane group are summarized in the following table:

Queuing Summary	EB (Dennis Chavez)			WB (Dennis Chavez)			NB (98th St.)			SB (98th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
2032 NO BUILD Conditions (Max Queue)	22.0	17.0	0.0	0.0	50.4	13.0	0.0	0.0	0.0	280.2	0.0	12.3
2032 MIT. BUILD Conditions (Max Queue)	7.5	11.2	3.2	2.8	20.5	10.3	6.7	6.4	3.3	25.4	5.6	24.2
Percent Heavy Commercial Traffic	3%											
2032 NO BUILD Conditions (Max Queue) - Ft.	567	438	0	0	1,298	335	0	0	0	7,215	0	317
2032 MIT BUILD Conditions (Max Queue) - Ft.	193	288	82	72	528	265	173	165	85	654	144	623
Length of Existing Lane	125					500				600		600

The signalized intersection of Dennis Chavez Blvd. / 98th St. will need to be significantly modified to accommodate the new Ceja Vista Development. Modifications included additional signal phasing and signal timing as a result of the addition of the south leg of the intersection. The signalized intersection of Dennis Chavez Blvd. / 98th St. will need to be designed and constructed with the following geometry:

Summary of Recommendations for:	Dennis Chavez Blvd. (NM State Rd. 500) / 98th St.	
Recommended Improvement	**Required Length (Ft)**	**Comment**
1 Eastbound Left Turn Lane	525	(400' + 125') long including 150 feet transition.
2 Eastbound Thru Lanes	500	plus transition as per MUTCD
1 Eastbound Right Turn Lane	450	(370' + 82') long including 150 feet transition.
1 Westbound Left Turn Lane	470	(400' + 70') long including 150 feet transition.
2 Westbound Thru Lanes	500	plus transition as per MUTCD
1 Westbound RT Lane	635	(370' + 265') long including 150 feet transition.
1 Northbound LT Lane	420	(250' + 170') long including 100 feet transition.
2 Northbound Thru Lanes	500	plus transition as per MUTCD
2 Northbound RT Lanes	335	(250' + 85') long incluiding 100 feet transition.
2 Southbound LT Lanes	900	(250 + 654') long including 100 feet transition.
2 Southbound Thru Lanes	500	plus transition as per MUTCD
1 Southbound RT Lane	870	(250' + 620') long including 100 feet long transition.
Note: Required Length (Ft.) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		
Field Constraints may limit the length of lane that can be constructed.		

Lane lengths are based on New Mexico Department of Transportation's State Access Management Manual, Table 18.K-1 (Deceleration and Acceleration Lengths – Feet) based on a 45 MPH posted speed limit on Dennis Chavez Blvd. and a 35 MPH posted speed limit on 98th St.

#6 –Dennis Chavez Blvd. / Unser Blvd. – Pages A-220 *thru* A-281

The results of the 2032 analyses of the signalized intersection of Dennis Chavez Blvd. / Unser Blvd. are summarized in the following table:

Dennis Chavez / Unser Blvd. 2032 Conditions	EB (Dennis Chavez)			WB (Dennis Chavez)			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1			1	1				1		1
AM Peak Hour												
2032 NO BUILD Conditions Volumes	119	1,372			650	507				941		145
V/C Ratio	0.54	1.36			0.77	0.71				1.82		0.27
Level-of-Service	C	F			C	C				F		C
Control Delay (Seconds)	20.0	185.0			29.3	27.3				413.0		24.4
Intersection LOS	**F - 182.5**											
95th Percentile Queue (veh)	1.9	99.0			21.7	16.9				114.1		12.5
2032 BUILD Conditions Volumes	146	1,616	14	180	737	507	37	85	513	941	42	171
V/C Ratio	0.75	1.60	0.02	2.99	0.89	0.73	0.13	0.00	1.27	15.63	0.00	0.45
Level-of-Service	C	F	A	F	D	C	D	A	F	F	A	C
Control Delay (Seconds)	24.7	283.0	4.8	992.0	39.1	28.6	36.3	0.0	174.0	999.0	0.0	30.5
Intersection LOS	**F - 1417.0**											
95th Percentile Queue (veh)	2.7	139.7	0.1	33.9	29.1	17.9	1.6	0.0	48.6	196.7	0.0	8.6
Mitigated Lane Geometry	1	2	1	2	2	1	1	2	2	2	2	1
2032 BUILD Cond. [MITIGATED] Volumes	146	1,616	14	180	737	507	37	85	513	941	42	171
V/C Ratio	0.54	1.02	0.02	0.66	0.47	0.73	0.16	0.16	0.95	1.37	0.04	0.36
Level-of-Service	B	F	C	C	C	C	D	D	E	F	C	C
Control Delay (Seconds)	16.8	68.0	24.0	28.1	20.1	28.8	40.2	39.6	68.0	212.0	25.2	28.7
Intersection LOS	**E - 78.6**											
95th Percentile Queue (veh)	3.8	38.0	0.6	2.3	11.3	18.0	1.7	1.9	14.5	33.8	0.7	6.8
PM Peak Hour												
2032 NO BUILD Conditions Volumes	119	803			1,094	1,021				779		71
V/C Ratio	0.80	0.82			1.35	1.48				1.48		0.13
Level-of-Service	D	A			F	F				F		C
Control Delay (Seconds)	39.4	5.6			192.0	253.0				262.0		22.2
Intersection LOS	**F - 175.8**											
95th Percentile Queue (veh)	3.8	3.0			90.8	99.7				77.1		7.0
2032 BUILD Conditions Volumes	176	970	41	561	1,361	1,021	26	86	347	779	113	128
V/C Ratio	0.99	0.99	0.05	2.06	1.74	1.54	0.10	0.00	0.90	7.85	0.00	0.48
Level-of-Service	D	A	A	F	F	F	D	A	D	F	A	C
Control Delay (Seconds)	47.2	5.8	0.0	524.0	367.0	279.0	36.1	0.0	53.1	999.0	0.0	30.2
Intersection LOS	**F - 638.6**											
95th Percentile Queue (veh)	4.0	2.4	0.0	82.9	160.2	106.3	1.2	0.0	20.8	158.4	0.0	9.5
Mitigated Lane Geometry	1	2	1	2	2	1	1	2	2	2	2	1
2032 BUILD Cond. [MITIGATED] Volumes	176	970	41	561	1,361	1,021	26	86	347	779	113	128
V/C Ratio	0.99	1.06	0.10	0.93	1.05	1.16	0.10	0.21	0.42	1.19	0.12	0.24
Level-of-Service	F	F	B	D	F	F	D	D	C	F	C	C
Control Delay (Seconds)	89.4	69.0	17.7	38.8	40.6	90.1	38.1	42.9	29.4	144.0	28.4	24.4
Intersection LOS	**E - 68.8**											
95th Percentile Queue (veh)	10.5	21.7	1.0	8.5	18.3	56.8	1.2	2.1	7.1	29.5	2.2	4.6

The 2032 analysis of the intersection of Dennis Chavez Blvd. / Unser Blvd. demonstrates that the level-of-service will be marginally acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions analyzed in this report provided that the recommendations to

mitigate the intersection in the 2022 analysis are implemented. The implementation of the proposed development when mitigated decreases the delay at the intersection by 103 seconds during the AM Peak Hour and reduces the delay by 107 seconds during the PM Peak Hour. In both cases, there is a substantial improvement in the operational characteristics of the intersection as a result of the mitigation measures recommended. Therefore, no additional recommendations are made for the intersection of Dennis Chavez Blvd. / Unser Blvd.

The 95th Percentile queue lengths for each lane group are summarized in the following table:

Queuing Summary	EB (Dennis Chavez)			WB (Dennis Chavez)			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
2032 NO BUILD Conditions (Max Queue)	3.8	99.0	0.0	0.0	90.8	99.7	0.0	0.0	0.0	114.1	0.0	12.5
2032 MIT. BUILD Conditions (Max Queue)	10.5	38.0	1.0	8.5	18.3	56.8	1.7	2.1	14.5	33.8	2.2	6.8
Percent Heavy Commercial Traffic	3%											
2032 NO BUILD Conditions (Max Queue) - Ft.	98	2,549	0	0	2,338	2,567	0	0	0	2,938	0	322
2032 MIT BUILD Conditions (Max Queue) - Ft.	270	979	26	219	471	1,463	44	54	373	870	57	175
Length of Existing Lane	125				375					999		999

The signalized intersection of Dennis Chavez Blvd. / Unser Blvd. will need to be significantly modified to accommodate the new Ceja Vista Development. Modifications included additional signal phasing and signal timing as a result of the addition of the south leg of the intersection. The signalized intersection of Dennis Chavez Blvd. / Unser Blvd. will need to be designed and constructed with the following geometry:

Summary of Recommendations for:	**Dennis Chavez Blvd. (NM St. Rd. 500) / Unser Blvd.**	
Recommended Improvement	**Required Length (Ft)**	**Comment**
1 Eastbound Left Turn Lane	670	(400' + 125') long including 150 feet transition.
2 Eastbound Thru Lanes	500	plus transition as per MUTCD
1 Eastbound Right Turn Lane	400	(370' + 26') long including 150 feet transition.
1 Westbound Left Turn Lane	470	(400' + 70') long including 150 feet transition.
2 Westbound Thru Lanes	500	plus transition as per MUTCD
1 Westbound RT Lane	1830	(370' + 265') long including 1,463 feet transition.
1 Northbound LT Lane	420	(250' + 170') long including 100 feet transition.
2 Northbound Thru Lanes	500	plus transition as per MUTCD
2 Northbound RT Lanes	295	(250' + 44') long incluiding 100 feet transition.
2 Southbound LT Lanes	1120	(250 + 870') long including 100 feet transition.
2 Southbound Thru Lanes	500	plus transition as per MUTCD
1 Southbound RT Lane	425	(250' + 175') long including 100 feet long transition.
Note: Required Length (Ft.) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		
Field Constraints may limit the length of lane that can be constructed.		

Lane length requirements are based on NM DOT's State Access Management Manual, Table 18.K-1 (Deceleration and Acceleration Lengths – Feet) based on a 45 MPH posted speed limit on Dennis Chavez Blvd. and a 35 MPH posted speed limit on Unser Blvd.

#7 –Dennis Chavez Blvd. / Condershire Dr. – Pages A-220 *thru* A-281

The results of the 2032 analyses of the signalized intersection of Dennis Chavez Blvd. / Condershire Dr. are summarized in the following table:

Dennis Chavez / Karrol St. 2032 Conditions	EB (Dennis Chavez)			WB (Dennis Chavez)			NB (Karrol St.)			SB (Karrol St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1	1
AM Peak Hour												
2032 NO BUILD Conditions Volumes	26	2,195	44	15	1,071	10	44	2	52	9	2	37
V/C Ratio	0.04			0.07				24.75			1.85	0.14
Level-of-Service	B	A		C	A			F			F	C
Control Delay (Seconds)	10.9	0.0		22.2	0.0			999.0			999.0	21.1
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.2				14.4			2.4	0.5
2032 BUILD Conditions Volumes	29	2,942	50	25	1,332	10	44	2	89	9	2	41
V/C Ratio	0.06			0.23				7.58				0.23
Level-of-Service	B	A		E	A			F				D
Control Delay (Seconds)	12.6	0.0		46.7	0.0			999.0				30.3
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.8				17.7				0.8
PM Peak Hour												
2032 NO BUILD Conditions Volumes	53	1,284	76	53	2,096	26	66	1	46	5	1	121
V/C Ratio	0.23			0.11								2.15
Level-of-Service	C	A		B	A							F
Control Delay (Seconds)	24.4	0.0		13.4	0.0							683.0
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.9			0.4								12.2
2032 BUILD Conditions Volumes	60	1,787	80	85	2,910	26	66	1	69	5	1	128
V/C Ratio	0.56			0.29								7.76
Level-of-Service	F	A		C	A							F
Control Delay (Seconds)	72.2	0.0		21.6	0.0							999.0
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	2.6			1.2								17.2

The 2032 analysis of the intersection of Dennis Chavez Blvd. / Condershire Dr. reinforces the findings and recommendations in the 2022 Implementation Year analysis. The calculated delays for the northbound movement during the PM Peak Hour are so high that Synchro did not even report it. Therefore, no additional recommendations are made for the intersection of Dennis Chavez Blvd. / Condershire Dr. The Findings and Conclusions for this intersection based on the implementation year analysis still hold true.

#8 –Rio Bravo Square / Coors Blvd. – Pages Pages A-220 *thru* A-281

The results of the 2032 analysis of the unsignalized intersection of Rio Bravo Square / Coors Blvd. are summarized in the following table:

Rio Bravo Sq. / Coors Blvd. 2032 Conditions	EB (Rio Bravo Sq.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1		1	1	2			2	1
AM Peak Hour									
2032 NO BUILD Conditions Volumes	5		10	29	693			496	25
V/C Ratio	0.02		0.01	0.03					
Level-of-Service	C		B	A					
Control Delay (Seconds)	19.5		10.0	8.7					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1		0.0	0.1					
2032 BUILD Conditions Volumes	5		10	29	977			597	25
V/C Ratio	0.03		0.02	0.03					
Level-of-Service	D		B	A					
Control Delay (Seconds)	26.5		10.4	9.0					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1		0.0	0.1					
PM Peak Hour									
2032 NO BUILD Conditions Volumes	48		116	83	1,180			803	39
V/C Ratio	0.63		0.21	0.12					
Level-of-Service	F		B	B					
Control Delay (Seconds)	107.0		12.9	10.4					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	2.9		0.8	0.4					
2032 BUILD Conditions Volumes	48		116	84	1,374			1,115	39
V/C Ratio	1.30		0.27	0.16					
Level-of-Service	F		C	B					
Control Delay (Seconds)	405.0		16.0	12.6					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	5.1		1.1	0.6					

The 2032 analysis of the intersection of Rio Bravo Square / Coors Blvd. demonstrates that the delays will be acceptable for the AM Peak Hour conditions analyzed in this report, but there are long delays anticipated for the eastbound left turn movements during the PM Peak Hour. No recommendations are made for the intersection of Rio Bravo Square / Coors Blvd.

#9 –Gibson Blvd. / 98th St. – Pages A-220 *thru* A-281

The results of the 2032 analysis of the unsignalized intersection of Gibson Blvd. / 98th St. are summarized in the following table:

Gibson Blvd. / 98th St. 2032 Conditions	EB (Gibson Blvd.)			WB (Gibson Blvd.)			NB (98th St.)			SB (98th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>		1	2	1	1	2	1	1	2	1
AM Peak Hour												
2022 NO BUILD Condition Volumes	205	134	25	13	42	11	21	404	57	9	256	23
V/C Ratio	0.57	0.24	0.18	0.04	0.08	0.07	0.06	0.68	0.47	0.03	0.46	
Level-of-Service	C	B	B	B	B	B	B	C	C	B	C	
Control Delay (Seconds)	21.6	12.9	11.9	12.5	12.4	11.9	11.2	24.6	16.3	11.4	17.2	
Intersection LOS	**AWSC (C - 18.1)**											
95th Percentile Queue (veh)	3.5	0.9	0.6	0.1	0.3	0.2	0.2	5.0	2.5	0.1	2.4	
2022 BUILD Condition Volumes	205	134	34	24	42	11	28	478	64	9	323	23
V/C Ratio	0.59	0.24	0.21	0.08	0.09	0.07	0.08	0.81	0.55	0.03	0.06	
Level-of-Service	C	B	B	B	B	B	B	E	C	B	C	
Control Delay (Seconds)	23.3	13.7	12.8	13.4	13.0	12.5	11.7	36.0	19.3	11.8	21.9	
Intersection LOS	**AWSC (C - 22.5)**											
95th Percentile Queue (veh)	3.6	0.9	0.8	0.2	0.3	0.2	0.2	7.5	3.3	0.1	3.6	
PM Peak Hour												
2022 NO BUILD Condition Volumes	147	79	40	42	153	35	57	378	41	45	591	150
V/C Ratio	0.45	0.16	0.19	0.13	0.31	0.25	0.16	0.68	0.45	0.12	0.99	
Level-of-Service	C	B	B	B	C	C	B	D	C	B	F	
Control Delay (Seconds)	21.4	14.4	14.3	14.8	17.0	15.6	14.2	29.6	18.7	13.0	72.4	
Intersection LOS	**AWSC (C - 20.2)**											
95th Percentile Queue (veh)	2.3	0.5	0.7	0.4	1.3	1.0	0.6	4.9	2.2	0.4	12.5	
2022 BUILD Condition Volumes	147	79	60	65	153	35	79	521	67	45	738	150
V/C Ratio	0.53	0.18	0.29	0.24	0.36	0.29	0.25	10.04	0.72	0.14	1.39	
Level-of-Service	D	C	C	C	C	C	C	F	D	B	F	
Control Delay (Seconds)	27.1	16.8	18.1	18.6	20.6	18.7	16.9	89.8	33.3	14.5	229.5	
Intersection LOS	**AWSC (F - 97.8)**											
95th Percentile Queue (veh)	2.8	0.6	1.1	0.9	1.5	1.2	1.0	12.4	5.1	0.5	26.6	

The 2032 analysis of the intersection of Gibson Blvd. / 98th St. demonstrates that the delays will be acceptable for all conditions analyzed in this report except for the southbound thru / right turn and the northbound thru movements during the PM Peak Hour. It should be considered that the HCM6 method for analyzing an all-way stop condition is limited to three lanes for each approach. There are four-lane approaches on all four legs of the intersection of Gibson Blvd. / 98th St. It is likely that the analysis results summarized in the above table are too conservative since only three approach lanes were analyzed. Therefore, no recommendations are made for the intersection of Gibson Blvd. / 98th St. It will probably operate at acceptable levels-of-service and delays.

A Peak Hour Warrant Analysis of Gibson Blvd. / 98th St. was conducted for the implementation year volumes and the intersection fell slightly short of meeting the warrant. It is likely that the horizon year volume will meet the Peak Hour Signal Warrant since the volumes are grown. The Ceja Vista Development is projected to generate 17.8% of the total 2032 PM Peak Hour traffic at

this intersection. But it is expected that the intersection will not meet the Peak Hour Warrant for a traffic signal until near the horizon year, and the City normally resists allowing a traffic signal to be constructed based on the Peak Hour Warrant alone. Therefore, no recommendation is made for this intersection.

#10 –Blake Rd. / 98th St. – Pages A-220 *thru* A-281

The results of the 2032 analysis of the unsignalized intersection of Blake Rd. / 98th St. are summarized in the following table:

Blake Rd. / 98th St. 2032 Conditions	EB (Blake Rd.)			WB (Blake Rd.)			NB (98th St.)			SB (98th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>		1	1>		1	2	1	1	2>	
AM Peak Hour												
2022 NO BUILD Condition Volumes	24	21	71	35	23	37	39	476	44	27	248	4
V/C Ratio	0.07	0.23		0.10	0.15		0.09	0.69		0.40	0.21	
Level-of-Service	B	B		B	B		B	C		B	B	
Control Delay (Seconds)	11.7	12.2		12.1	11.6		10.5	23.2		14.6	11.8	
Intersection LOS	**AWSC (C - 16.1)**											
95th Percentile Queue (veh)	0.2	0.9		0.3	0.5		0.3	5.5		1.9	0.8	
2022 BUILD Condition Volumes	24	21	75	35	23	37	42	565	44	27	337	4
V/C Ratio	0.07	0.25		0.10	0.16		0.10	0.85		0.07	0.55	
Level-of-Service	B	B		B	B		B	E		C	B	
Control Delay (Seconds)	12.4	13.3		12.9	12.4		11.0	37.7		19.1	13.2	
Intersection LOS	**AWSC (C - 22.2)**											
95th Percentile Queue (veh)	0.2	1.0		0.3	0.6		0.3	8.9		3.3	1.2	
PM Peak Hour												
2022 NO BUILD Condition Volumes	19	22	44	91	34	74	87	552	37	79	421	36
V/C Ratio	0.05	0.17		0.24	0.26		0.20	0.79		0.19	0.62	
Level-of-Service	B	B		B	B		A	D		C	C	
Control Delay (Seconds)	13.0	13.2		15.0	13.9		12.7	33.3		12.9	22.7	
Intersection LOS	**AWSC (C - 20.8)**											
95th Percentile Queue (veh)	0.2	0.6		0.9	1.0		0.7	7.3		0.7	4.2	
2022 BUILD Condition Volumes	19	22	52	91	34	74	96	743	37	79	611	36
V/C Ratio	0.06	0.22		0.28	0.31		0.24	1.16		0.21	1.00	
Level-of-Service	B	C		C	C		B	F		B	F	
Control Delay (Seconds)	14.7	15.8		17.5	16.6		14.3	128.9		14.1	67.7	
Intersection LOS	**AWSC (F - 58.8)**											
95th Percentile Queue (veh)	0.2	0.8		1.1	1.2		0.9	19.5		0.7	11.8	

The 2032 analysis of the intersection of Blake Rd. / 98th St. demonstrates that the delays will be marginally acceptable for all conditions analyzed in this report except for the northbound and southbound thru / right turn movements during the PM Peak Hour. It should be considered that the HCM6 method for analyzing an all-way stop condition is limited to three lanes for each approach. There is four-lane approach on the south leg of the intersection of Blake Rd. / 98th St. It is likely that the analysis results summarized in the above table are too conservative since only three approach lanes were analyzed for the south leg. It is likely that the analysis results

summarized in the above table are too conservative since only three approach lanes were analyzed. Therefore, no recommendations are made for the intersection of Blake Rd. / 98th St. It will probably operate at acceptable levels-of-service and delays.

A Peak Hour Warrant Analysis of Blake Rd. / 98th St. was conducted for the implementation year volumes and the intersection fell significantly short of meeting the warrant. It is likely that the horizon year volume will not meet the Peak Hour Signal Warrant since the volumes are not increased much. The Ceja Vista Development is projected to generate 21.0% of the total 2032 PM Peak Hour traffic at this intersection. But it is expected that the intersection will not meet the Peak Hour Warrant for a traffic signal until well after the horizon year, and the City normally resists allowing a traffic signal to be constructed based on the Peak Hour Warrant alone. Therefore, no recommendation is made for this intersection.

#11 –Gun Club Rd. / Karrol St. – Pages A-220 *thru* A-281

The results of the 2032 analysis of the unsignalized intersection of Gun Club Rd. / Karrol St. are summarized in the following table.

Gun Club Rd. / Karrol St. 2032 Conditions	EB (Gun Club Rd.)			WB (Gun Club Rd.)			NB (Karrol St.)			SB (Karrol St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2032 NO BUILD Conditions Volumes	3	16	0	10	5	17	1	7	25	17	9	1
V/C Ratio	0.00			0.01				0.04			0.04	
Level-of-Service	A	A		A	A			A			A	
Control Delay (Seconds)	7.3	0.0		7.3	0.0			8.8			9.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.1	
2032 BUILD Conditions Volumes	3	22	1	10	17	17	2	8	25	17	13	1
V/C Ratio	0.00			0.01				0.04			0.05	
Level-of-Service	A	A		A	A			A			A	
Control Delay (Seconds)	7.3	0.0		7.3	0.0			8.9			9.6	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.1	
PM Peak Hour												
2032 NO BUILD Conditions Volumes	2	10	1	39	17	58	1	10	12	20	7	5
V/C Ratio	0.00			0.03				0.03			0.05	
Level-of-Service	A	A		A	A			A			A	
Control Delay (Seconds)	7.4	0.0		7.3	0.0			9.4			9.8	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.1			0.1	
2032 BUILD Conditions Volumes	2	37	5	39	40	58	4	15	12	20	9	5
V/C Ratio	0.00			0.03				0.05			0.05	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.4	0.0		7.4	0.0			10.0			10.3	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.1			0.2	

The 2032 analysis of the intersection of Gun Club Rd. / Karrol St. demonstrates that the delays will be acceptable for all conditions analyzed in this report. It is concluded that the calculated levels-of-service, delays, and 95th Percentile Queuing are all acceptable. Therefore, no recommendation is made with regard to the unsignalized intersection of Gun Club Rd. / Karrol St. based on the horizon year (2032) forecast volumes.

#12 –Don Felipe Rd. / Coors Blvd. – Pages A-220 *thru* A-281

The results of the analysis of the unsignalized intersection of Don Felipe Rd. / Coors Blvd. are summarized in the following table:

Don Felipe Rd / Coors Blvd. 2032 Conditions	EB (Don Felipe Rd)			WB (Don Felipe Rd)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	2	1	1	2	1
AM Peak Hour												
2032 NO BUILD Conditions Volumes	18	2	3	14	1	75	1	606	17	49	524	7
V/C Ratio	0.07	0.01		0.05	0.13		0.00			0.06		
Level-of-Service	C	B		C	B		A			A		
Control Delay (Seconds)	19.3	14.1		18.3	11.5		8.7			9.3		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2	0.0		0.2	0.5		0.0			0.2		
2032 BUILD Conditions Volumes	18	2	3	14	1	82	1	624	17	60	556	7
V/C Ratio	0.08	0.02		0.06	0.15		0.00			0.08		
Level-of-Service	C	B		C	B		A			A		
Control Delay (Seconds)	20.8	14.8		19.3	11.7		8.8			9.4		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.3	0.0		0.2	0.5		0.0			0.2		
PM Peak Hour												
2032 NO BUILD Conditions Volumes	10	1	4	9	6	26	6	661	6	40	787	37
V/C Ratio	0.06	0.01		0.04	0.08		0.01			0.05		
Level-of-Service	C	B		C	B		A			A		
Control Delay (Seconds)	24.4	14.1		21.1	14.1		10.0			9.5		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2	0.0		0.1	0.3		0.0			0.2		
2032 BUILD Conditions Volumes	10	1	4	9	6	44	6	706	6	56	823	34
V/C Ratio	0.07	0.02		0.05	0.12		0.01			0.08		
Level-of-Service	D	B		C	B		B			A		
Control Delay (Seconds)	27.3	14.8		23.0	13.9		10.2			9.8		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2	0.0		0.2	0.4		0.0			0.3		

The 2032 analysis of the intersection of Don Felipe Rd. / Coors Blvd. demonstrates that the delays will be acceptable for the AM Peak Hour and PM Peak Hour conditions analyzed in this report. It is concluded that the calculated levels-of-service, delays, and 95th Percentile Queuing are all acceptable. No recommendations are made for the intersection of Don Felipe Rd. / Coors Blvd.

#13 –Gun Club Rd. / Unser Connection. – Pages A-220 *thru* A-281

The results of the analysis of the unsignalized intersection of Gun Club Rd. / Unser Connection are summarized in the following table:

Gun Club Rd. / Unser Blvd. 2032 Conditions	EB (Gun Club Rd.)			WB (Gun Club Rd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1			1>			<1>	
AM Peak Hour									
2032 BUILD Conditions Volumes	1	19			22	20	25		1
V/C Ratio	0.00						0.03		
Level-of-Service	A	A					A		
Control Delay (Seconds)	7.3	0.0					8.9		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.1		
PM Peak Hour									
2032 BUILD Conditions Volumes	1	12			37	46	43		1
V/C Ratio	0.00						0.06		
Level-of-Service	A	A					A		
Control Delay (Seconds)	7.4	0.0					9.2		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.2		

The 2032 analysis of the intersection of Gun Club Rd. / Unser Connection demonstrates that the delays will be acceptable for the AM Peak Hour and PM Peak Hour conditions analyzed in this report. The intersection does not exist for the NO BUILD Condition. It is concluded that the calculated levels-of-service, delays, and 95th Percentile Queuing are all acceptable. No recommendations are made for the intersection of Gun Club Rd. / Unser Connection.

#14 –Borrego Dam Connection / Karrol St. – Pages A-220 *thru* A-281

The results of the analysis of the unsignalized intersection of Borrego Dam Connection / Karrol St. are summarized in the following table:

Borrego Conn. / Karrol St. 2032 Conditions	EB (Borrego Conn.)			NB (Karrol St.)			SB (Karrol St.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1>			<1			1>	
AM Peak Hour									
2032 BUILD Conditions Volumes	8		1	5	90			50	1
V/C Ratio	0.01			0.00					
Level-of-Service	A			A	A				
Control Delay (Seconds)	9.4			7.4	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0			0.0					
PM Peak Hour									
2032 BUILD Conditions Volumes	11		1	13	100			110	1
V/C Ratio	0.02			0.01					
Level-of-Service	B			A	A				
Control Delay (Seconds)	10.1			7.5	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1			0.0					

The 2032 analysis of the intersection of the Borrego Dam Connection / Karrol St. demonstrates that the delays will be acceptable for the AM Peak Hour and PM Peak Hour conditions analyzed in this report. The intersection does not exist for the NO BUILD Condition. It is concluded that the calculated levels-of-service, delays, and 95th Percentile Queuing are all acceptable. No recommendations are made for the intersection of the Borrego Dam Connection / Karrol St.

#15 –Meade Rd. / Karrol St. – Pages A-220 *thru* A-281

The results of the analysis of the unsignalized intersection of Meade Ave. / Karrol St. are summarized in the following table:

Meade Ave. / Karrol St. 2032 Conditions	EB (Meade Ave.)			NB (Karrol St.)			SB (Karrol St.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1>			<1			1>	
AM Peak Hour									
2032 BUILD Conditions Volumes	8		1	5	90			50	1
V/C Ratio	0.01			0.00					
Level-of-Service	A			A	A				
Control Delay (Seconds)	9.4			7.4	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0			0.0					
PM Peak Hour									
2032 BUILD Conditions Volumes	11		1	13	100			110	1
V/C Ratio	0.02			0.01					
Level-of-Service	B			A	A				
Control Delay (Seconds)	10.1			7.5	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1			0.0					

The 2032 analysis of the intersection of the Meade Rd. / Karrol St. demonstrates that the delays will be acceptable for the AM Peak Hour and PM Peak Hour conditions analyzed in this report. The intersection does not exist for the NO BUILD Condition. It is concluded that the calculated levels-of-service, delays, and 95th Percentile Queuing are all acceptable. No recommendations are made for the intersection of Meade Rd. / Karrol St.

Impact Assessment

The proposed development will have significant adverse impact on the adjacent transportation system, especially at the intersections along Dennis Chavez Blvd. from Coors Blvd. to 98th St.

Access Design Specifications

Sight distances at Dennis Chavez Blvd. / 98th St. and Dennis Chavez Blvd. / Unser Blvd are adequate based on field observation. There are no vertical or horizontal curves along this portion of Rio Bravo Blvd. and there are no structures that are blocking sight distance into and out of the access intersections.

Most of the roadways analyzed in this traffic study are designated on the Futures 2040 Metropolitan Transportation Plan (2040 Long Range Bikeway System) as Existing or Proposed Bicycle Routes or Paved Trails (see Futures 2040 Long Range Bike System Map on Page A-4 in the Appendix of this report.)

Roadway capacity issues discovered in this report are at the signalized intersections of Dennis Chavez Blvd. / 98th St., Dennis Chavez Blvd. / Unser Blvd., and Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. The existing signalized intersections of 98th St. and Unser Blvd. along Dennis Chavez Blvd. are considered primary access points into and out of the proposed Ceja Vista Development. The existing signalized intersection of Dennis Chavez Blvd. / Coors Blvd. is considered an offsite intersection and, therefore, an offsite improvement to mitigate any capacity issues. The design and construction of proposed mitigation recommendations will be required to meet the minimum standards of the New Mexico Department of Transportation's *State Access Management Manual* along Dennis Chavez Blvd. and the City of Albuquerque's Development Process Manual standards on the non-State controlled side streets.

Summary of Deficiencies, Anticipated Impacts, and Recommendations

The 2022 analysis did not determine any significant deficiencies in the adjacent transportation system provided that the following Recommendations are implemented.

Recommendations:

2022 Implementation Year –

Gun Club Rd. / **Coors Blvd.** – No recommendation.
Dennis Chavez Blvd. (Rio Bravo Blvd.) / **Coors Blvd.** – Construct Dual EB LT lanes, Dual WB Thru lanes, Dual NB LT Lanes, and a SB RT lane. Lane length requirements are in the 2032 Horizon Year Section below.
Blake Rd. / **Unser Blvd.** – No recommendation.
Dennis Chavez Blvd. / **118th St.** – No recommendation.
Dennis Chavez Blvd. / **98th St.** – Construct dual EB / WB Thru lanes and one WB LT Lane. Modify the north leg of the intersection to implement dual SB LT lanes, dual SB Thru lanes, and a SB RT lane. Construct the south leg of the intersection to implement dual NB RT lanes, dual NB Thru lanes, and a NB LT lane. Lane length requirements are in the 2032 Horizon Year Section below.
Dennis Chavez Blvd. / **Unser Blvd.** – Construct dual EB / WB Thru lanes, Dual WB LT lanes, and an eastbound right turn lane. Modify the north leg of the intersection to implement dual SB LT lanes, dual SB Thru lanes, and a SB RT lane. Construct the south leg of the intersection to implement dual NB RT lanes, dual NB thru lanes, and a NB LT lane. Lane length requirements are in the 2032 Horizon Year Section below.

Dennis Chavez Blvd. / **Condershire Dr.** – No recommendation.
Rio Bravo Sq. Driveway / **Coors Blvd**. – No recommendation.
Gibson Blvd. / **98th St**. – No recommendation.
Blake Rd. / **98th St.** – No recommendation.
Gun Club Rd. / **Karrol St.** – No recommendation.
Don Felipe Rd. / **Coors Blvd.** – No recommendation.

Lengths of left and right turn auxiliary lanes on State Highways to be compliant with the New Mexico Department of Transportation's State Access Management Manual, current edition. Lengths of left and right turn auxiliary lanes on City streets to be compliant with the City of Albuquerque's Development Process Manual, current edition. Lengths of left and right turn auxiliary lanes on County Streets to be compliant with the New Mexico Department of Transportation's State Access Management Manual, current edition. Calculated queue lengths (95th Percentile confidence level) are defined on Pages A-263 through A-288 in the Appendix of this report. Specific recommended auxiliary lane lengths at the intersections of Dennis Chavez Blvd. / 98th St. and Dennis Chavez Blvd. / Unser Blvd. are defined on Pages 22 and 26 of this report. Recommended auxiliary lane lengths at the offsite intersection of Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. are defined on Page 15 of this report.

2032 Horizon Year – No additional recommendations. Summary of Recommendations for Dennis Chavez Blvd. / Coors Blvd., Dennis Chavez Blvd. / 98th St., and Dennis Chavez Blvd. / Unser Blvd. with required lane lengths are summarized in the following tables:

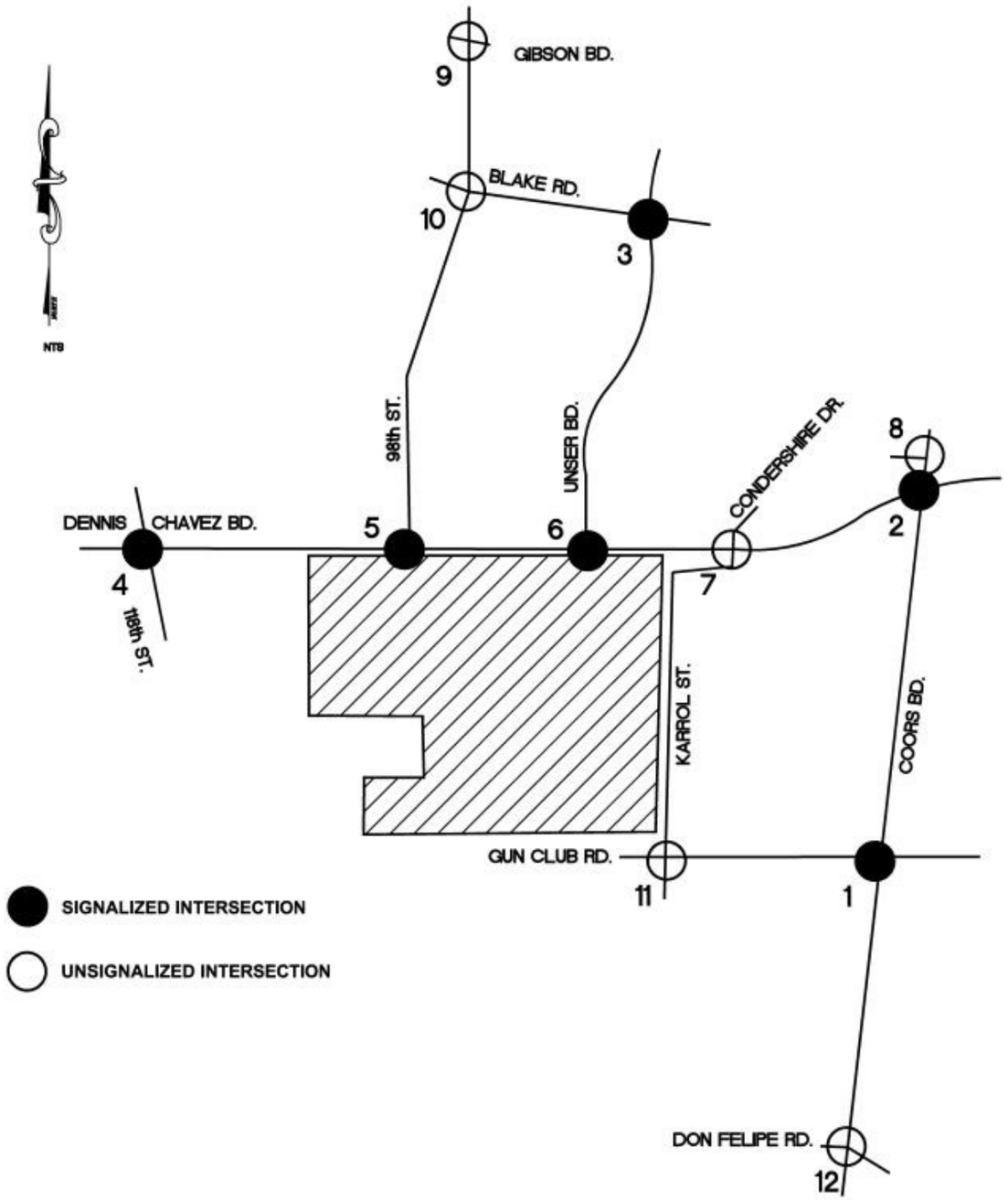
Summary of Recommendations for:	**Dennis Chavez Blvd. (NM St. Rd. 500) / Coors Blvd.**	
Recommended Improvement	**Required Length (Ft)**	**Comment**
Add Second Eastbound Left Turn Lane	550	(400' + 150') long including 150 feet transition.
Add Second Westbound Thru Lane	500	plus transition as per MUTCD
Maintain 1 Westbound Right Turn Lane	370	370' including 150 feet transition.
Add Second NB Left Turn Lane	740	(400' + 340') long including 100 feet transition.
Construct new Southbound RT Lane	952	(370' + 582') long including 100 feet long transition.
Note: Required Length (Ft.) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		

Summary of Recommendations for:	Dennis Chavez Blvd. (NM State Rd. 500) / 98th St.	
Recommended Improvement	**Required Length (Ft)**	**Comment**
1 Eastbound Left Turn Lane	525	(400' + 125') long including 150 feet transition.
2 Eastbound Thru Lanes	500	plus transition as per MUTCD
1 Eastbound Right Turn Lane	450	(370' + 82') long including 150 feet transition.
1 Westbound Left Turn Lane	470	(400' + 70') long including 150 feet transition.
2 Westbound Thru Lanes	500	plus transition as per MUTCD
1 Westbound RT Lane	635	(370' + 265') long including 150 feet transition.
1 Northbound LT Lane	420	(250' + 170') long including 100 feet transition.
2 Northbound Thru Lanes	500	plus transition as per MUTCD
2 Northbound RT Lanes	335	(250' + 85') long incluiding 100 feet transition.
2 Southbound LT Lanes	900	(250 + 654') long including 100 feet transition.
2 Southbound Thru Lanes	500	plus transition as per MUTCD
1 Southbound RT Lane	870	(250' + 620') long including 100 feet long transition.
Note: Required Length (Ft.) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		
Field Constraints may limit the length of lane that can be constructed.		

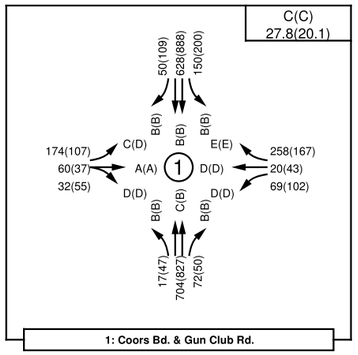
Summary of Recommendations for:	Dennis Chavez Blvd. (NM St. Rd. 500) / Unser Blvd.	
Recommended Improvement	**Required Length (Ft)**	**Comment**
1 Eastbound Left Turn Lane	670	(400' + 125') long including 150 feet transition.
2 Eastbound Thru Lanes	500	plus transition as per MUTCD
1 Eastbound Right Turn Lane	400	(370' + 26') long including 150 feet transition.
1 Westbound Left Turn Lane	470	(400' + 70') long including 150 feet transition.
2 Westbound Thru Lanes	500	plus transition as per MUTCD
1 Westbound RT Lane	1830	(370' + 265') long including 1,463 feet transition.
1 Northbound LT Lane	420	(250' + 170') long including 100 feet transition.
2 Northbound Thru Lanes	500	plus transition as per MUTCD
2 Northbound RT Lanes	295	(250' + 44') long incluiding 100 feet transition.
2 Southbound LT Lanes	1120	(250 + 870') long including 100 feet transition.
2 Southbound Thru Lanes	500	plus transition as per MUTCD
1 Southbound RT Lane	425	(250' + 175') long including 100 feet long transition.
Note: Required Length (Ft.) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		
Field Constraints may limit the length of lane that can be constructed.		

In consideration of the fact that this project will progress over the next several years or so with undefinable phases, it is recommended that the recommended mitigation improvements be phased as well. The developer and the appropriate governmental review agency will negotiate a phased improvement construction schedule tied to specific thresholds of the development. Also, it may be beneficial to develop a fiscal responsibility of this developer for recommended infrastructure improvements at Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. based on percentage contribution to the total volumes for each specific recommended improvement.

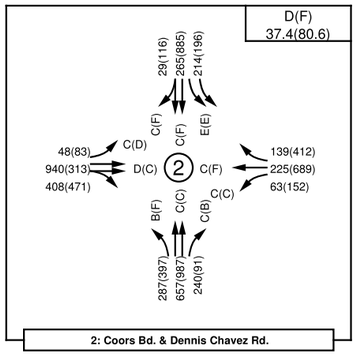
(See LOS / Volume / Geometry Analysis Summary Maps on following pages)



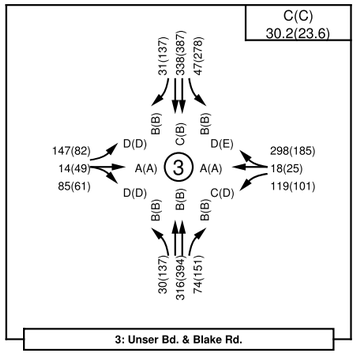
2022 NO BUILD Condition



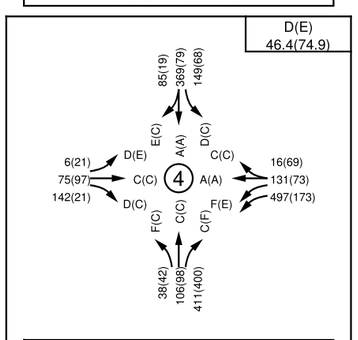
1: Coors Bd. & Gun Club Rd.



2: Coors Bd. & Dennis Chavez Rd.

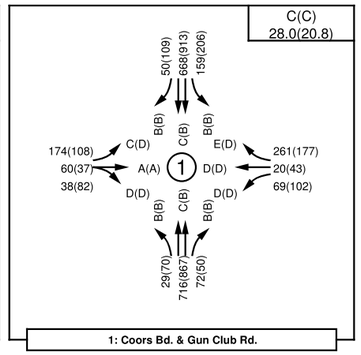


3: Unser Bd. & Blake Rd.

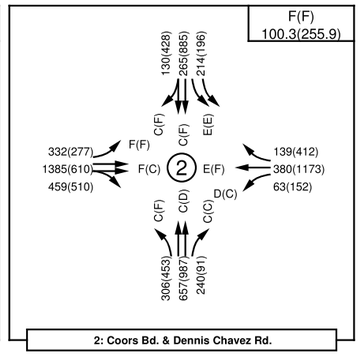


4: 118th St. & Dennis Chavez Bd.

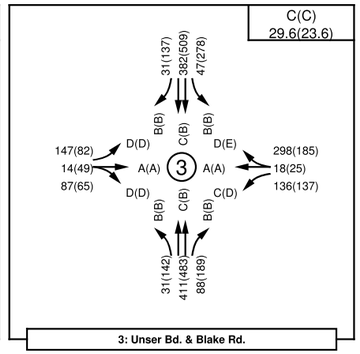
2022 BUILD Condition



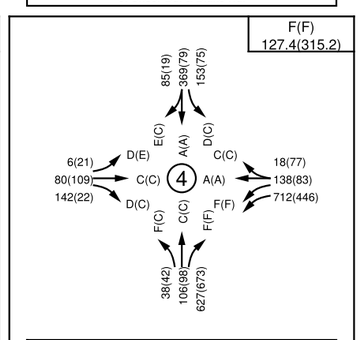
1: Coors Bd. & Gun Club Rd.



2: Coors Bd. & Dennis Chavez Rd.

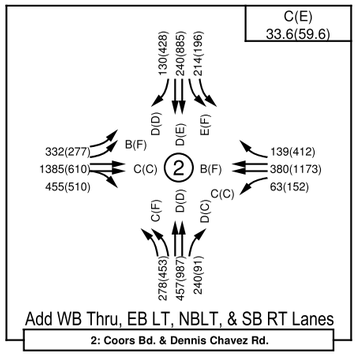


3: Unser Bd. & Blake Rd.



4: 118th St. & Dennis Chavez Bd.

2022 BUILD Condition [MITIGATED]

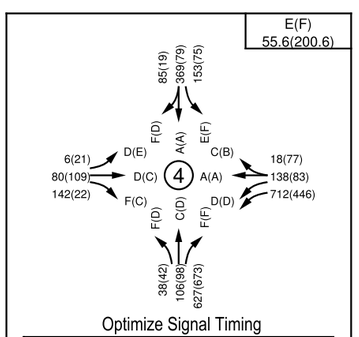


Add WB Thru, EB LT, NBLT, & SB RT Lanes

2: Coors Bd. & Dennis Chavez Rd.

NO RECOMMENDATIONS

NO RECOMMENDATIONS



Optimize Signal Timing

4: 118th St. & Dennis Chavez Bd.

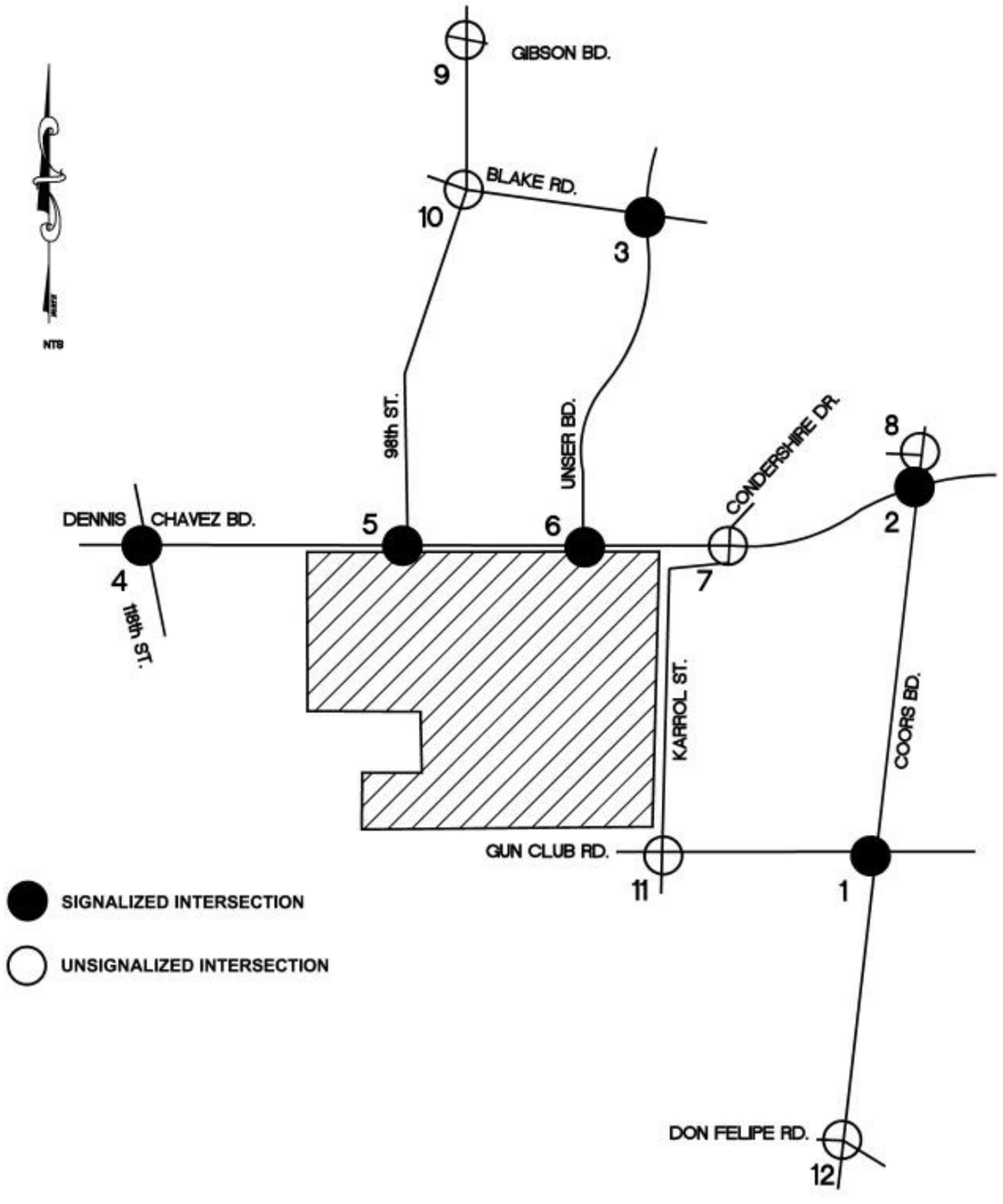
AM(PM)

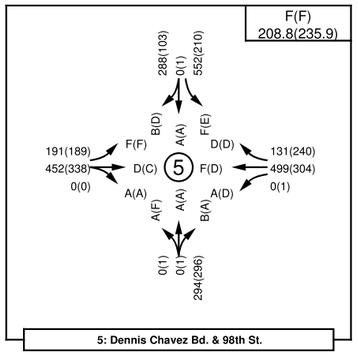
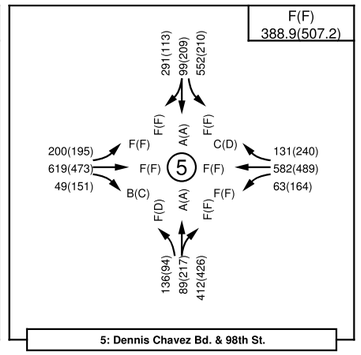
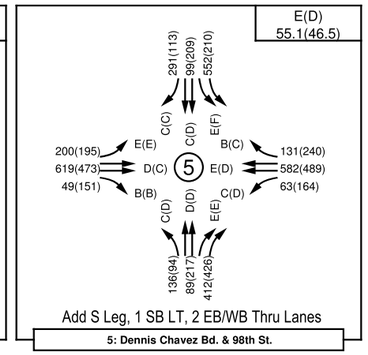
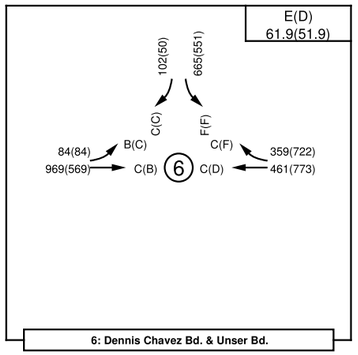
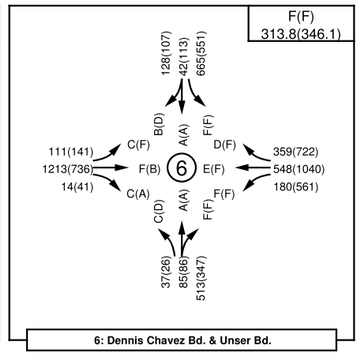
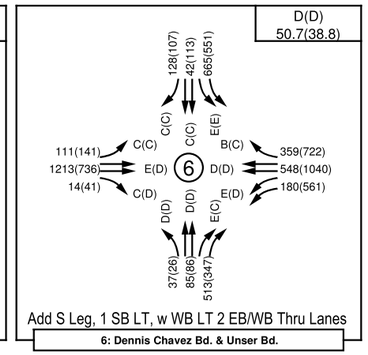
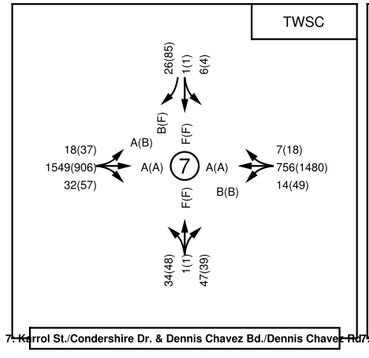
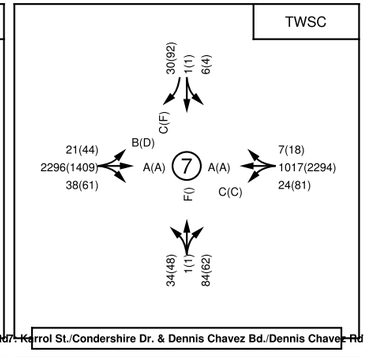
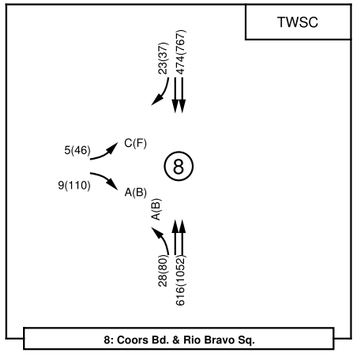
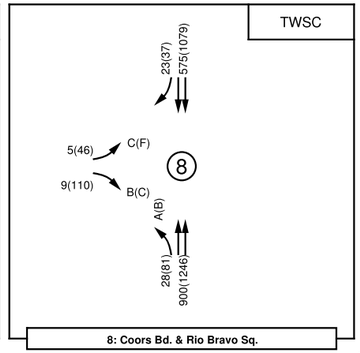
Ceja Vista Development

(Dennis Chavez Blvd. / 98th St)

LOS / Volume Analysis Map

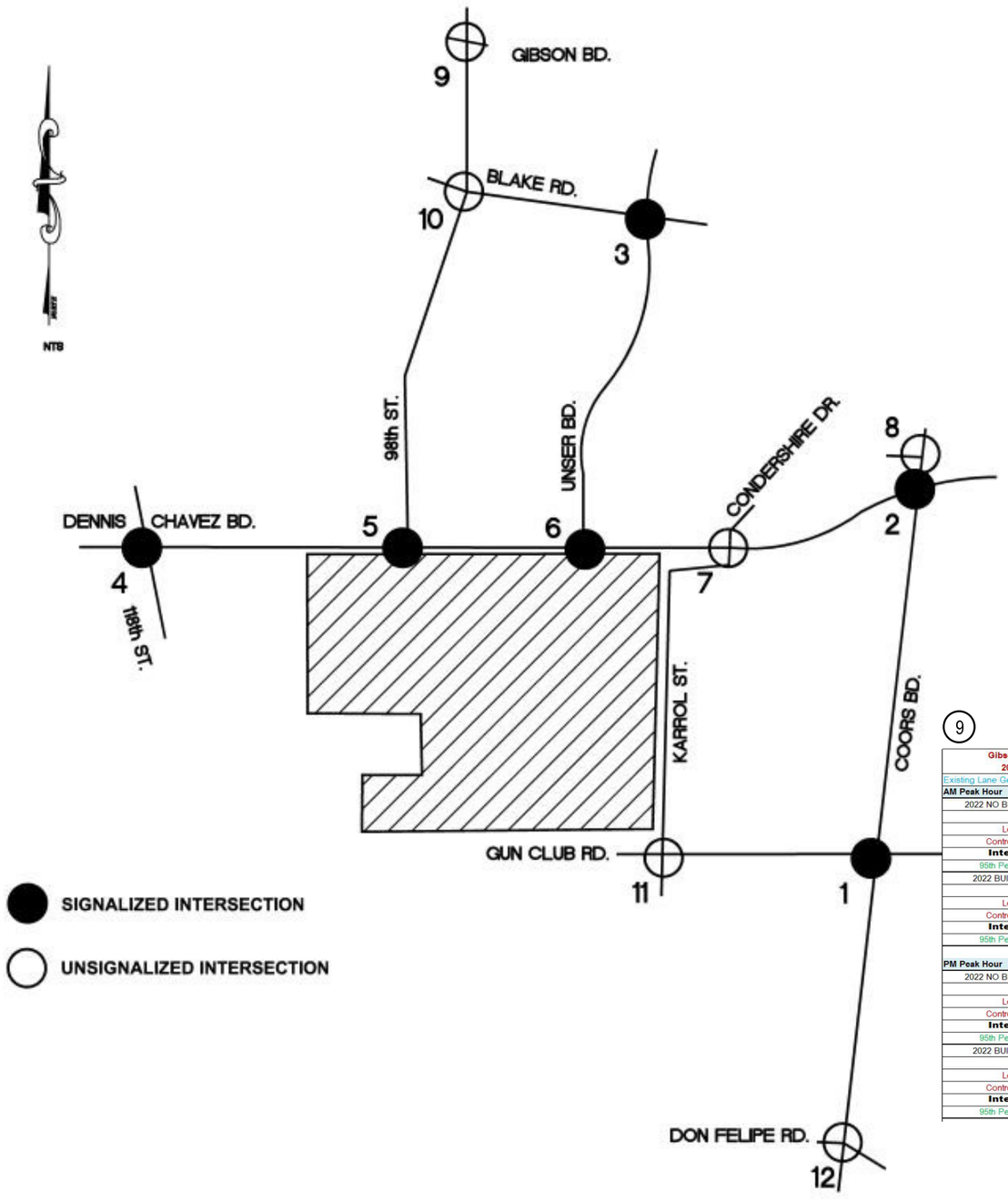
Ceja Vista Development
(Dennis Chavez Blvd. / 98th St)
LOS / Volume Analysis Map

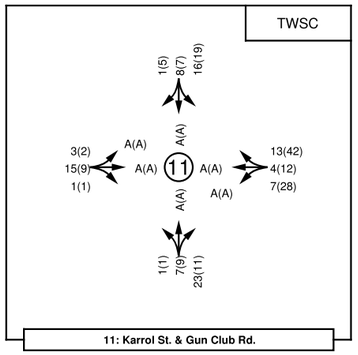
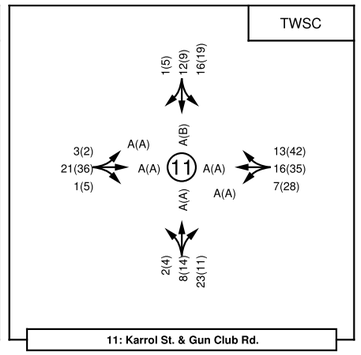
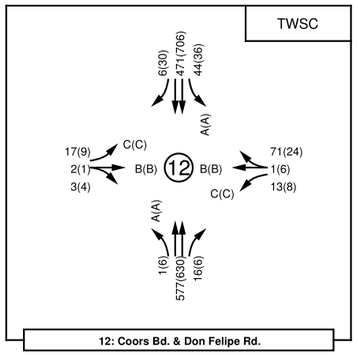
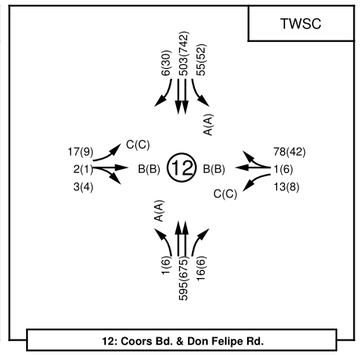


2022 NO BUILD Condition	2022 BUILD Condition	2022 BUILD Condition [MITIGATED]
		 Add S Leg, 1 SB LT, 2 EB/WB Thru Lanes
5: Dennis Chavez Bd. & 98th St.	5: Dennis Chavez Bd. & 98th St.	5: Dennis Chavez Bd. & 98th St.
		 Add S Leg, 1 SB LT, w WB LT 2 EB/WB Thru Lanes
6: Dennis Chavez Bd. & Unser Bd.	6: Dennis Chavez Bd. & Unser Bd.	6: Dennis Chavez Bd. & Unser Bd.
		NO RECOMMENDATIONS
7: Karrol St./Condershire Dr. & Dennis Chavez Bd./Dennis Chavez Rd	7: Karrol St./Condershire Dr. & Dennis Chavez Bd./Dennis Chavez Rd	
		NO RECOMMENDATIONS
8: Coors Bd. & Rio Bravo Sq.	8: Coors Bd. & Rio Bravo Sq.	

AM(PM)

Ceja Vista Development
(Dennis Chavez Blvd. / 98th St)
LOS / Volume Analysis Map



2022 NO BUILD Condition	2022 BUILD Condition	2022 BUILD Condition [MITIGATED]
		**NO RECOMMENDATIONS**
		**NO RECOMMENDATIONS**

(9)

Gibson Blvd. / 98th St. 2022 Conditions	EB (Gibson Blvd.)			WB (Gibson Blvd.)			NB (98th St.)			SB (98th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>		1	2	1	1	2	1	1	2	1
AM Peak Hour												
2022 NO BUILD Condition Volumes	166	108	20	11	38	10	18	354	50	8	215	20
V/C Ratio	0.43	0.18	0.13	0.03	0.07	0.06	0.05	0.55	0.38	0.02	0.35	
Level-of-Service	C	B	B	B	B	B	B	C	B	B	B	
Control Delay (Seconds)	16.2	11.5	10.8	11.5	11.3	10.9	10.4	17.5	13.3	10.7	14.0	
Intersection LOS	**AWSC (B - 14.2)**											
95th Percentile Queue (veh)	2.1	0.6	0.4	0.1	0.2	0.2	0.1	3.2	1.7	0.1	1.6	
2022 BUILD Condition Volumes	166	108	20	11	38	10	18	354	50	8	215	20
V/C Ratio	0.47	0.19	0.17	0.07	0.08	0.07	0.07	0.70	0.48	0.02	0.50	
Level-of-Service	C	B	B	B	B	B	B	D	C	B	C	
Control Delay (Seconds)	18.4	12.5	11.8	12.7	12.2	11.8	11.1	25.8	16.3	11.2	18.0	
Intersection LOS	**AWSC (C - 18.0)**											
95th Percentile Queue (veh)	2.5	0.7	0.6	0.2	0.2	0.2	0.2	5.5	2.6	0.1	2.7	
PM Peak Hour												
2022 NO BUILD Condition Volumes	119	64	32	38	139	32	50	331	36	38	495	126
V/C Ratio	0.33	0.11	0.13	0.11	0.25	0.20	0.13	0.54	0.35	0.09	0.75	
Level-of-Service	C	B	B	B	B	B	A	C	B	B	D	
Control Delay (Seconds)	16.6	12.7	12.5	13.2	14.5	13.5	12.7	20.0	15.0	11.8	30.5	
Intersection LOS	**AWSC (C - 20.2)**											
95th Percentile Queue (veh)	1.4	0.4	0.5	0.4	0.9	0.7	0.4	3.1	1.5	0.3	6.4	
2022 BUILD Condition Volumes	119	64	52	61	139	32	72	474	62	38	642	126
V/C Ratio	0.39	0.13	0.22	0.20	0.29	0.24	0.21	0.86	0.59	0.11	1.11	
Level-of-Service	C	B	C	C	C	C	B	E	C	B	F	
Control Delay (Seconds)	20.3	14.7	15.4	16.4	17.3	16.0	15.0	48.6	23.9	13.1	111.9	
Intersection LOS	**AWSC (E - 49.9)**											
95th Percentile Queue (veh)	1.7	0.4	0.8	0.7	1.2	0.9	0.8	8.4	3.6	0.3	16.6	

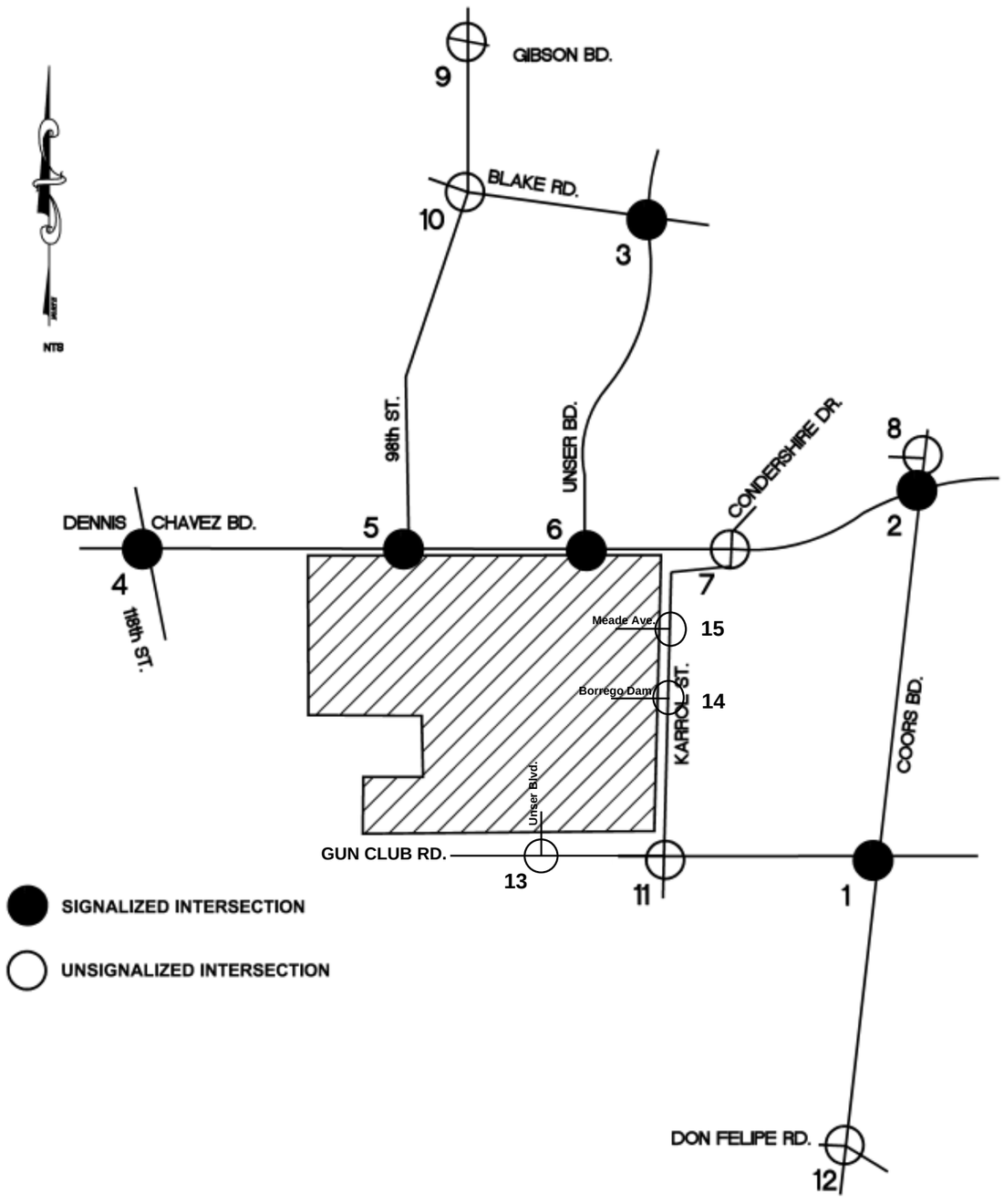
NO RECOMMENDATIONS

(10)

Blake Rd. / 98th St. 2022 Conditions	EB (Blake Rd.)			WB (Blake Rd.)			NB (98th St.)			SB (98th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>		1	1>		1	2	1	1	2>	
AM Peak Hour												
2022 NO BUILD Condition Volumes	22	20	67	29	19	30	27	328	31	23	217	3
V/C Ratio	0.06	0.19		0.07	0.11		0.06	0.45		0.05	0.31	
Level-of-Service	B	B		B	B		A	B		B	B	
Control Delay (Seconds)	10.7	10.7		10.9	10.2		9.8	13.8		10.1	12.1	
Intersection LOS	**AWSC (B - 11.7)**											
95th Percentile Queue (veh)	0.2	0.7		0.2	0.4		0.2	2.3		0.2	1.3	
2022 BUILD Condition Volumes	22	20	71	29	19	30	30	417	31	23	306	3
V/C Ratio	0.06	0.22		0.08	0.12		0.07	0.61		0.06	0.47	
Level-of-Service	B	B		B	B		A	C		B	C	
Control Delay (Seconds)	11.5	11.9		11.8	11.2		10.3	18.8		10.6	15.6	
Intersection LOS	**AWSC (B - 14.6)**											
95th Percentile Queue (veh)	0.2	0.8		0.3	0.4		0.2	4.0		0.2	2.5	
PM Peak Hour												
2022 NO BUILD Condition Volumes	18	21	42	74	28	60	60	381	26	69	369	32
V/C Ratio	0.05	0.14		0.18	0.19		0.13	0.50		0.15	0.49	
Level-of-Service	C	B		B	B		A	C		B	D	
Control Delay (Seconds)	16.6	12.7		13.2	14.5		12.7	20.0		11.8	30.5	
Intersection LOS	**AWSC (C - 20.2)**											
95th Percentile Queue (veh)	0.1	0.5		0.6	0.7		0.4	2.8		0.5	2.6	
2022 BUILD Condition Volumes	18	21	50	74	28	60	69	572	26	559	369	32
V/C Ratio	0.05	0.18		0.21	0.22		0.16	0.84		0.16	0.82	
Level-of-Service	B	B		B	B		B	E		B	E	
Control Delay (Seconds)	13.3	13.7		14.8	13.8		12.5	39.3		12.5	37.2	
Intersection LOS	**AWSC (D - 26.3)**											
95th Percentile Queue (veh)	0.2	0.7		0.8	0.8		0.6	8.4		0.6	7.9	

NO RECOMMENDATIONS

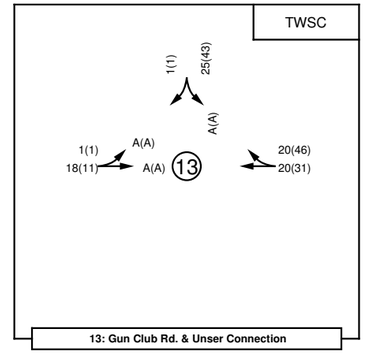
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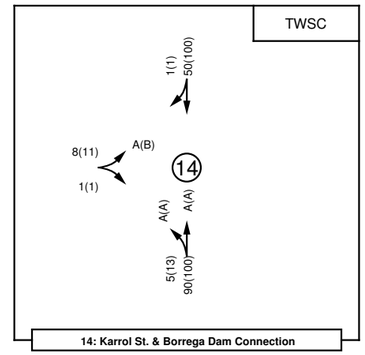


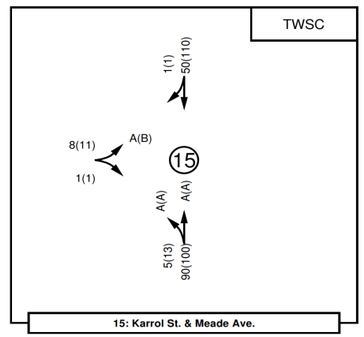
2022 NO BUILD Conditions

(Driveways Do Not Exist in the NO BUILD Condition)

2022 BUILD Conditions







2022 BUILD Conditions [Mitigated]

NO RECOMMENDATIONS

NO RECOMMENDATIONS

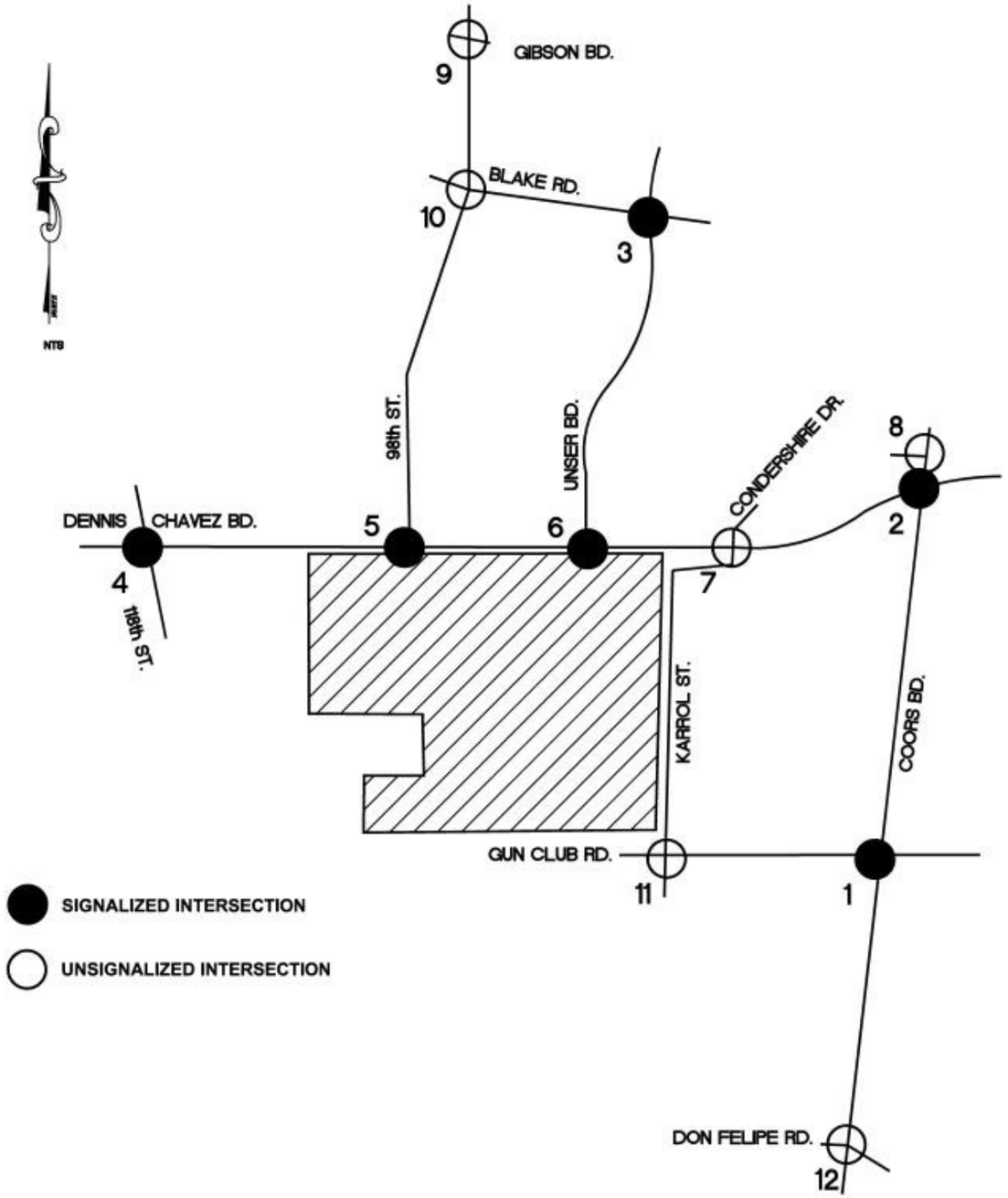
NO RECOMMENDATIONS

Ceja Vista Access

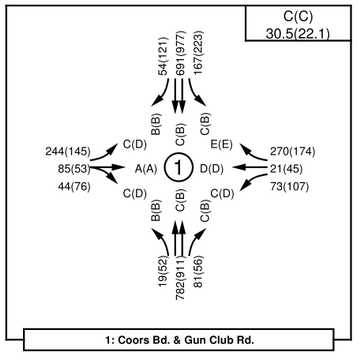
Dennis Chavez Blvd. / Unser Blvd.

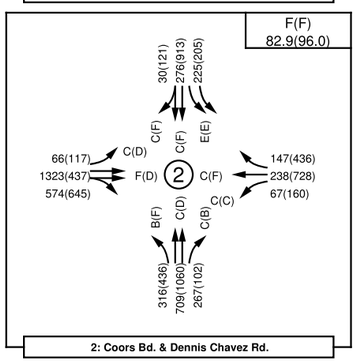
LOS / Volume Analysis Map

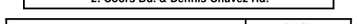
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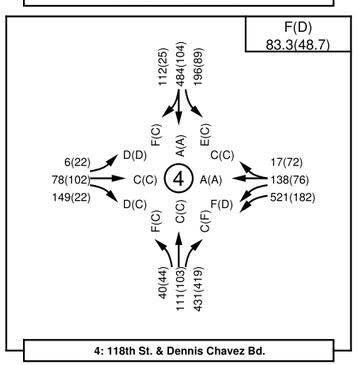


2032 NO BUILD Conditions

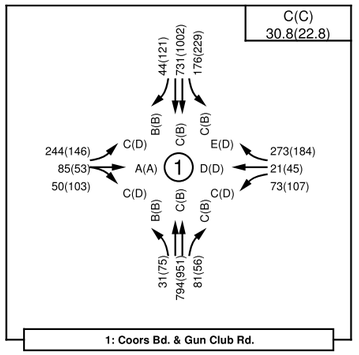


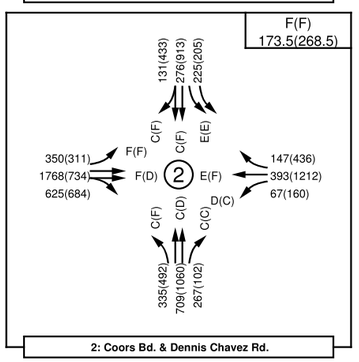


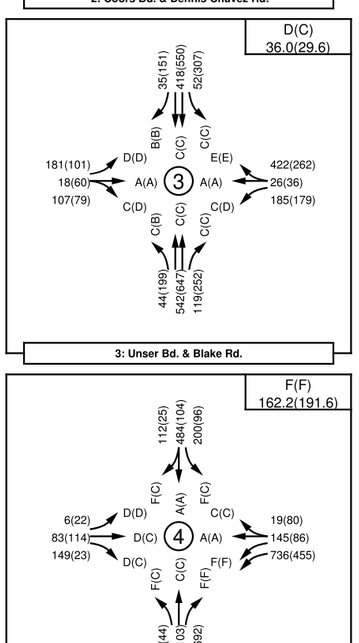




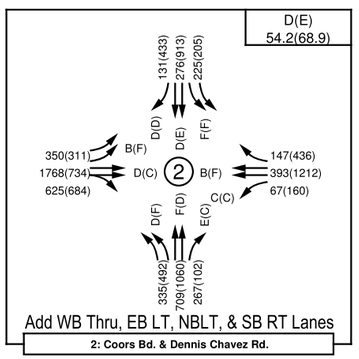
2032 BUILD Conditions





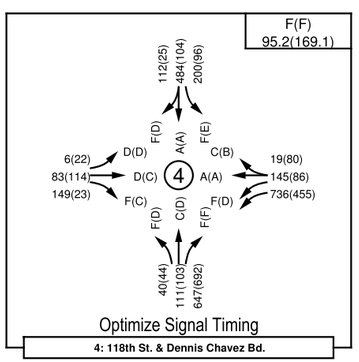


2032 BUILD Conditions [MITIGATED]



NO RECOMMENDATIONS

NO RECOMMENDATIONS

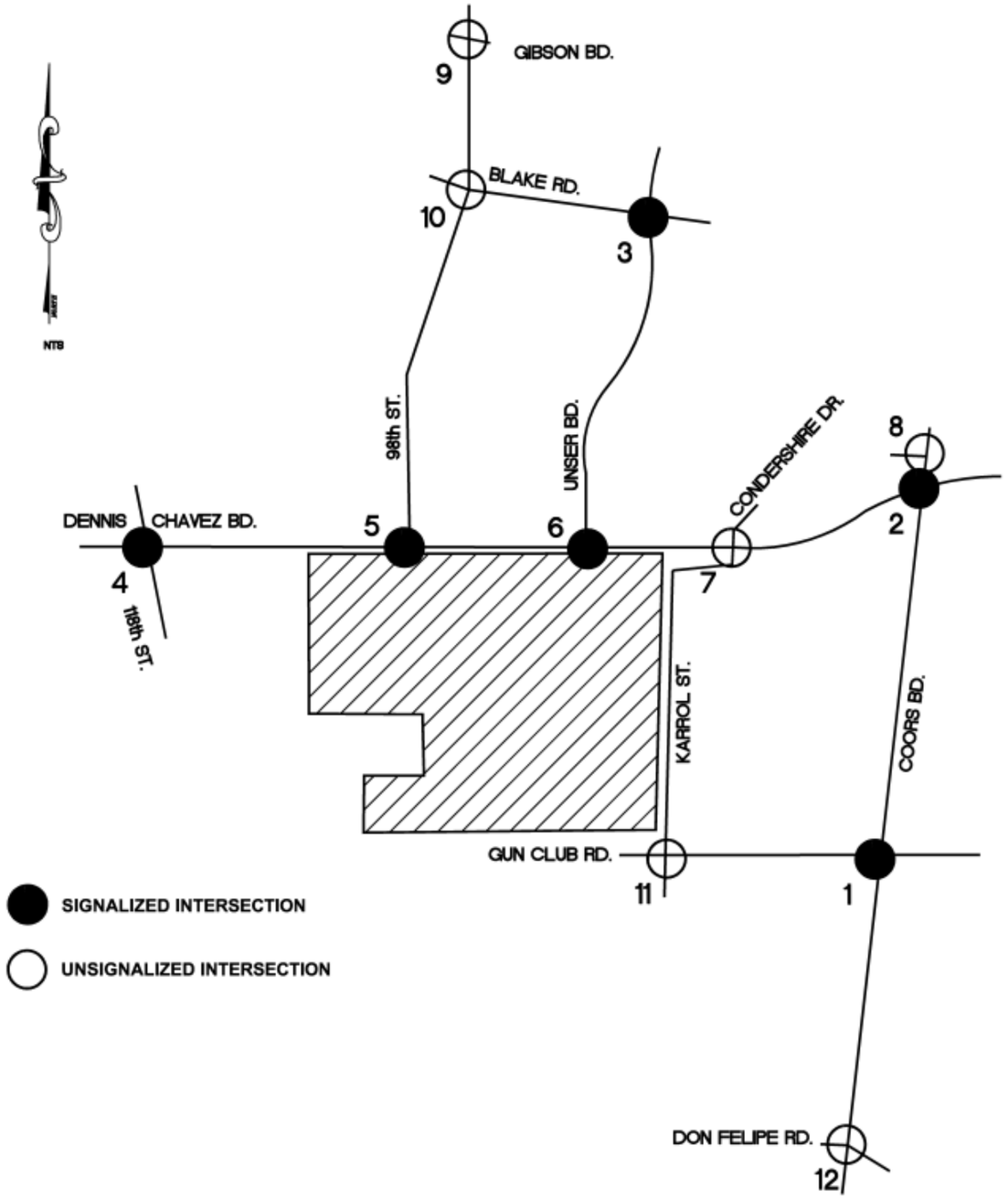


AM(PM)

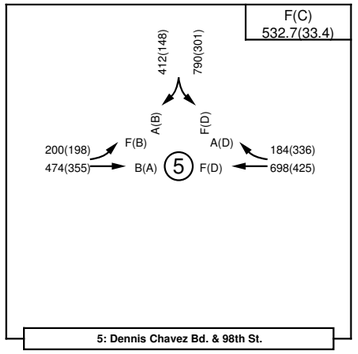
Ceja Vista Development

Dennis Chavez Blvd. / Unser Blvd.

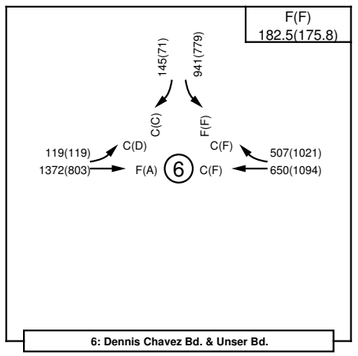
LOS / Volume Analysis Map



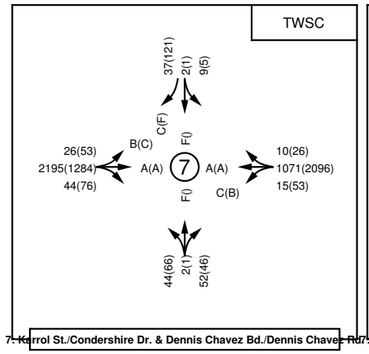
2032 NO BUILD Conditions



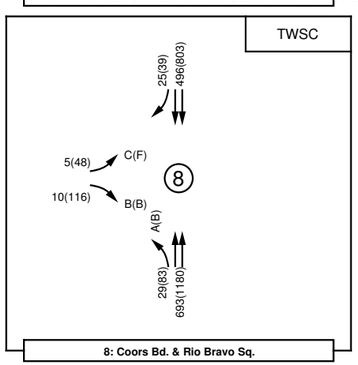
5: Dennis Chavez Bd. & 98th St.



6: Dennis Chavez Bd. & Unser Bd.

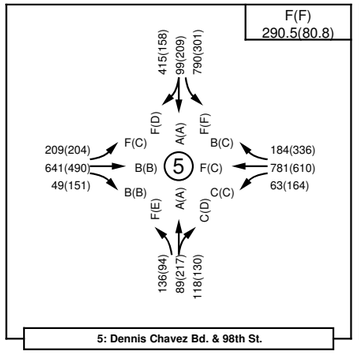


7: Karrol St./Condershire Dr. & Dennis Chavez Bd./Dennis Chavez Rd

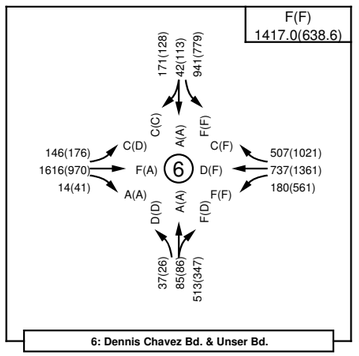


8: Coors Bd. & Rio Bravo Sq.

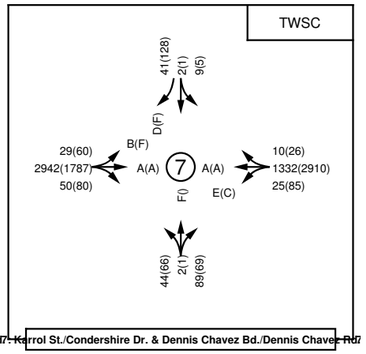
2032 BUILD Conditions



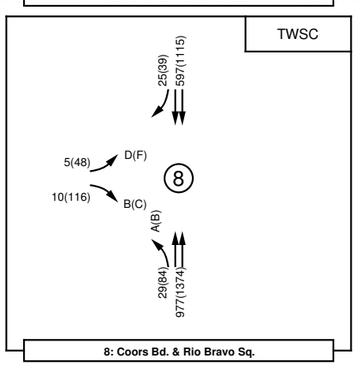
5: Dennis Chavez Bd. & 98th St.



6: Dennis Chavez Bd. & Unser Bd.

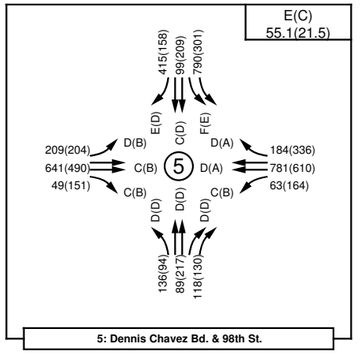


7: Karrol St./Condershire Dr. & Dennis Chavez Bd./Dennis Chavez Rd

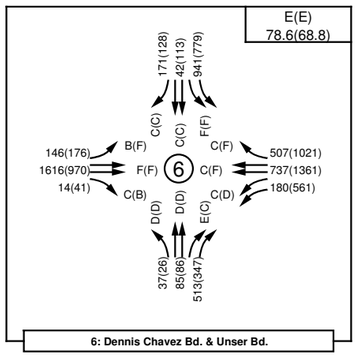


8: Coors Bd. & Rio Bravo Sq.

2032 BUILD Conditions (MITIGATED)



5: Dennis Chavez Bd. & 98th St.



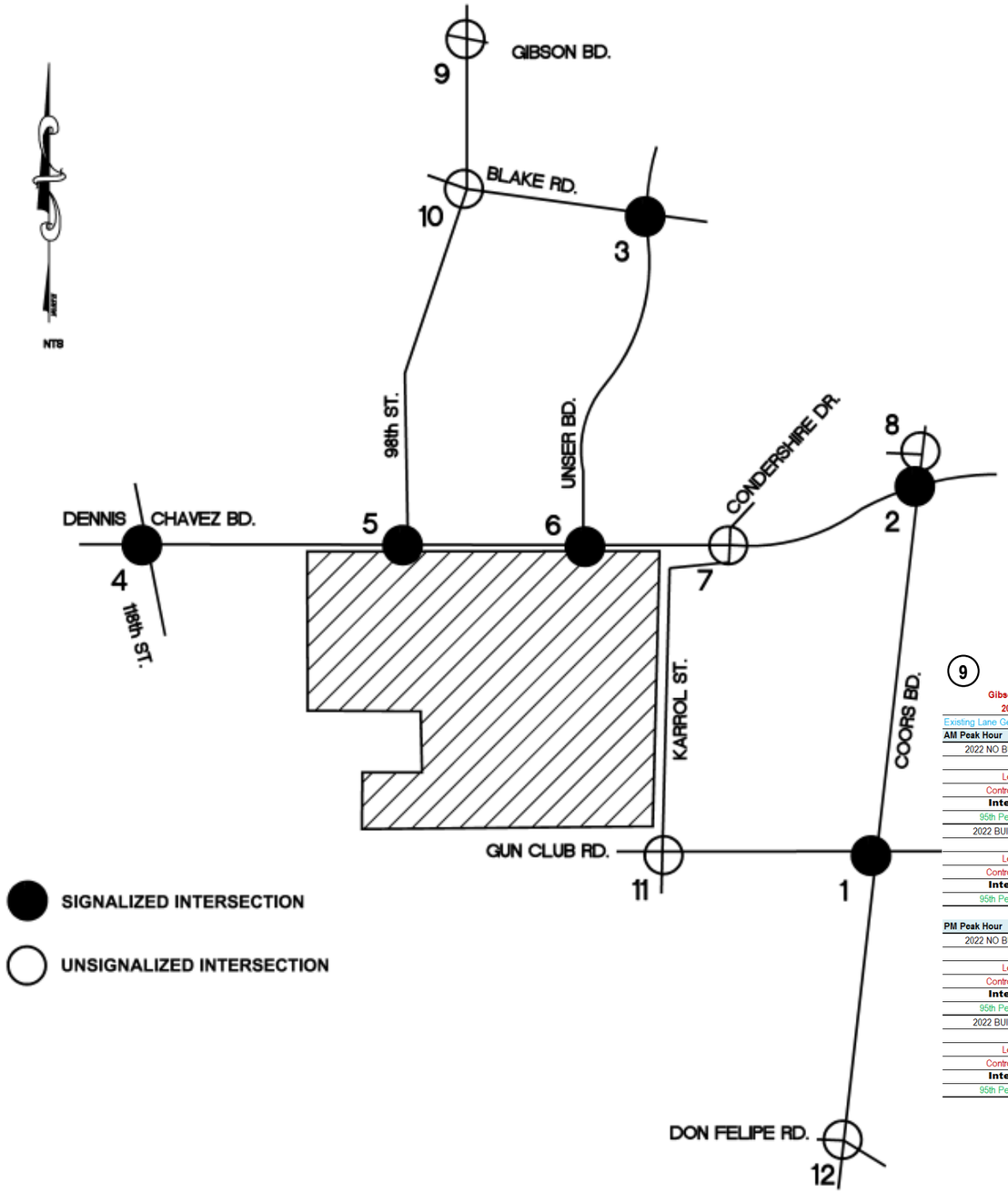
6: Dennis Chavez Bd. & Unser Bd.

NO RECOMMENDATIONS

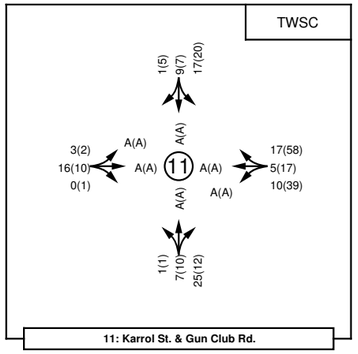
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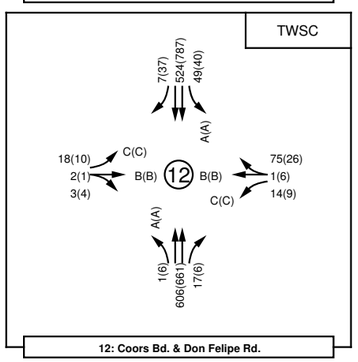
Ceja Vista Development
Dennis Chavez Blvd. / Unser Blvd.
LOS / Volume Analysis Map

AM(PM)

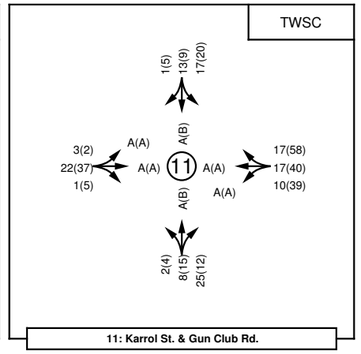


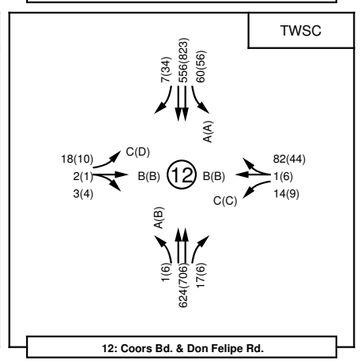
2032 NO BUILD Conditions





2032 BUILD Conditions





2032 BUILD Conditions [MITIGATED]

9

Gibson Blvd. / 98th St. 2032 Conditions	EB (Gibson Blvd.)			WB (Gibson Blvd.)			NB (98th St.)			SB (98th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>		1	2	1	1	2	1	1	2	1
AM Peak Hour												
2022 NO BUILD Condition Volumes	205	134	25	13	42	11	21	404	57	9	256	23
V/C Ratio	0.57	0.24	0.18	0.04	0.08	0.07	0.06	0.68	0.47	0.03	0.46	
Level-of-Service	C	B	B	B	B	B	B	C	C	B	C	
Control Delay (Seconds)	21.6	12.9	11.9	12.5	12.4	11.9	11.2	24.6	16.3	11.4	17.2	
Intersection LOS	**AWSC (C - 18.1)**											
95th Percentile Queue (veh)	3.5	0.9	0.6	0.1	0.3	0.2	0.2	5.0	2.5	0.1	2.4	
2022 BUILD Condition Volumes	205	134	34	24	42	11	28	478	64	9	323	23
V/C Ratio	0.59	0.24	0.21	0.08	0.09	0.07	0.08	0.81	0.55	0.03	0.06	
Level-of-Service	C	B	B	B	B	B	B	E	C	B	C	
Control Delay (Seconds)	23.3	13.7	12.8	13.4	13.0	12.5	11.7	36.0	19.3	11.8	21.9	
Intersection LOS	**AWSC (C - 22.5)**											
95th Percentile Queue (veh)	3.6	0.9	0.8	0.2	0.3	0.2	0.2	7.5	3.3	0.1	3.6	
PM Peak Hour												
2022 NO BUILD Condition Volumes	147	79	40	42	153	35	57	378	41	45	591	150
V/C Ratio	0.45	0.16	0.19	0.13	0.31	0.25	0.16	0.68	0.45	0.12	0.99	
Level-of-Service	C	B	B	B	C	C	B	D	C	B	F	
Control Delay (Seconds)	21.4	14.4	14.3	14.8	17.0	15.6	14.2	29.6	18.7	13.0	72.4	
Intersection LOS	**AWSC (C - 20.2)**											
95th Percentile Queue (veh)	2.3	0.5	0.7	0.4	1.3	1.0	0.6	4.9	2.2	0.4	12.5	
2022 BUILD Condition Volumes	147	79	60	65	153	35	79	521	67	45	738	150
V/C Ratio	0.53	0.18	0.29	0.24	0.36	0.29	0.25	10.04	0.72	0.14	1.39	
Level-of-Service	D	C	C	C	C	C	C	F	D	B	F	
Control Delay (Seconds)	27.1	16.8	18.1	18.6	20.6	18.7	16.9	89.8	33.3	14.5	229.5	
Intersection LOS	**AWSC (F - 97.8)**											
95th Percentile Queue (veh)	2.8	0.6	1.1	0.9	1.5	1.2	1.0	12.4	5.1	0.5	26.6	

NO RECOMMENDATIONS

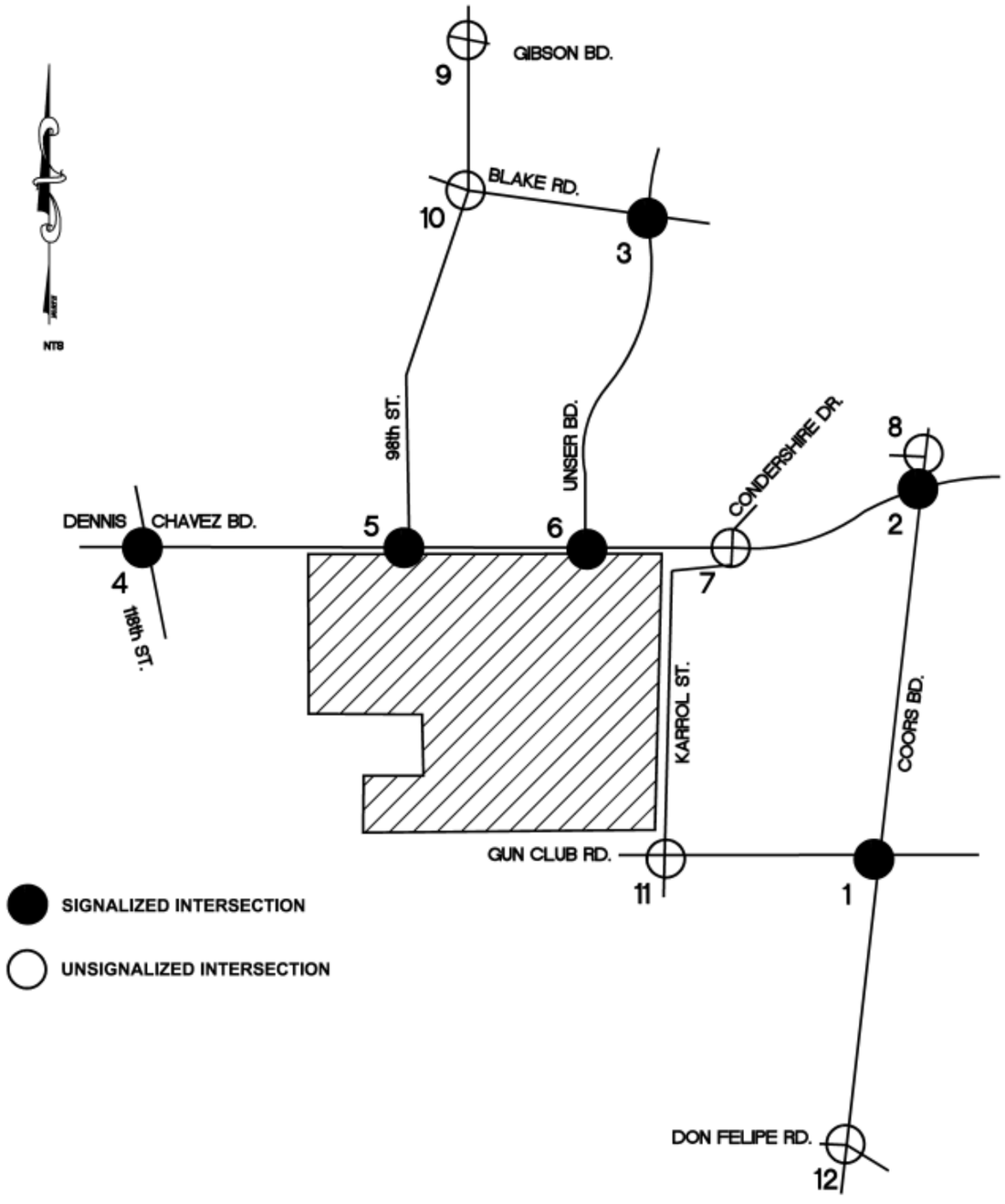
10

Blake Rd. / 98th St. 2032 Conditions	EB (Blake Rd.)			WB (Blake Rd.)			NB (98th St.)			SB (98th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>		1	1>		1	2	1	1	2>	
AM Peak Hour												
2022 NO BUILD Condition Volumes	24	21	71	35	23	37	39	476	44	27	248	4
V/C Ratio	0.07	0.23		0.10	0.15		0.09	0.69		0.40	0.21	
Level-of-Service	B	B		B	B		B	C		B	B	
Control Delay (Seconds)	11.7	12.2		12.1	11.6		10.5	23.2		14.6	11.8	
Intersection LOS	**AWSC (C - 16.1)**											
95th Percentile Queue (veh)	0.2	0.9		0.3	0.5		0.3	5.5		1.9	0.8	
2022 BUILD Condition Volumes	24	21	75	35	23	37	42	565	44	27	337	4
V/C Ratio	0.07	0.25		0.10	0.16		0.10	0.85		0.07	0.55	
Level-of-Service	B	B		B	B		B	E		C	B	
Control Delay (Seconds)	12.4	13.3		12.9	12.4		11.0	37.7		19.1	13.2	
Intersection LOS	**AWSC (C - 22.2)**											
95th Percentile Queue (veh)	0.2	1.0		0.3	0.6		0.3	8.9		3.3	1.2	
PM Peak Hour												
2022 NO BUILD Condition Volumes	19	22	44	91	34	74	87	552	37	79	421	36
V/C Ratio	0.05	0.17		0.24	0.26		0.20	0.79		0.19	0.62	
Level-of-Service	B	B		B	B		A	D		C	C	
Control Delay (Seconds)	13.0	13.2		15.0	13.9		12.7	33.3		12.9	22.7	
Intersection LOS	**AWSC (C - 20.8)**											
95th Percentile Queue (veh)	0.2	0.6		0.9	1.0		0.7	7.3		0.7	4.2	
2022 BUILD Condition Volumes	19	22	52	91	34	74	96	743	37	79	611	36
V/C Ratio	0.06	0.22		0.28	0.31		0.24	1.16		0.21	1.00	
Level-of-Service	B	C		C	C		B	F		B	F	
Control Delay (Seconds)	14.7	15.8		17.5	16.6		14.3	128.9		14.1	67.7	
Intersection LOS	**AWSC (F - 58.8)**											
95th Percentile Queue (veh)	0.2	0.8		1.1	1.2		0.9	19.5		0.7	11.8	

NO RECOMMENDATIONS

Ceja Vista Development
Dennis Chavez Blvd. / Unser Blvd.
LOS / Volume Analysis Map

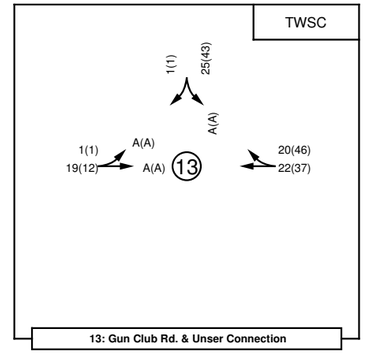
AM(PM)

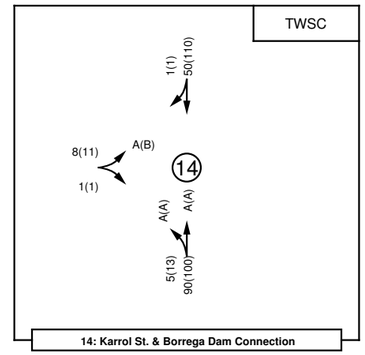


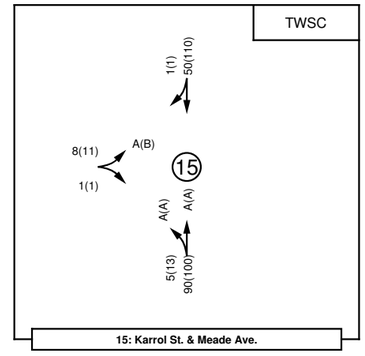
2032 NO BUILD Conditions

(Driveways Do Not Exist in the NO BUILD Condition)

2032 BUILD Conditions







2032 BUILD Conditions [MITIGATED]

Ceja Vista Development

Dennis Chavez Blvd. / Unser Blvd.

LOS / Volume Analysis Map

AM(PM)

Appendix

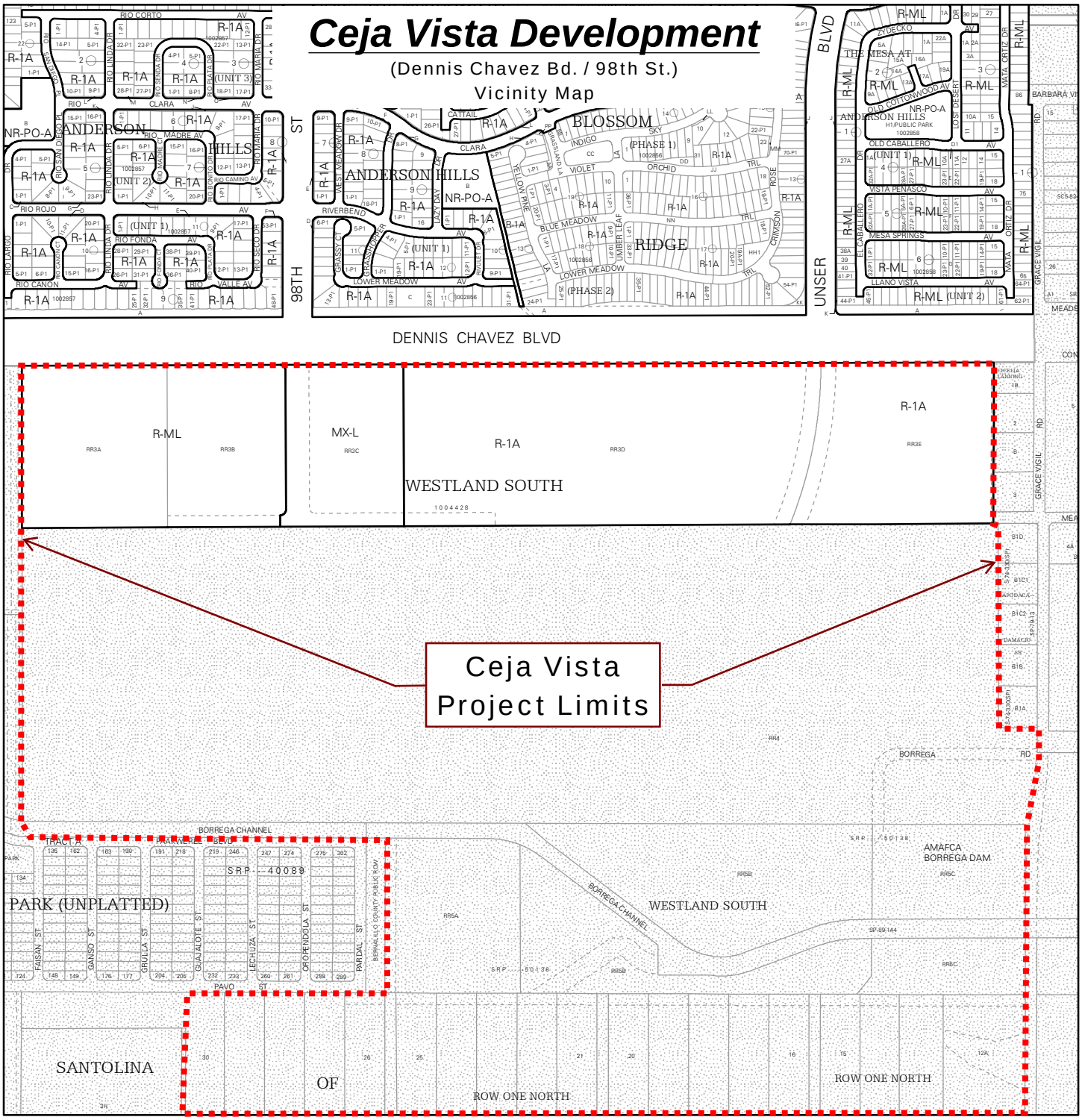
SITE INFORMATION	
Vicinity Map	A-1
Aerial Map	A-2
Conceptual Site Development Plan	A-3
2040 Long Range Roadway System Map (from MRMPO)	A-4
2040 Long Range Bikeway System Map (from MRMPO)	A-5
TRIP GENERATION	
Trip Generation Summary Table	A-6
Trip Generation Data Sheets	A-7 thru A-11
TRIP DISTRIBUTION	
Subareas Map - Trip Distribution Area	A-12
Residential Trip Distribution Worksheets	A-13 thru A-20
Residential Trip Distribution Map	A-21
Residential Trip Assignments Map (% Entering & Exiting)	A-22 thru A-23
Diverted School Trip Assignments (% Entering)	A-24
Diverted School Trip Assignments (% Exiting)	A-25
DASZ Map - Trip Distribution Area	A-26
Commercial Trip Distribution Worksheets	A-27 thru A-34
Commercial Trip Distribution Map	A-35
Commercial Trip Assignments Map (% Entering & Exiting)	A-36 thru A-37
HISTORIC GROWTH RATE	
Historic Growth Table	A-38
Historic Growth Trendline Charts	A-39 thru A-61
Historic Growth Rate Map	A-62
TURNING MOVEMENT COUNTS	
Implementation Year - Summary Table of Intersection Counts	A-63 thru A-66
Individual Intersection Turning Movement Counts Tables	A-67 thru A-98
Horizon Year - Summary Table of Intersection Counts	A-99 thru A-103
Individual Intersection Turning Movement Counts Tables	A-104 thru A-133
EXISTING, IMPLEMENTATION YEAR (2022) & HORIZON YEAR (2032) INTERSECTION ANALYSES	
2018 AM Peak Hour Analyses (Existing Conditions)	A-134 thru A-145
2018 PM Peak Hour Analyses (Existing Conditions)	A-146 thru A-157
2022 AM Peak Hour Implementation Year Analyses (NO BUILD Conditions)	A-158 thru A-169
2022 AM Peak Hour Implementation Year Analyses (BUILD Conditions)	A-170 thru A-188
2022 PM Peak Hour Implementation Year Analyses (NO BUILD Conditions)	A-189 thru A-200
2022 PM Peak Hour Implementation Year Analyses (BUILD Conditions)	A-201 thru A-219
2032 AM Peak Hour Horizon Year Analyses (NO BUILD Conditions)	A-220 thru A-231
2032 AM Peak Hour Horizon Year Analyses (BUILD Conditions)	A-232 thru A-250
2032 PM Peak Hour Horizon Year Analyses (NO BUILD Conditions)	A-251 thru A-262
2032 PM Peak Hour Horizon Year Analyses (BUILD Conditions)	A-263 thru A-281
Miscellaneous Data	
ABQ Ride Route Map	A-282
Traffic Count Data	A-283 thru A-297
Traffic Signal Timing Sheets	A-298 thru A-321
City of Albuquerque Scoping Letter	A-322 thru A-324

APPENDIX

Ceja Vista Development

(Dennis Chavez Bd. / 98th St.)

Vicinity Map



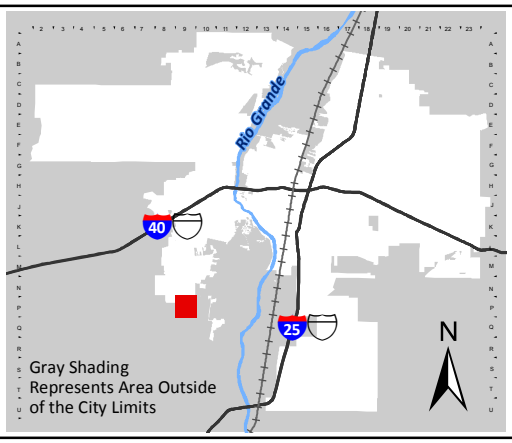
For more details about the Integrated Development Ordinance visit: http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance

IDO Zone Atlas
May 2018

Albuquerque Geographic Information System

IDO Zoning information as of May 17, 2018

The Zone Districts and Overlay Zones are established by the Integrated Development Ordinance (IDO).

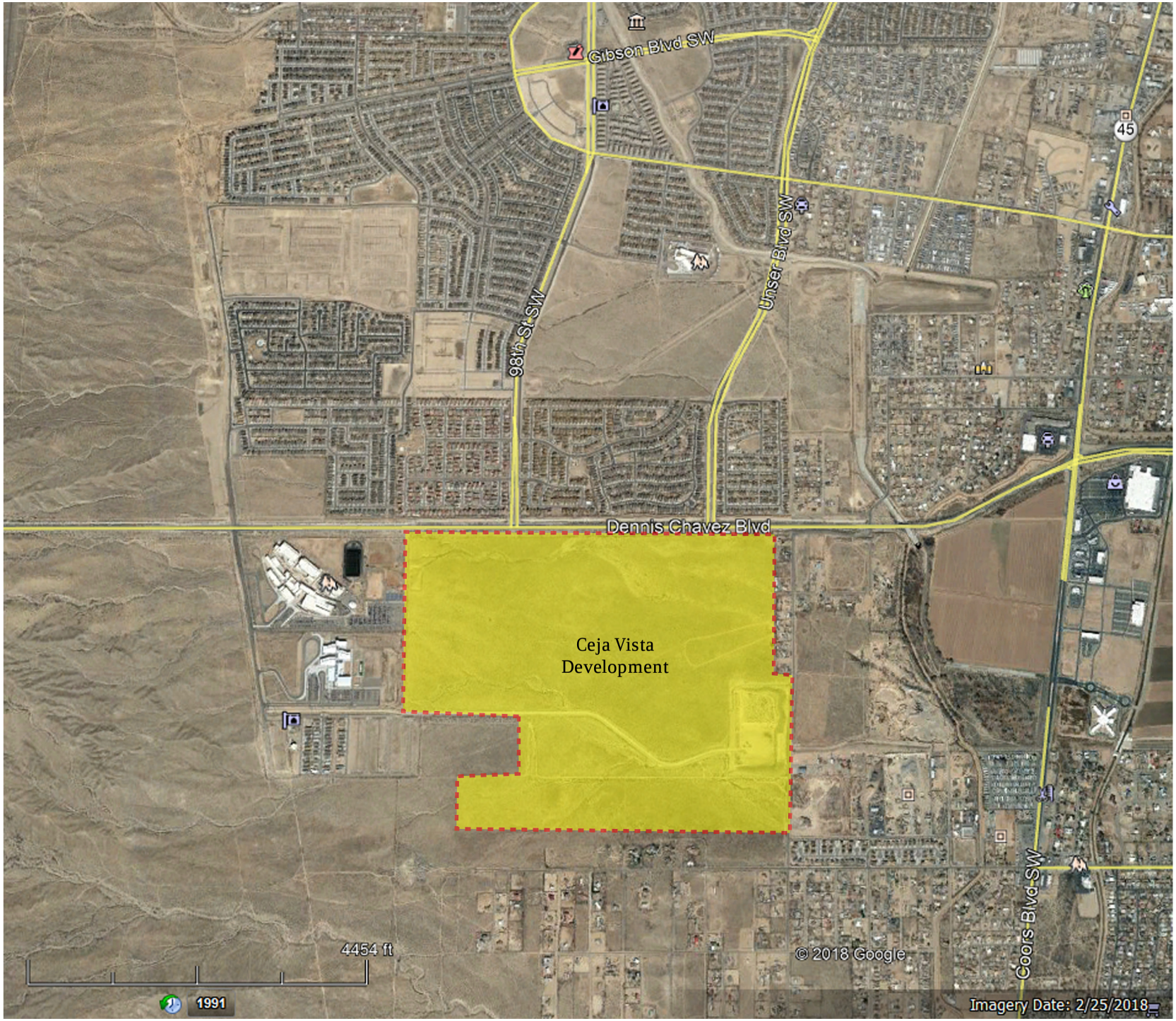


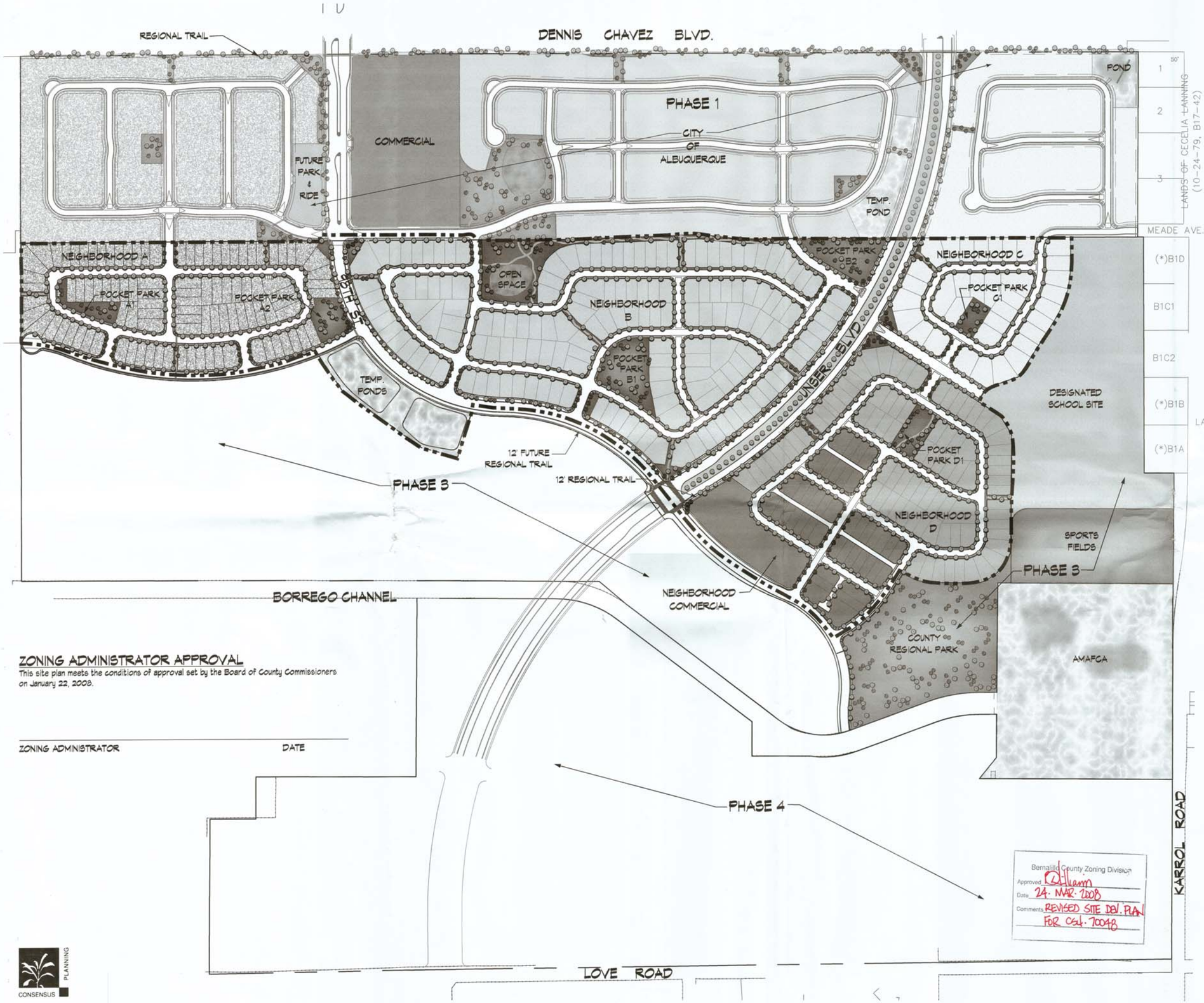
Zone Atlas Page:

P-09-Z

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

Feet: 0 250 500 1,000


Gibson Blvd SW
98th St SW
Unser Blvd SW
45
Dennis Chavez Blvd
Ceja Vista
Development
Coors Blvd SW
4454 ft
1991
© 2018 Google
Imagery Date: 2/25/2018



DEVELOPMENT CHARACTER

- LOW DENSITY (NEIGHBORHOOD C)
- MID / LOW DENSITY (NEIGHBORHOOD B)
- MID / HIGH DENSITY - DETACHED (NEIGHBORHOOD D)
- MID / HIGH DENSITY - ALLEY LOTS (NEIGHBORHOOD D)
- MID / HIGH DENSITY - TOWNHOUSES (NEIGHBORHOOD A)
- COMMERCIAL
- INSTITUTIONAL
- PARKS / OPEN SPACE
- POND
- CULTURAL RESOURCE
- PHASE 2 PLANNED DEVELOPMENT AREA BOUNDARY

ZONING ADMINISTRATOR APPROVAL

This site plan meets the conditions of approval set by the Board of County Commissioners on January 22, 2008.

ZONING ADMINISTRATOR DATE

Ceja Vista
Phase 2

Illustrative Site Plan

Prepared for:
Albuquerque Rio Bravo Partners
6330 Riverside Plaza Lane NW, Suite 220
Albuquerque, NM 87120

Prepared by:
Consensus Planning, Inc.
302 Eighth Street NW
Albuquerque, NM 87102

Mark Goodwin & Associates, PA
P.O. Box 90606
Albuquerque, NM 87199

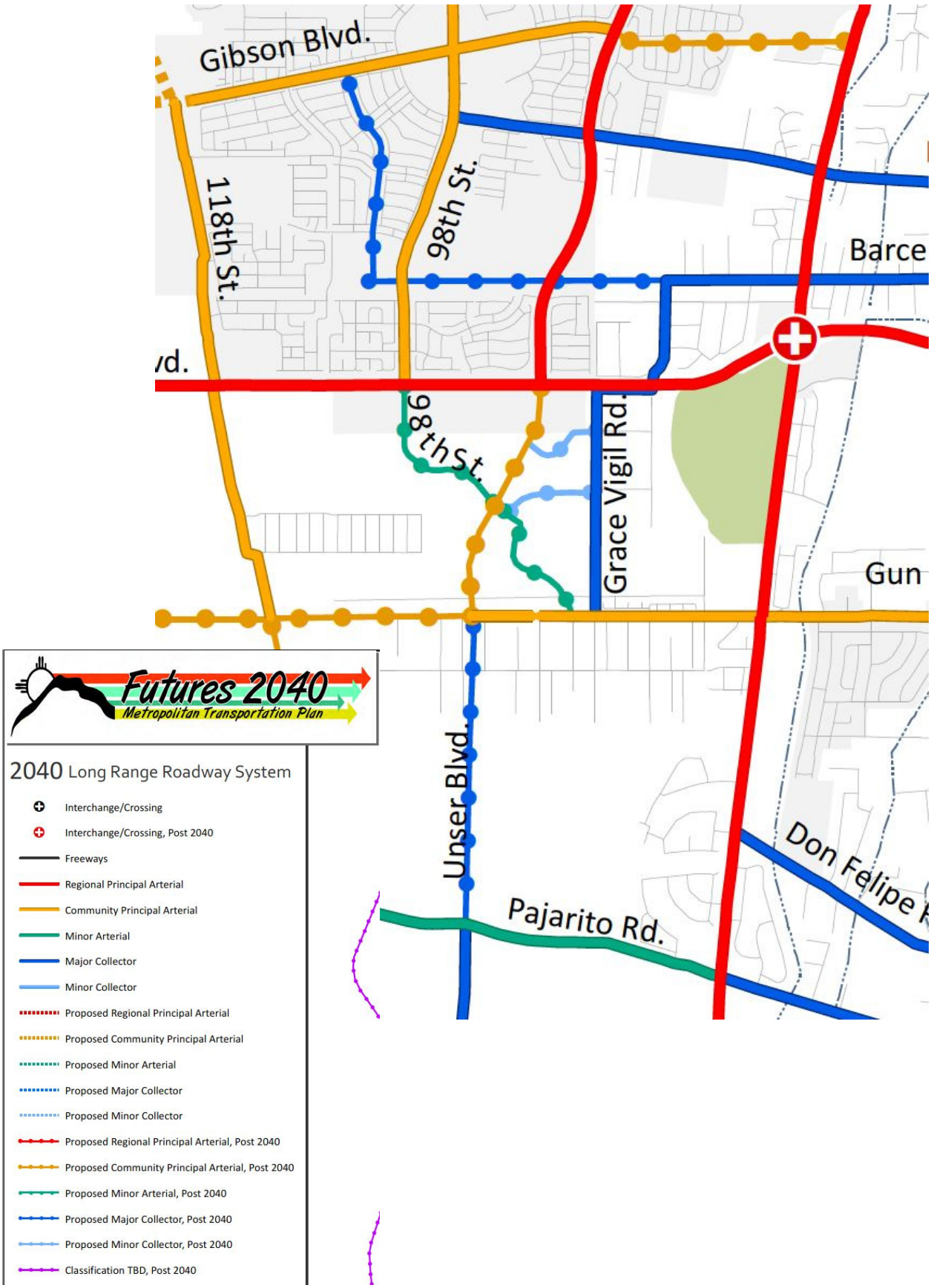
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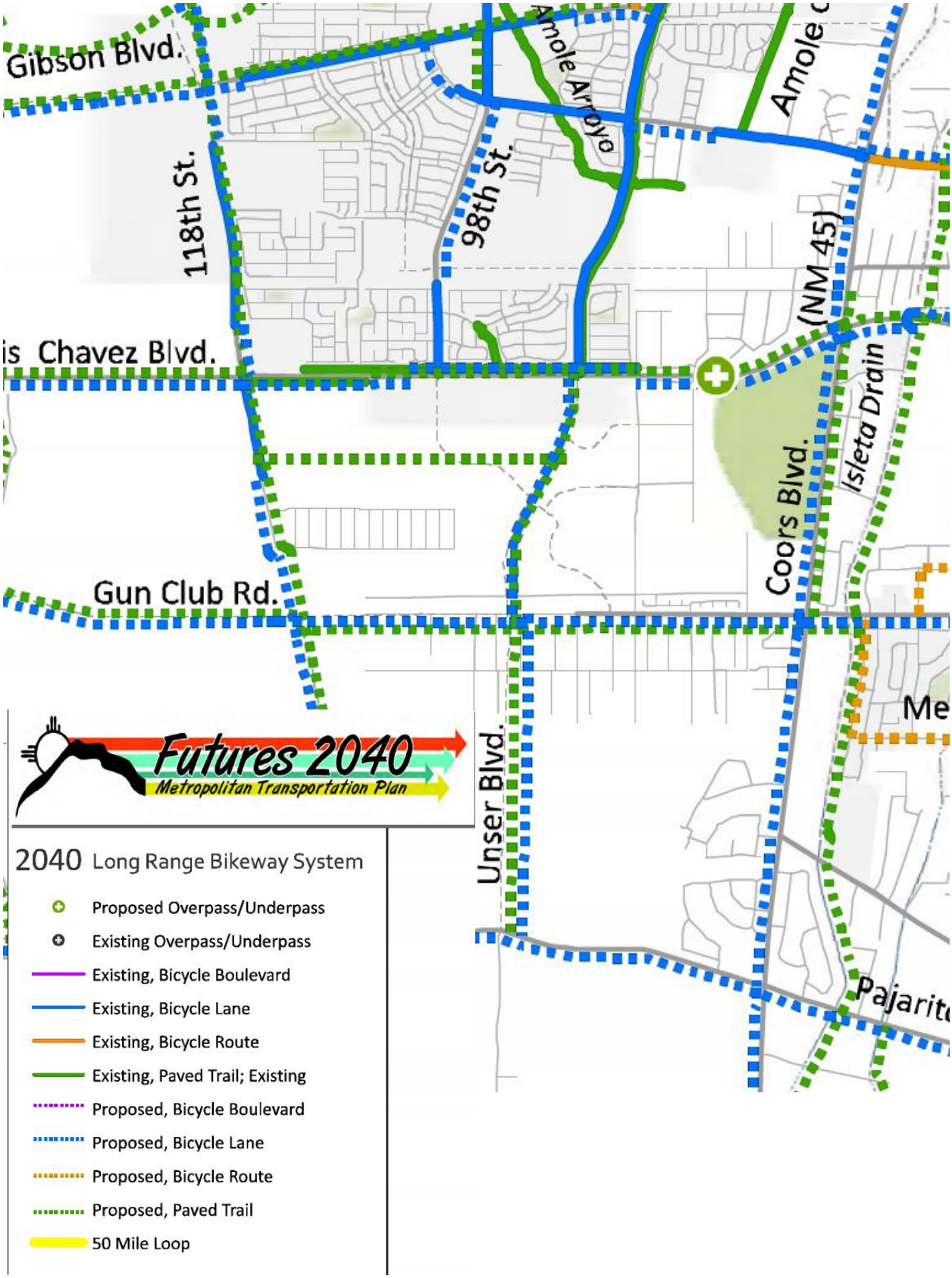
March 17, 2008 SHEET 1 of 7

A-3

CONSENSUS PLANNING



Portion of Futures 2020 Long Range Roadway Map



Portion of Futures 2040 Long Range Bikeway System

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
.	Multifamily Housing (Low-Rise)	540	4,042	54	182	174	102
.	Single-Family Detached Housing (210)	1,393	11,732	248	745	802	471
.	Shopping Center (820)	120.00	6,806	131	80	299	323
.	City Park (411)	22.89	103	-	-	13	11
.	Park-and-Ride Lot w/Bus Service (090)	100	407	42	11	17	52
	Subtotal		**23,090**	**475**	**1,018**	**1,305**	**959**
	Residential Trips		**15,774**	**302**	**927**	**976**	**573**
	Commercial / Non-Residential Trips		**7,316**	**173**	**91**	**329**	**386**
	School Trips Diverted to the West to 118th St.	17.5%		53	162	171	100
	Standard Residential Trips (non-School diverted)			249	765	805	473

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)
Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Multifamily Housing (Low-Rise)	*540*	4,042	54	182	174	102
	Dwelling Units					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = ***7.56*** **(X) +** ***-40.86***

50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR

Ln(T) = ***0.95*** **Ln(X) +** ***-0.51***

23% Enter, ***77%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR

Ln(T) = ***0.89*** **Ln(X) +** ***0.02***

63% Enter, ***37%*** Exit

Comments:

.

Based on ITE Trip Generation Manual - 10th Edition

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Single-Family Detached Housing (210)	*1,393*	11,732	248	745	802	471
	Dwelling Units					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

Ln(T) = ***0.92*** **Ln(X) +** ***2.71***
50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR

T = ***0.71*** **(X) +** ***4.8***
25% Enter, ***75%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR

Ln(T) = ***0.96*** **Ln(X) +** ***0.2***
63% Enter, ***37%*** Exit

Comments:

.

Based on ITE Trip Generation Manual - 10th Edition

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Shopping Center (820)	*120.00*	6,806	131	80	299	323
	1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

Ln(T) = ***0.68*** **Ln(X) +** ***5.57***

50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR

T = ***0.5*** **(X) +** ***151.78***

62% Enter, ***38%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR

Ln(T) = ***0.74*** **Ln(X) +** ***2.89***

48% Enter, ***52%*** Exit

Comments:

.

Based on ITE Trip Generation Manual - 10th Edition

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
City Park (411)	*22.89*	103	-	-	13	11
	Acres					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = ***0.64*** **(X) +** ***88.46***

50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR

T = ***0.02*** **(X) +** ***0***

59% Enter, ***41%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR

T = ***0.06*** **(X) +** ***22.6***

55% Enter, ***45%*** Exit

Comments:

.

Based on ITE Trip Generation Manual - 10th Edition

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Trip Generation Data (ITE Trip Generation Manual - 10th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Park-and-Ride Lot w/Bus Service (090)	*100*	407	42	11	17	52
	Parking Spaces					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

Ln(T) = ***0.74*** **Ln(X) +** ***2.6***
50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR

Ln(T) = ***0.85*** **Ln(X) +** ***0.07***
79% Enter, ***21%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR

T = ***0.37*** **(X) +** ***31.82***
25% Enter, ***75%*** Exit

Comments:

.

Based on ITE Trip Generation Manual - 10th Edition

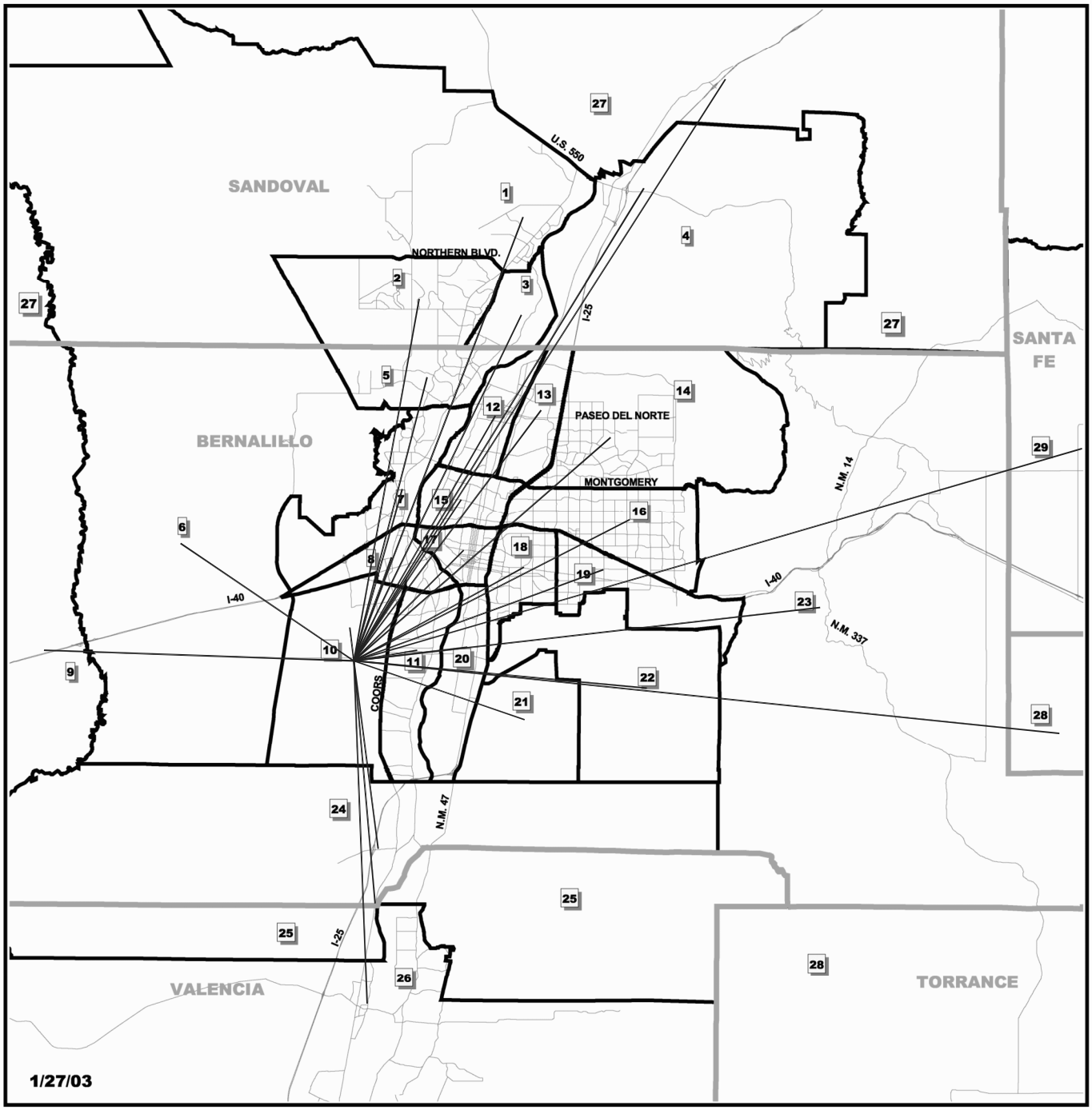


Figure 6

22 Subarea Identification Number

Subareas of the MRCOG Region

Mid-Region
Council of Governments
317 Commercial NE, Suite 104
Albuquerque, NM 87102
505-247-1750

Subarea boundaries extend to county boundary where full extent of subarea not shown except for Subarea 29 which only includes southern Santa Fe County.

Ceja Vista Development
(Dennis Chavez Bd. / 98th St.)
Trip Distribution Subarea Map

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Residential Development Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments' 2040
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(9N) 98th St. North			**(GE)** Gibson Bd. East			**(UN)** Unser Bd. North		
Sub Area I.D.#	**% Sub Area in Study**	**2012 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2012	**2040**	**2020**													
1	100%	6,548	26,200	12,163	12,163	20.3	**599**	**1.26%**	0%	0.00%	0	0%	0.00%	0	100%	1.26%	599
2	100%	17,489	33,517	22,068	22,068	15.7	**1,406**	**2.96%**	0%	0.00%	0	0%	0.00%	0	100%	2.96%	1,406
3	100%	1,518	2,100	1,684	1,684	16.4	**103**	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,550	6,305	4,337	4,337	23.7	**183**	**0.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	12,899	22,103	15,529	15,529	12.5	**1,242**	**2.61%**	0%	0.00%	0	0%	0.00%	0	50%	1.31%	621
6	100%	1,888	3,935	2,473	2,473	8.9	**278**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	8,784	16,098	10,874	10,874	7.6	**1,431**	**3.01%**	30%	0.90%	429	0%	0.00%	0	30%	0.90%	429
8	100%	9,396	15,659	11,185	11,185	4.7	**2,380**	**5.01%**	25%	1.25%	595	0%	0.00%	0	25%	1.25%	595
9	100%	1,002	1,815	1,234	1,234	13.2	**94**	**0.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10*	100%	3,954	7,907	5,083	5,083	1.4	**3,631**	**7.64%**	39%	2.96%	1,406	2%	0.14%	68	21%	1.63%	776
11	100%	5,772	7,560	6,283	6,283	2.7	**2,327**	**4.90%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	7,107	9,021	7,654	7,654	12.1	**633**	**1.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	31,747	47,896	36,361	36,361	13.3	**2,734**	**5.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	36,255	47,165	39,372	39,372	14.5	**2,715**	**5.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	15,719	25,356	18,472	18,472	8.3	**2,226**	**4.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	55,543	67,295	58,901	58,901	13.2	**4,462**	**9.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	37,312	52,468	41,642	41,642	6.7	**6,215**	**13.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	49,455	58,200	51,954	51,954	8.3	**6,259**	**13.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	25,348	33,772	27,755	27,755	11.3	**2,456**	**5.17%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	5,536	13,277	7,748	7,748	4.9	**1,581**	**3.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	412	10,347	3,251	3,251	7.7	**422**	**0.89%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	26,765	26,990	26,829	26,829	12.5	**2,146**	**4.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,514	3,393	2,765	2,765	20	**138**	**0.29%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	1,196	1,765	1,359	1,359	8.1	**168**	**0.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	77	137	94	94	10.4	**9**	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	15,619	25,509	18,445	18,445	14.6	**1,263**	**2.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	5,361	7,954	6,102	6,102	29.4	**208**	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,139	4,864	4,346	4,346	30.2	**144**	**0.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	1,563	2,486	1,827	1,827	32.3	**57**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		394,468	581,094	447,790	447,790		**47,509**	**100.00%**		5.12%	**2,430**		0.14%	**68**		9.32%	**4,426**
											5.12%			0.14%			9.32%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Residential Development Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments' 2040
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(BE) Blake Rd. East			(CdN) Condershire Dr. North			(RW) Rio Bravo Sq. West		
Sub Area I.D.#	**% Sub Area in Study**	**2012 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2012	**2040**	**2020**													
1	100%	6,548	26,200	12,163	12,163	20.3	**599**	**1.26%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	17,489	33,517	22,068	22,068	15.7	**1,406**	**2.96%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,518	2,100	1,684	1,684	16.4	**103**	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,550	6,305	4,337	4,337	23.7	**183**	**0.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	12,899	22,103	15,529	15,529	12.5	**1,242**	**2.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,888	3,935	2,473	2,473	8.9	**278**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	8,784	16,098	10,874	10,874	7.6	**1,431**	**3.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	9,396	15,659	11,185	11,185	4.7	**2,380**	**5.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,002	1,815	1,234	1,234	13.2	**94**	**0.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10*	100%	3,954	7,907	5,083	5,083	1.4	**3,631**	**7.64%**	6%	0.46%	219	3%	0.23%	107	0%	0.02%	10
11	100%	5,772	7,560	6,283	6,283	2.7	**2,327**	**4.90%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	7,107	9,021	7,654	7,654	12.1	**633**	**1.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	31,747	47,896	36,361	36,361	13.3	**2,734**	**5.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	36,255	47,165	39,372	39,372	14.5	**2,715**	**5.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	15,719	25,356	18,472	18,472	8.3	**2,226**	**4.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	55,543	67,295	58,901	58,901	13.2	**4,462**	**9.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	37,312	52,468	41,642	41,642	6.7	**6,215**	**13.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	49,455	58,200	51,954	51,954	8.3	**6,259**	**13.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	25,348	33,772	27,755	27,755	11.3	**2,456**	**5.17%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	5,536	13,277	7,748	7,748	4.9	**1,581**	**3.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	412	10,347	3,251	3,251	7.7	**422**	**0.89%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	26,765	26,990	26,829	26,829	12.5	**2,146**	**4.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,514	3,393	2,765	2,765	20	**138**	**0.29%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	1,196	1,765	1,359	1,359	8.1	**168**	**0.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	77	137	94	94	10.4	**9**	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	15,619	25,509	18,445	18,445	14.6	**1,263**	**2.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	5,361	7,954	6,102	6,102	29.4	**208**	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,139	4,864	4,346	4,346	30.2	**144**	**0.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	1,563	2,486	1,827	1,827	32.3	**57**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		394,468	581,094	447,790	447,790		**47,509**	**100.00%**		0.46%	**219**		0.23%	**107**		0.02%	**10**
											0.46%			0.23%			0.02%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Residential Development Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments' 2040
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(CN) Coors Bd. North			(DE) Dennis Chavez Bd. East			(CdS) Candershire Dr. South		
Sub Area I.D.#	**% Sub Area in Study**	**2012 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2012	**2040**	**2020**													
1	100%	6,548	26,200	12,163	12,163	20.3	**599**	**1.26%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	17,489	33,517	22,068	22,068	15.7	**1,406**	**2.96%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,518	2,100	1,684	1,684	16.4	**103**	**0.22%**	100%	0.22%	103	0%	0.00%	0	0%	0.00%	0
4	100%	3,550	6,305	4,337	4,337	23.7	**183**	**0.39%**	0%	0.00%	0	100%	0.39%	183	0%	0.00%	0
5	100%	12,899	22,103	15,529	15,529	12.5	**1,242**	**2.61%**	50%	1.31%	621	0%	0.00%	0	0%	0.00%	0
6	100%	1,888	3,935	2,473	2,473	8.9	**278**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	8,784	16,098	10,874	10,874	7.6	**1,431**	**3.01%**	40%	1.20%	572	0%	0.00%	0	0%	0.00%	0
8	100%	9,396	15,659	11,185	11,185	4.7	**2,380**	**5.01%**	50%	2.50%	1,190	0%	0.00%	0	0%	0.00%	0
9	100%	1,002	1,815	1,234	1,234	13.2	**94**	**0.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10*	100%	3,954	7,907	5,083	5,083	1.4	**3,631**	**7.64%**	6%	0.43%	205	0%	0.00%	0	3%	0.26%	125
11	100%	5,772	7,560	6,283	6,283	2.7	**2,327**	**4.90%**	20%	0.98%	465	20%	0.98%	465	0%	0.00%	0
12	100%	7,107	9,021	7,654	7,654	12.1	**633**	**1.33%**	50%	0.67%	316	50%	0.67%	316	0%	0.00%	0
13	100%	31,747	47,896	36,361	36,361	13.3	**2,734**	**5.75%**	50%	2.88%	1,367	50%	2.88%	1,367	0%	0.00%	0
14	100%	36,255	47,165	39,372	39,372	14.5	**2,715**	**5.72%**	50%	2.86%	1,358	50%	2.86%	1,358	0%	0.00%	0
15	100%	15,719	25,356	18,472	18,472	8.3	**2,226**	**4.68%**	50%	2.34%	1,113	50%	2.34%	1,113	0%	0.00%	0
16	100%	55,543	67,295	58,901	58,901	13.2	**4,462**	**9.39%**	50%	4.70%	2,231	50%	4.70%	2,231	0%	0.00%	0
17	100%	37,312	52,468	41,642	41,642	6.7	**6,215**	**13.08%**	50%	6.54%	3,108	50%	6.54%	3,108	0%	0.00%	0
18	100%	49,455	58,200	51,954	51,954	8.3	**6,259**	**13.18%**	25%	3.29%	1,565	75%	9.88%	4,695	0%	0.00%	0
19	100%	25,348	33,772	27,755	27,755	11.3	**2,456**	**5.17%**	0%	0.00%	0	100%	5.17%	2,456	0%	0.00%	0
20	100%	5,536	13,277	7,748	7,748	4.9	**1,581**	**3.33%**	0%	0.00%	0	100%	3.33%	1,581	0%	0.00%	0
21	100%	412	10,347	3,251	3,251	7.7	**422**	**0.89%**	0%	0.00%	0	100%	0.89%	422	0%	0.00%	0
22	100%	26,765	26,990	26,829	26,829	12.5	**2,146**	**4.52%**	0%	0.00%	0	100%	4.52%	2,146	0%	0.00%	0
23	100%	2,514	3,393	2,765	2,765	20	**138**	**0.29%**	50%	0.15%	69	50%	0.15%	69	0%	0.00%	0
24	100%	1,196	1,765	1,359	1,359	8.1	**168**	**0.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	77	137	94	94	10.4	**9**	**0.02%**	0%	0.00%	0	50%	0.01%	5	0%	0.00%	0
26	100%	15,619	25,509	18,445	18,445	14.6	**1,263**	**2.66%**	0%	0.00%	0	50%	1.33%	632	0%	0.00%	0
27	100%	5,361	7,954	6,102	6,102	29.4	**208**	**0.44%**	0%	0.00%	0	100%	0.44%	208	0%	0.00%	0
28	100%	4,139	4,864	4,346	4,346	30.2	**144**	**0.30%**	0%	0.00%	0	50%	0.15%	72	0%	0.00%	0
29	100%	1,563	2,486	1,827	1,827	32.3	**57**	**0.12%**	0%	0.00%	0	100%	0.12%	57	0%	0.00%	0
		394,468	581,094	447,790	447,790		**47,509**	**100.00%**		30.06%	**14,283**		47.32%	**22,483**		0.26%	**125**
											30.06%			47.32%			0.26%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Residential Development Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments' 2040
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(GuE) Gun Club Rd. East			(DoE) Don Felipe Rd. East			(CS) Coors Bd. South		
Sub Area I.D.#	**% Sub Area in Study**	**2012 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2012	**2040**	**2020**													
1	100%	6,548	26,200	12,163	12,163	20.3	**599**	**1.26%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	17,489	33,517	22,068	22,068	15.7	**1,406**	**2.96%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,518	2,100	1,684	1,684	16.4	**103**	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,550	6,305	4,337	4,337	23.7	**183**	**0.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	12,899	22,103	15,529	15,529	12.5	**1,242**	**2.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,888	3,935	2,473	2,473	8.9	**278**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	8,784	16,098	10,874	10,874	7.6	**1,431**	**3.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	9,396	15,659	11,185	11,185	4.7	**2,380**	**5.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,002	1,815	1,234	1,234	13.2	**94**	**0.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10*	100%	3,954	7,907	5,083	5,083	1.4	**3,631**	**7.64%**	0%	0.00%	0	0%	0.00%	0	3%	0.25%	120
11	100%	5,772	7,560	6,283	6,283	2.7	**2,327**	**4.90%**	20%	0.98%	465	20%	0.98%	465	20%	0.98%	465
12	100%	7,107	9,021	7,654	7,654	12.1	**633**	**1.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	31,747	47,896	36,361	36,361	13.3	**2,734**	**5.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	36,255	47,165	39,372	39,372	14.5	**2,715**	**5.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	15,719	25,356	18,472	18,472	8.3	**2,226**	**4.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	55,543	67,295	58,901	58,901	13.2	**4,462**	**9.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	37,312	52,468	41,642	41,642	6.7	**6,215**	**13.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	49,455	58,200	51,954	51,954	8.3	**6,259**	**13.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	25,348	33,772	27,755	27,755	11.3	**2,456**	**5.17%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	5,536	13,277	7,748	7,748	4.9	**1,581**	**3.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	412	10,347	3,251	3,251	7.7	**422**	**0.89%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	26,765	26,990	26,829	26,829	12.5	**2,146**	**4.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,514	3,393	2,765	2,765	20	**138**	**0.29%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	1,196	1,765	1,359	1,359	8.1	**168**	**0.35%**	0%	0.00%	0	0%	0.00%	0	100%	0.35%	168
25	100%	77	137	94	94	10.4	**9**	**0.02%**	0%	0.00%	0	0%	0.00%	0	50%	0.01%	5
26	100%	15,619	25,509	18,445	18,445	14.6	**1,263**	**2.66%**	0%	0.00%	0	0%	0.00%	0	50%	1.33%	632
27	100%	5,361	7,954	6,102	6,102	29.4	**208**	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,139	4,864	4,346	4,346	30.2	**144**	**0.30%**	0%	0.00%	0	0%	0.00%	0	50%	0.15%	72
29	100%	1,563	2,486	1,827	1,827	32.3	**57**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		394,468	581,094	447,790	447,790		**47,509**	**100.00%**		0.98%	**465**		0.98%	**465**		3.08%	**1,461**
											0.98%			0.98%			3.08%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Residential Development Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments' 2040
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(DoW) Don Felipe Rd. West			(KS) Karrol St. South			(GuW) Gun Club Rd. West		
Sub Area I.D.#	**% Sub Area in Study**	**2012 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2012	**2040**	**2020**													
1	100%	6,548	26,200	12,163	12,163	20.3	**599**	**1.26%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	17,489	33,517	22,068	22,068	15.7	**1,406**	**2.96%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,518	2,100	1,684	1,684	16.4	**103**	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,550	6,305	4,337	4,337	23.7	**183**	**0.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	12,899	22,103	15,529	15,529	12.5	**1,242**	**2.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,888	3,935	2,473	2,473	8.9	**278**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	8,784	16,098	10,874	10,874	7.6	**1,431**	**3.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	9,396	15,659	11,185	11,185	4.7	**2,380**	**5.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,002	1,815	1,234	1,234	13.2	**94**	**0.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10*	100%	3,954	7,907	5,083	5,083	1.4	**3,631**	**7.64%**	0%	0.00%	0	6%	0.44%	208	0%	0.00%	0
11	100%	5,772	7,560	6,283	6,283	2.7	**2,327**	**4.90%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	7,107	9,021	7,654	7,654	12.1	**633**	**1.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	31,747	47,896	36,361	36,361	13.3	**2,734**	**5.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	36,255	47,165	39,372	39,372	14.5	**2,715**	**5.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	15,719	25,356	18,472	18,472	8.3	**2,226**	**4.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	55,543	67,295	58,901	58,901	13.2	**4,462**	**9.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	37,312	52,468	41,642	41,642	6.7	**6,215**	**13.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	49,455	58,200	51,954	51,954	8.3	**6,259**	**13.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	25,348	33,772	27,755	27,755	11.3	**2,456**	**5.17%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	5,536	13,277	7,748	7,748	4.9	**1,581**	**3.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	412	10,347	3,251	3,251	7.7	**422**	**0.89%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	26,765	26,990	26,829	26,829	12.5	**2,146**	**4.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,514	3,393	2,765	2,765	20	**138**	**0.29%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	1,196	1,765	1,359	1,359	8.1	**168**	**0.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	77	137	94	94	10.4	**9**	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	15,619	25,509	18,445	18,445	14.6	**1,263**	**2.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	5,361	7,954	6,102	6,102	29.4	**208**	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,139	4,864	4,346	4,346	30.2	**144**	**0.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	1,563	2,486	1,827	1,827	32.3	**57**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		394,468	581,094	447,790	447,790		**47,509**	**100.00%**		0.00%	**0**		0.44%	**208**		0.00%	**0**
											0.00%			0.44%			0.00%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Residential Development Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments' 2040
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(1S) 118th St. South			(DW) Dennis Chavez Bd. West			(1N) 118th St. North		
Sub Area I.D.#	**% Sub Area in Study**	**2012 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2012	**2040**	**2020**													
1	100%	6,548	26,200	12,163	12,163	20.3	**599**	**1.26%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	17,489	33,517	22,068	22,068	15.7	**1,406**	**2.96%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,518	2,100	1,684	1,684	16.4	**103**	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,550	6,305	4,337	4,337	23.7	**183**	**0.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	12,899	22,103	15,529	15,529	12.5	**1,242**	**2.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,888	3,935	2,473	2,473	8.9	**278**	**0.58%**	0%	0.00%	0	100%	0.58%	278	0%	0.00%	0
7	100%	8,784	16,098	10,874	10,874	7.6	**1,431**	**3.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	9,396	15,659	11,185	11,185	4.7	**2,380**	**5.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,002	1,815	1,234	1,234	13.2	**94**	**0.20%**	0%	0.00%	0	100%	0.20%	94	0%	0.00%	0
10*	100%	3,954	7,907	5,083	5,083	1.4	**3,631**	**7.64%**	0%	0.02%	8	1%	0.04%	20	1%	0.06%	29
11	100%	5,772	7,560	6,283	6,283	2.7	**2,327**	**4.90%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	7,107	9,021	7,654	7,654	12.1	**633**	**1.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	31,747	47,896	36,361	36,361	13.3	**2,734**	**5.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	36,255	47,165	39,372	39,372	14.5	**2,715**	**5.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	15,719	25,356	18,472	18,472	8.3	**2,226**	**4.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	55,543	67,295	58,901	58,901	13.2	**4,462**	**9.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	37,312	52,468	41,642	41,642	6.7	**6,215**	**13.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	49,455	58,200	51,954	51,954	8.3	**6,259**	**13.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	25,348	33,772	27,755	27,755	11.3	**2,456**	**5.17%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	5,536	13,277	7,748	7,748	4.9	**1,581**	**3.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	412	10,347	3,251	3,251	7.7	**422**	**0.89%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	26,765	26,990	26,829	26,829	12.5	**2,146**	**4.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,514	3,393	2,765	2,765	20	**138**	**0.29%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	1,196	1,765	1,359	1,359	8.1	**168**	**0.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	77	137	94	94	10.4	**9**	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	15,619	25,509	18,445	18,445	14.6	**1,263**	**2.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	5,361	7,954	6,102	6,102	29.4	**208**	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,139	4,864	4,346	4,346	30.2	**144**	**0.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	1,563	2,486	1,827	1,827	32.3	**57**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		394,468	581,094	447,790	447,790		**47,509**	**100.00%**		0.02%	**8**		0.82%	**391**		0.06%	**29**
											0.02%			0.82%			0.06%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Residential Development Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments' 2040
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(BW) Blake Rd. West			(GW) Gibson Bd. West			(BC) Blake Rd. Central		
Sub Area I.D.#	**% Sub Area in Study**	**2012 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2012	**2040**	**2020**													
1	100%	6,548	26,200	12,163	12,163	20.3	**599**	**1.26%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	17,489	33,517	22,068	22,068	15.7	**1,406**	**2.96%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,518	2,100	1,684	1,684	16.4	**103**	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,550	6,305	4,337	4,337	23.7	**183**	**0.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	12,899	22,103	15,529	15,529	12.5	**1,242**	**2.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,888	3,935	2,473	2,473	8.9	**278**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	8,784	16,098	10,874	10,874	7.6	**1,431**	**3.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	9,396	15,659	11,185	11,185	4.7	**2,380**	**5.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,002	1,815	1,234	1,234	13.2	**94**	**0.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10*	100%	3,954	7,907	5,083	5,083	1.4	**3,631**	**7.64%**	1%	0.11%	52	3%	0.20%	94	1%	0.05%	22
11	100%	5,772	7,560	6,283	6,283	2.7	**2,327**	**4.90%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	7,107	9,021	7,654	7,654	12.1	**633**	**1.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	31,747	47,896	36,361	36,361	13.3	**2,734**	**5.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	36,255	47,165	39,372	39,372	14.5	**2,715**	**5.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	15,719	25,356	18,472	18,472	8.3	**2,226**	**4.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	55,543	67,295	58,901	58,901	13.2	**4,462**	**9.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	37,312	52,468	41,642	41,642	6.7	**6,215**	**13.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	49,455	58,200	51,954	51,954	8.3	**6,259**	**13.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	25,348	33,772	27,755	27,755	11.3	**2,456**	**5.17%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	5,536	13,277	7,748	7,748	4.9	**1,581**	**3.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	412	10,347	3,251	3,251	7.7	**422**	**0.89%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	26,765	26,990	26,829	26,829	12.5	**2,146**	**4.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,514	3,393	2,765	2,765	20	**138**	**0.29%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	1,196	1,765	1,359	1,359	8.1	**168**	**0.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	77	137	94	94	10.4	**9**	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	15,619	25,509	18,445	18,445	14.6	**1,263**	**2.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	5,361	7,954	6,102	6,102	29.4	**208**	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,139	4,864	4,346	4,346	30.2	**144**	**0.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	1,563	2,486	1,827	1,827	32.3	**57**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		394,468	581,094	447,790	447,790		**47,509**	**100.00%**		0.11%	**52**		0.20%	**94**		0.05%	**22**
											0.11%			0.20%			0.05%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Residential Development Trips**

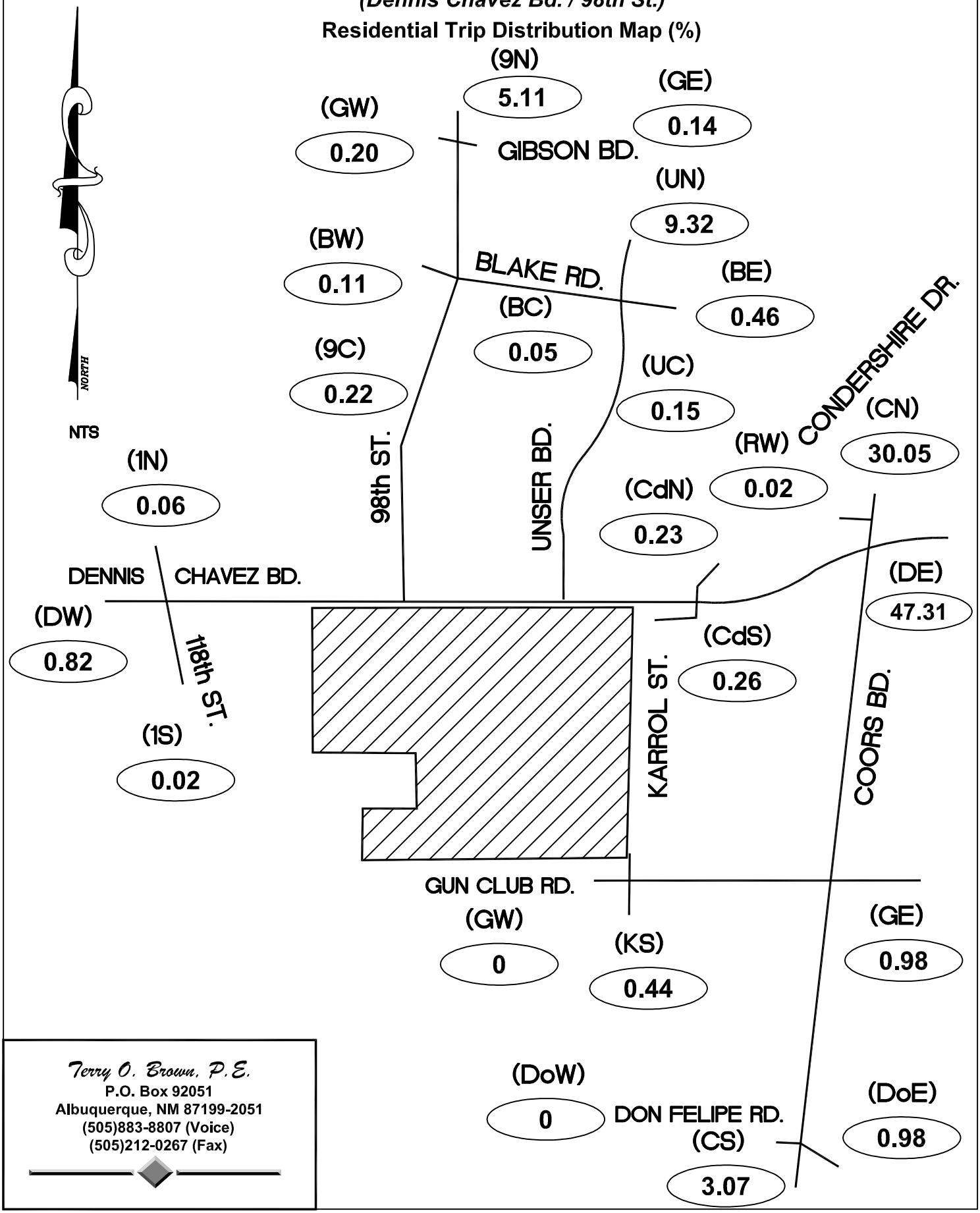
2012 and 2040 Data Taken from Mid-Region Council of Governments' 2040
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(9C) 98th St. Central			(UC) Unser Bd. Central		
Sub Area I.D.#	**% Sub Area in Study**	**2012 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2012	**2040**	**2020**										
1	100%	6,548	26,200	12,163	12,163	20.3	**599**	**1.26%**	0%	0.00%	0	0%	0.00%	0
2	100%	17,489	33,517	22,068	22,068	15.7	**1,406**	**2.96%**	0%	0.00%	0	0%	0.00%	0
3	100%	1,518	2,100	1,684	1,684	16.4	**103**	**0.22%**	0%	0.00%	0	0%	0.00%	0
4	100%	3,550	6,305	4,337	4,337	23.7	**183**	**0.39%**	0%	0.00%	0	0%	0.00%	0
5	100%	12,899	22,103	15,529	15,529	12.5	**1,242**	**2.61%**	0%	0.00%	0	0%	0.00%	0
6	100%	1,888	3,935	2,473	2,473	8.9	**278**	**0.58%**	0%	0.00%	0	0%	0.00%	0
7	100%	8,784	16,098	10,874	10,874	7.6	**1,431**	**3.01%**	0%	0.00%	0	0%	0.00%	0
8	100%	9,396	15,659	11,185	11,185	4.7	**2,380**	**5.01%**	0%	0.00%	0	0%	0.00%	0
9	100%	1,002	1,815	1,234	1,234	13.2	**94**	**0.20%**	0%	0.00%	0	0%	0.00%	0
10*	100%	3,954	7,907	5,083	5,083	1.4	**3,631**	**7.64%**	3%	0.22%	106	2%	0.15%	73
11	100%	5,772	7,560	6,283	6,283	2.7	**2,327**	**4.90%**	0%	0.00%	0	0%	0.00%	0
12	100%	7,107	9,021	7,654	7,654	12.1	**633**	**1.33%**	0%	0.00%	0	0%	0.00%	0
13	100%	31,747	47,896	36,361	36,361	13.3	**2,734**	**5.75%**	0%	0.00%	0	0%	0.00%	0
14	100%	36,255	47,165	39,372	39,372	14.5	**2,715**	**5.72%**	0%	0.00%	0	0%	0.00%	0
15	100%	15,719	25,356	18,472	18,472	8.3	**2,226**	**4.68%**	0%	0.00%	0	0%	0.00%	0
16	100%	55,543	67,295	58,901	58,901	13.2	**4,462**	**9.39%**	0%	0.00%	0	0%	0.00%	0
17	100%	37,312	52,468	41,642	41,642	6.7	**6,215**	**13.08%**	0%	0.00%	0	0%	0.00%	0
18	100%	49,455	58,200	51,954	51,954	8.3	**6,259**	**13.18%**	0%	0.00%	0	0%	0.00%	0
19	100%	25,348	33,772	27,755	27,755	11.3	**2,456**	**5.17%**	0%	0.00%	0	0%	0.00%	0
20	100%	5,536	13,277	7,748	7,748	4.9	**1,581**	**3.33%**	0%	0.00%	0	0%	0.00%	0
21	100%	412	10,347	3,251	3,251	7.7	**422**	**0.89%**	0%	0.00%	0	0%	0.00%	0
22	100%	26,765	26,990	26,829	26,829	12.5	**2,146**	**4.52%**	0%	0.00%	0	0%	0.00%	0
23	100%	2,514	3,393	2,765	2,765	20	**138**	**0.29%**	0%	0.00%	0	0%	0.00%	0
24	100%	1,196	1,765	1,359	1,359	8.1	**168**	**0.35%**	0%	0.00%	0	0%	0.00%	0
25	100%	77	137	94	94	10.4	**9**	**0.02%**	0%	0.00%	0	0%	0.00%	0
26	100%	15,619	25,509	18,445	18,445	14.6	**1,263**	**2.66%**	0%	0.00%	0	0%	0.00%	0
27	100%	5,361	7,954	6,102	6,102	29.4	**208**	**0.44%**	0%	0.00%	0	0%	0.00%	0
28	100%	4,139	4,864	4,346	4,346	30.2	**144**	**0.30%**	0%	0.00%	0	0%	0.00%	0
29	100%	1,563	2,486	1,827	1,827	32.3	**57**	**0.12%**	0%	0.00%	0	0%	0.00%	0
		394,468	581,094	447,790	447,790		**47,509**	**100.00%**		0.22%	**106**		0.15%	**73**
											0.22%			0.15%

Ceja Vista Development

(Dennis Chavez Bd. / 98th St.)

Residential Trip Distribution Map (%)

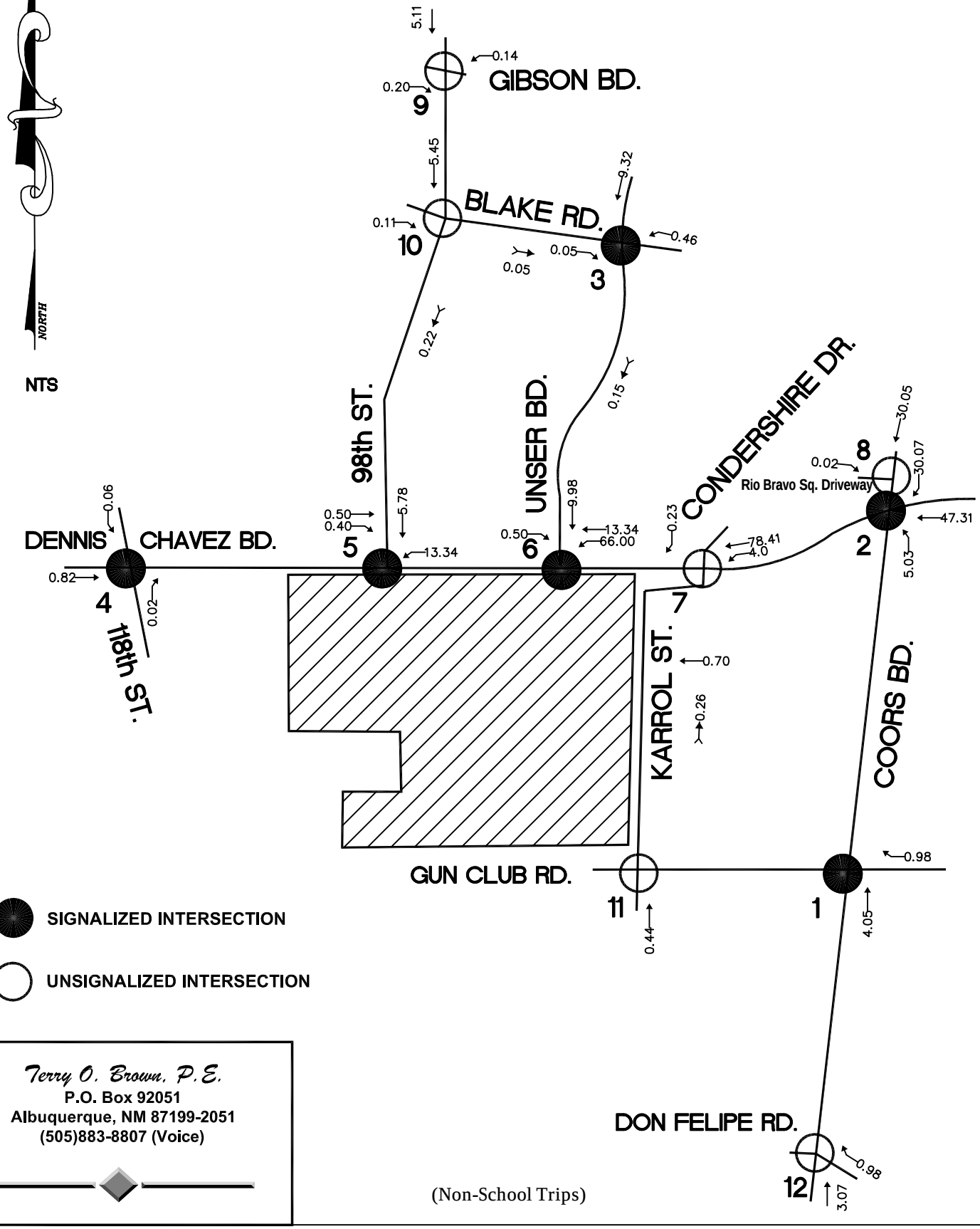


Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Ceja Vista Development

(Dennis Chavez Bd. / 98th St.)

Residential Trip Assignments (% Entering)



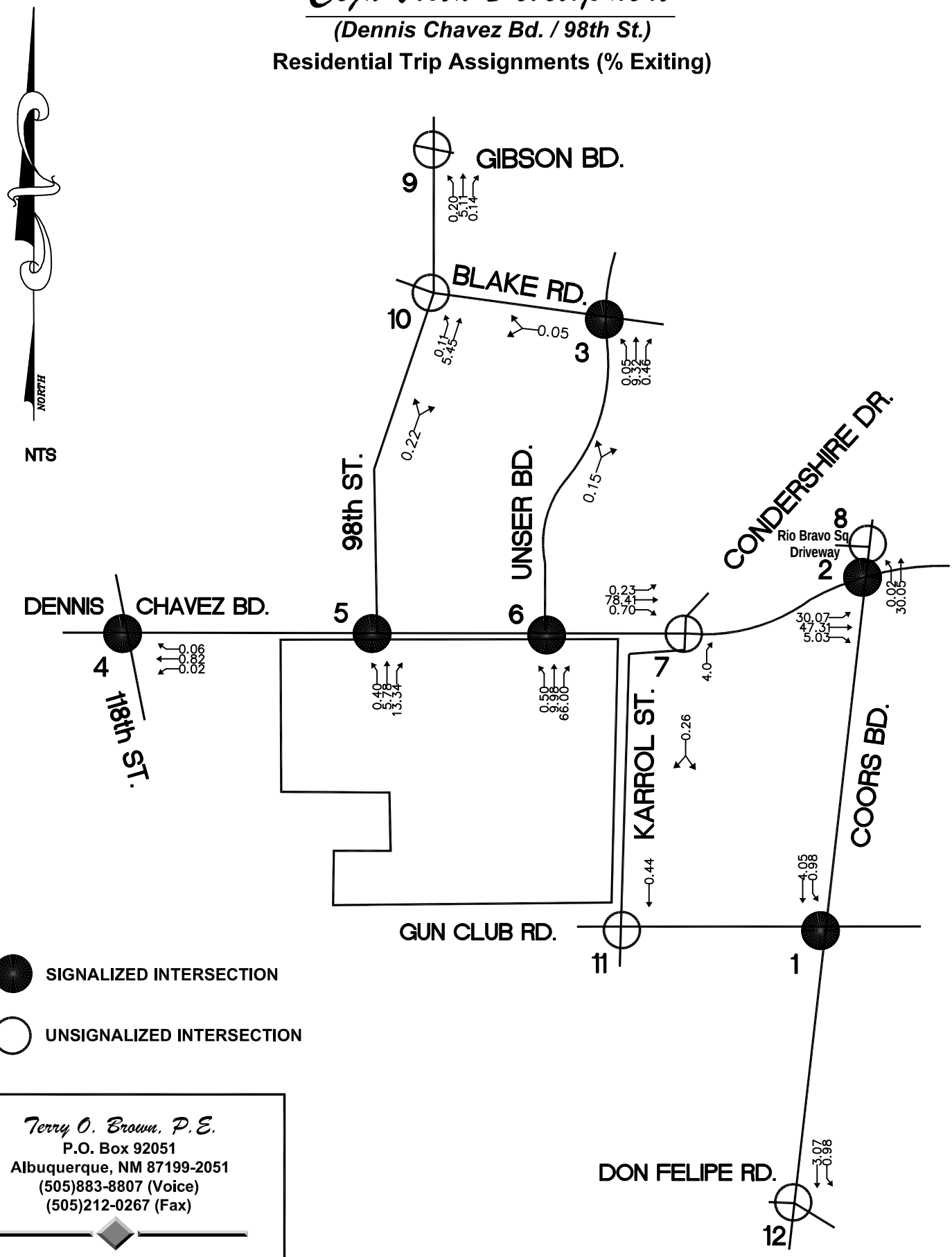
Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)

(Non-School Trips)

Ceja Vista Development

(Dennis Chavez Bd. / 98th St.)

Residential Trip Assignments (% Exiting)

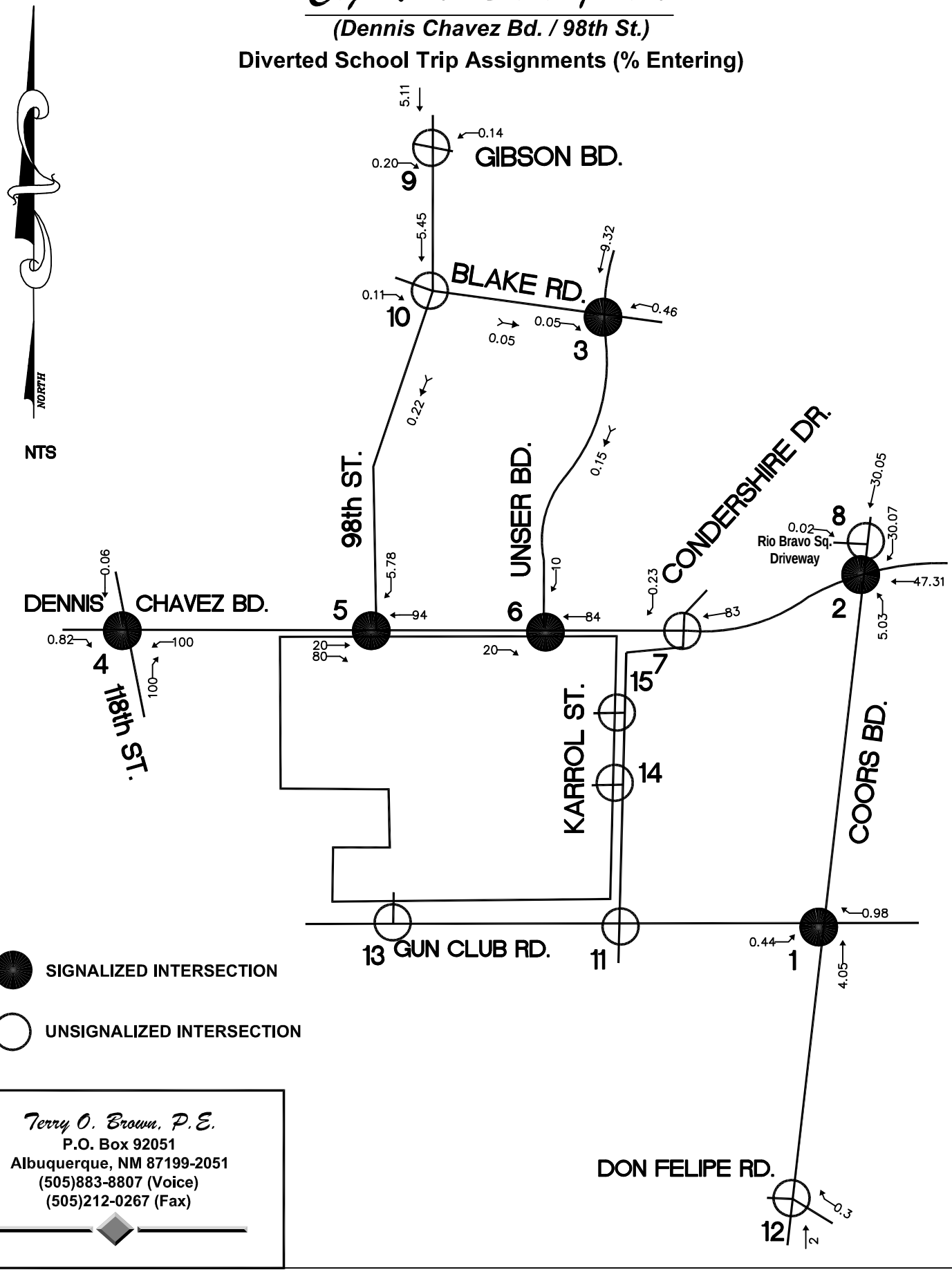


Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Ceja Vista Development

(Dennis Chavez Bd. / 98th St.)

Diverted School Trip Assignments (% Entering)

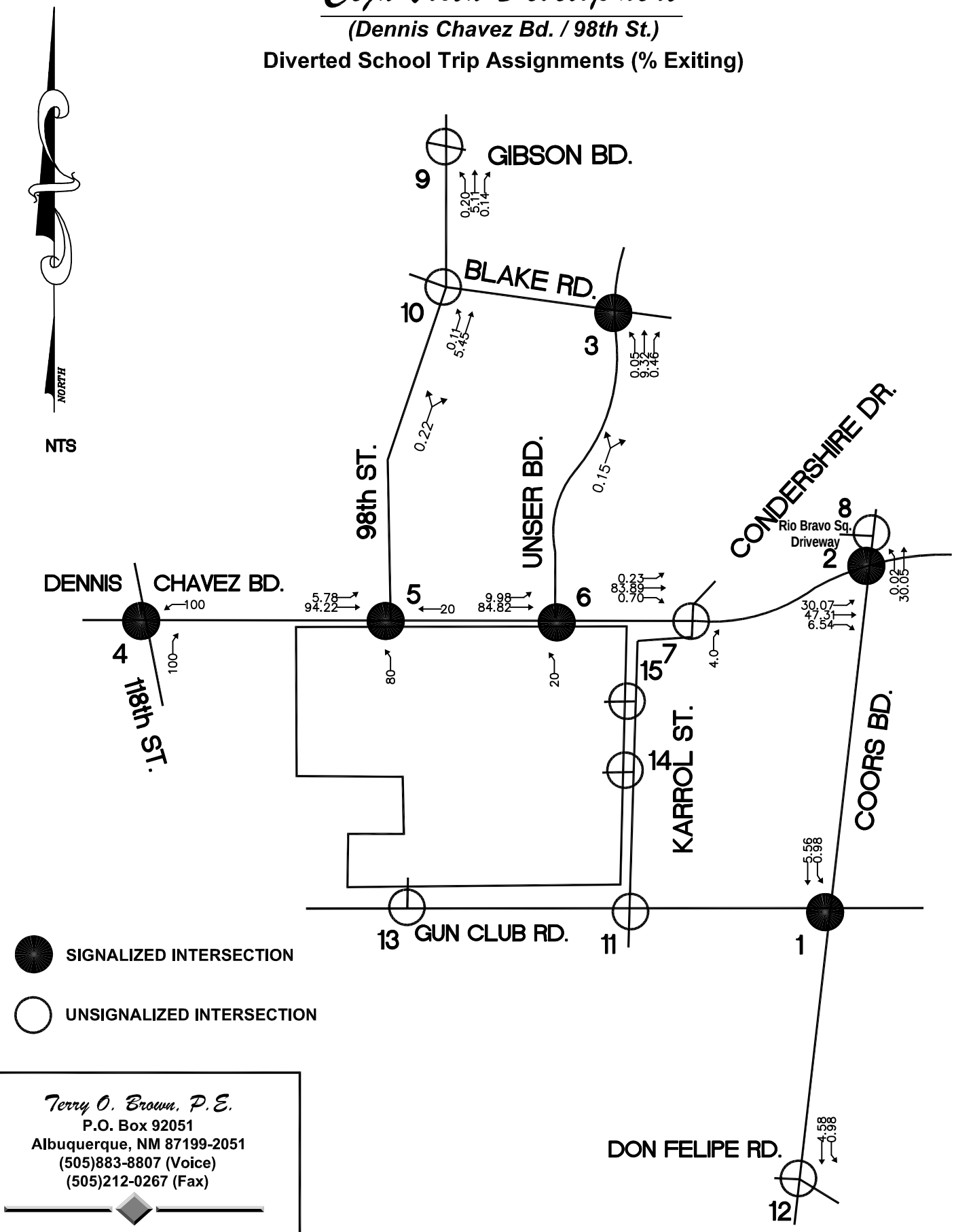


Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

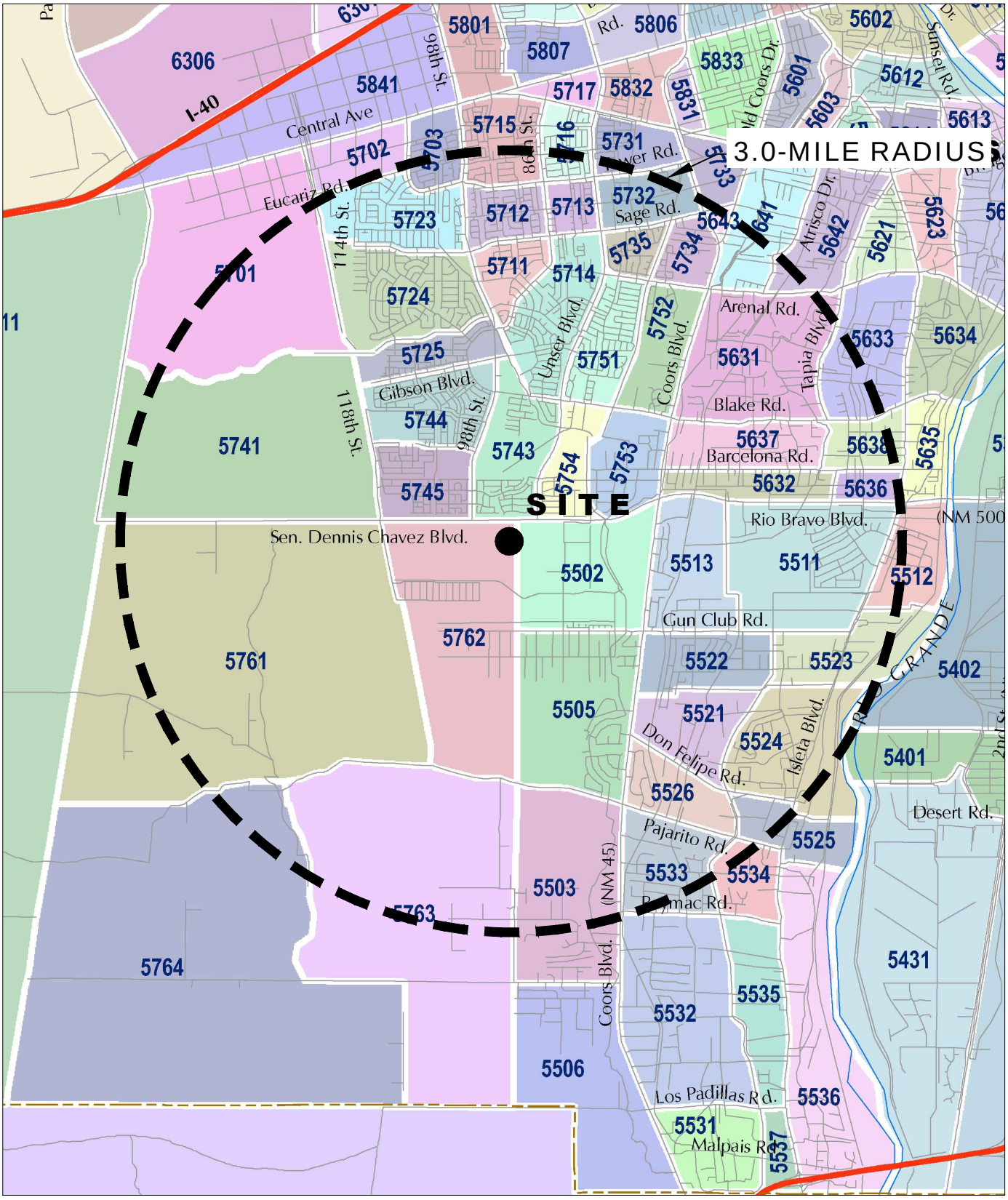
Ceja Vista Development

(Dennis Chavez Bd. / 98th St.)

Diverted School Trip Assignments (% Exiting)



Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)



DATA ANALYSIS SUBZONE (DASZ) MAP

Ceja Vista Development (Dennis Chavez Blvd. / 98th St.)

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(9N) 98th St. North			(GE) Gibson Bd. East			(UN) Unser Bd. North		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	Dist. (Mi.)	**Population / Distance**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	**2040**	**2020**													
Boundary Specified on DASZ Map																	
5502	100%	1054	2027	1,332	1,332	1.00	**1,332**	**1.92%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5503	60%	681	703	687	412	1.00	**412**	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5505	100%	1663	2034	1,769	1,769	1.00	**1,769**	**2.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5511	100%	2409	2585	2,459	2,459	1.00	**2,459**	**3.55%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5512	10%	832	802	823	82	1.00	**82**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5513	100%	450	586	489	489	1.00	**489**	**0.71%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5521	100%	751	692	734	734	1.00	**734**	**1.06%**	0%	0.00%	0	**50%**	0.53%	367	0%	0.00%	0
5522	100%	2299	2015	2,218	2,218	1.00	**2,218**	**3.20%**	0%	0.00%	0	**100%**	3.20%	2,218	0%	0.00%	0
5523	60%	608	633	615	369	1.00	**369**	**0.53%**	0%	0.00%	0	**100%**	0.53%	369	0%	0.00%	0
5524	70%	1095	1083	1,092	764	1.00	**764**	**1.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5525	20%	369	358	366	73	1.00	**73**	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5526	100%	510	516	512	512	1.00	**512**	**0.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5533	70%	849	862	853	597	1.00	**597**	**0.86%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5631	95%	2428	2504	2,450	2,328	1.00	**2,328**	**3.36%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5632	100%	822	852	831	831	1.00	**831**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5633	20%	2463	2553	2,489	498	1.00	**498**	**0.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5636	85%	346	325	340	289	1.00	**289**	**0.42%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5637	100%	857	954	885	885	1.00	**885**	**1.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5638	60%	793	787	791	475	1.00	**475**	**0.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5641	25%	1610	1626	1,615	404	1.00	**404**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5642	5%	1601	1577	1,594	80	1.00	**80**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5643	50%	140	132	138	69	1.00	**69**	**0.10%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.10%	69
5701	45%	1099	3972	1,920	864	1.00	**864**	**1.25%**	**100%**	1.25%	864	0%	0.00%	0	0%	0.00%	0
5703	30%	2470	2412	2,453	736	1.00	**736**	**1.06%**	**100%**	1.06%	736	0%	0.00%	0	0%	0.00%	0
5711	100%	1866	1827	1,855	1,855	1.00	**1,855**	**2.68%**	**100%**	2.68%	1,855	0%	0.00%	0	0%	0.00%	0
5712	100%	2769	2324	2,642	2,642	1.00	**2,642**	**3.82%**	**100%**	3.82%	2,642	0%	0.00%	0	0%	0.00%	0
5713	100%	995	859	956	956	1.00	**956**	**1.38%**	**100%**	1.38%	956	0%	0.00%	0	0%	0.00%	0
5714	100%	5423	5000	5,302	5,302	1.00	**5,302**	**7.66%**	**35%**	2.68%	1,856	**30%**	2.30%	1,591	**35%**	2.68%	1,856
5715	30%	4039	4232	4,094	1,228	1.00	**1,228**	**1.77%**	**100%**	1.77%	1,228	0%	0.00%	0	0%	0.00%	0
5716	20%	2780	2608	2,731	546	1.00	**546**	**0.79%**	**100%**	0.79%	546	0%	0.00%	0	0%	0.00%	0
5723	95%	4569	5779	4,915	4,669	1.00	**4,669**	**6.75%**	**100%**	6.75%	4,669	0%	0.00%	0	0%	0.00%	0
5724	100%	4793	5913	5,113	5,113	1.00	**5,113**	**7.39%**	**100%**	7.39%	5,113	0%	0.00%	0	0%	0.00%	0
5725	100%	2332	2916	2,499	2,499	1.00	**2,499**	**3.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5731	5%	1330	1632	1,416	71	1.00	**71**	**0.10%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.10%	71
5732	75%	389	1086	588	441	1.00	**441**	**0.64%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.64%	441
5734	100%	961	1000	972	972	1.00	**972**	**1.40%**	0%	0.00%	0	0%	0.00%	0	**50%**	0.70%	486
5735	100%	1721	1612	1,690	1,690	1.00	**1,690**	**2.44%**	0%	0.00%	0	0%	0.00%	0	**50%**	1.22%	845
5741	90%	0	2716	776	698	1.00	**698**	**1.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5743	100%	2583	3912	2,963	2,963	1.00	**2,963**	**4.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5744	100%	3396	5971	4,132	4,132	1.00	**4,132**	**5.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5745	100%	2777	3394	2,953	2,953	1.00	**2,953**	**4.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5751	100%	5698	4668	5,404	5,404	1.00	**5,404**	**7.81%**	0%	0.00%	0	0%	0.00%	0	**50%**	3.90%	2,702
5752	100%	1088	1212	1,123	1,123	1.00	**1,123**	**1.62%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5753	100%	1953	1728	1,889	1,889	1.00	**1,889**	**2.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5754	100%	997	1373	1,104	1,104	1.00	**1,104**	**1.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5761	75%	137	3150	998	749	1.00	**749**	**1.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5762	100%	340	2055	830	830	1.00	**830**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5763	50%	209	160	195	98	1.00	**98**	**0.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5764	5%	408	408	408	20	1.00	**20**	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				87,003	69,216		69,216	100.00%			**20,465**			**4,545**			**6,470**
											29.57%			6.57%			9.35%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(BE) Blake Rd. East			(CdN) Condershire Dr. North			(RW) Rio Bravo Sq. West		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	Dist. (Mi.)	**Population / Distance**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	**2040**	**2020**													
Boundary Specified on DASZ Map																	
5502	100%	1054	2027	1,332	1,332	1.00	**1,332**	**1.92%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5503	60%	681	703	687	412	1.00	**412**	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5505	100%	1663	2034	1,769	1,769	1.00	**1,769**	**2.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5511	100%	2409	2585	2,459	2,459	1.00	**2,459**	**3.55%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5512	10%	832	802	823	82	1.00	**82**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5513	100%	450	586	489	489	1.00	**489**	**0.71%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5521	100%	751	692	734	734	1.00	**734**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5522	100%	2299	2015	2,218	2,218	1.00	**2,218**	**3.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5523	60%	608	633	615	369	1.00	**369**	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5524	70%	1095	1083	1,092	764	1.00	**764**	**1.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5525	20%	369	358	366	73	1.00	**73**	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5526	100%	510	516	512	512	1.00	**512**	**0.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5533	70%	849	862	853	597	1.00	**597**	**0.86%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5631	95%	2428	2504	2,450	2,328	1.00	**2,328**	**3.36%**	**50%**	1.68%	1,164	0%	0.00%	0	0%	0.00%	0
5632	100%	822	852	831	831	1.00	**831**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5633	20%	2463	2553	2,489	498	1.00	**498**	**0.72%**	**50%**	0.36%	249	0%	0.00%	0	0%	0.00%	0
5636	85%	346	325	340	289	1.00	**289**	**0.42%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5637	100%	857	954	885	885	1.00	**885**	**1.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5638	60%	793	787	791	475	1.00	**475**	**0.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5641	25%	1610	1626	1,615	404	1.00	**404**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5642	5%	1601	1577	1,594	80	1.00	**80**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5643	50%	140	132	138	69	1.00	**69**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5701	45%	1099	3972	1,920	864	1.00	**864**	**1.25%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5703	30%	2470	2412	2,453	736	1.00	**736**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5711	100%	1866	1827	1,855	1,855	1.00	**1,855**	**2.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5712	100%	2769	2324	2,642	2,642	1.00	**2,642**	**3.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5713	100%	995	859	956	956	1.00	**956**	**1.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5714	100%	5423	5000	5,302	5,302	1.00	**5,302**	**7.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5715	30%	4039	4232	4,094	1,228	1.00	**1,228**	**1.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5716	20%	2780	2608	2,731	546	1.00	**546**	**0.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5723	95%	4569	5779	4,915	4,669	1.00	**4,669**	**6.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5724	100%	4793	5913	5,113	5,113	1.00	**5,113**	**7.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5725	100%	2332	2916	2,499	2,499	1.00	**2,499**	**3.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5731	5%	1330	1632	1,416	71	1.00	**71**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5732	75%	389	1086	588	441	1.00	**441**	**0.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5734	100%	961	1000	972	972	1.00	**972**	**1.40%**	**50%**	0.70%	486	0%	0.00%	0	0%	0.00%	0
5735	100%	1721	1612	1,690	1,690	1.00	**1,690**	**2.44%**	**50%**	1.22%	845	0%	0.00%	0	0%	0.00%	0
5741	90%	0	2716	776	698	1.00	**698**	**1.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5743	100%	2583	3912	2,963	2,963	1.00	**2,963**	**4.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5744	100%	3396	5971	4,132	4,132	1.00	**4,132**	**5.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5745	100%	2777	3394	2,953	2,953	1.00	**2,953**	**4.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5751	100%	5698	4668	5,404	5,404	1.00	**5,404**	**7.81%**	**50%**	3.90%	2,702	0%	0.00%	0	0%	0.00%	0
5752	100%	1088	1212	1,123	1,123	1.00	**1,123**	**1.62%**	**50%**	0.81%	562	0%	0.00%	0	0%	0.00%	0
5753	100%	1953	1728	1,889	1,889	1.00	**1,889**	**2.73%**	0%	0.00%	0	**50%**	1.36%	945	**5%**	0.14%	94
5754	100%	997	1373	1,104	1,104	1.00	**1,104**	**1.60%**	**45%**	0.72%	497	**10%**	0.16%	110	0%	0.00%	0
5761	75%	137	3150	998	749	1.00	**749**	**1.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5762	100%	340	2055	830	830	1.00	**830**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5763	50%	209	160	195	98	1.00	**98**	**0.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5764	5%	408	408	408	20	1.00	**20**	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				87,003	69,216		69,216	100.00%			**6,504**			**1,055**			**94**
											9.40%			1.52%			0.14%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(CN) Coors Bd. North			(DE) Dennis Chavez Bd. East			(CdS) Candershire Dr. South		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	Dist. (Mi.)	**Population / Distance**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	**2040**	**2020**													
Boundary Specified on DASZ Map																	
5502	100%	1054	2027	1,332	1,332	1.00	**1,332**	**1.92%**	0%	0.00%	0	0%	0.00%	0	**100%**	1.92%	1,332
5503	60%	681	703	687	412	1.00	**412**	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5505	100%	1663	2034	1,769	1,769	1.00	**1,769**	**2.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5511	100%	2409	2585	2,459	2,459	1.00	**2,459**	**3.55%**	0%	0.00%	0	**100%**	3.55%	2,459	0%	0.00%	0
5512	10%	832	802	823	82	1.00	**82**	**0.12%**	0%	0.00%	0	**100%**	0.12%	82	0%	0.00%	0
5513	100%	450	586	489	489	1.00	**489**	**0.71%**	0%	0.00%	0	**50%**	0.35%	245	0%	0.00%	0
5521	100%	751	692	734	734	1.00	**734**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5522	100%	2299	2015	2,218	2,218	1.00	**2,218**	**3.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5523	60%	608	633	615	369	1.00	**369**	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5524	70%	1095	1083	1,092	764	1.00	**764**	**1.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5525	20%	369	358	366	73	1.00	**73**	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5526	100%	510	516	512	512	1.00	**512**	**0.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5533	70%	849	862	853	597	1.00	**597**	**0.86%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5631	95%	2428	2504	2,450	2,328	1.00	**2,328**	**3.36%**	**50%**	1.68%	1,164	0%	0.00%	0	0%	0.00%	0
5632	100%	822	852	831	831	1.00	**831**	**1.20%**	0%	0.00%	0	**100%**	1.20%	831	0%	0.00%	0
5633	20%	2463	2553	2,489	498	1.00	**498**	**0.72%**	**50%**	0.36%	249	0%	0.00%	0	0%	0.00%	0
5636	85%	346	325	340	289	1.00	**289**	**0.42%**	0%	0.00%	0	**50%**	0.21%	145	0%	0.00%	0
5637	100%	857	954	885	885	1.00	**885**	**1.28%**	0%	0.00%	0	**50%**	0.64%	443	0%	0.00%	0
5638	60%	793	787	791	475	1.00	**475**	**0.69%**	0%	0.00%	0	**100%**	0.69%	475	0%	0.00%	0
5641	25%	1610	1626	1,615	404	1.00	**404**	**0.58%**	**100%**	0.58%	404	0%	0.00%	0	0%	0.00%	0
5642	5%	1601	1577	1,594	80	1.00	**80**	**0.12%**	**100%**	0.12%	80	0%	0.00%	0	0%	0.00%	0
5643	50%	140	132	138	69	1.00	**69**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5701	45%	1099	3972	1,920	864	1.00	**864**	**1.25%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5703	30%	2470	2412	2,453	736	1.00	**736**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5711	100%	1866	1827	1,855	1,855	1.00	**1,855**	**2.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5712	100%	2769	2324	2,642	2,642	1.00	**2,642**	**3.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5713	100%	995	859	956	956	1.00	**956**	**1.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5714	100%	5423	5000	5,302	5,302	1.00	**5,302**	**7.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5715	30%	4039	4232	4,094	1,228	1.00	**1,228**	**1.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5716	20%	2780	2608	2,731	546	1.00	**546**	**0.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5723	95%	4569	5779	4,915	4,669	1.00	**4,669**	**6.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5724	100%	4793	5913	5,113	5,113	1.00	**5,113**	**7.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5725	100%	2332	2916	2,499	2,499	1.00	**2,499**	**3.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5731	5%	1330	1632	1,416	71	1.00	**71**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5732	75%	389	1086	588	441	1.00	**441**	**0.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5734	100%	961	1000	972	972	1.00	**972**	**1.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5735	100%	1721	1612	1,690	1,690	1.00	**1,690**	**2.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5741	90%	0	2716	776	698	1.00	**698**	**1.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5743	100%	2583	3912	2,963	2,963	1.00	**2,963**	**4.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5744	100%	3396	5971	4,132	4,132	1.00	**4,132**	**5.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5745	100%	2777	3394	2,953	2,953	1.00	**2,953**	**4.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5751	100%	5698	4668	5,404	5,404	1.00	**5,404**	**7.81%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5752	100%	1088	1212	1,123	1,123	1.00	**1,123**	**1.62%**	**50%**	0.81%	562	0%	0.00%	0	0%	0.00%	0
5753	100%	1953	1728	1,889	1,889	1.00	**1,889**	**2.73%**	**45%**	1.23%	850	0%	0.00%	0	0%	0.00%	0
5754	100%	997	1373	1,104	1,104	1.00	**1,104**	**1.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5761	75%	137	3150	998	749	1.00	**749**	**1.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5762	100%	340	2055	830	830	1.00	**830**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5763	50%	209	160	195	98	1.00	**98**	**0.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5764	5%	408	408	408	20	1.00	**20**	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				87,003	69,216		69,216	100.00%			**3,309**			**4,679**			**1,332**
											4.78%			6.76%			1.92%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(GuE) Gun Club Rd. East			(DoE) Don Felipe Rd. East			(CS) Coors Bd. South		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	Dist. (Mi.)	**Population / Distance**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	**2040**	**2020**													
Boundary Specified on DASZ Map																	
5502	100%	1054	2027	1,332	1,332	1.00	**1,332**	**1.92%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5503	60%	681	703	687	412	1.00	**412**	**0.60%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.60%	412
5505	100%	1663	2034	1,769	1,769	1.00	**1,769**	**2.56%**	0%	0.00%	0	0%	0.00%	0	**100%**	2.56%	1,769
5511	100%	2409	2585	2,459	2,459	1.00	**2,459**	**3.55%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5512	10%	832	802	823	82	1.00	**82**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5513	100%	450	586	489	489	1.00	**489**	**0.71%**	0%	0.00%	0	0%	0.00%	0	**50%**	0.35%	245
5521	100%	751	692	734	734	1.00	**734**	**1.06%**	0%	0.00%	0	**50%**	0.53%	367	0%	0.00%	0
5522	100%	2299	2015	2,218	2,218	1.00	**2,218**	**3.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5523	60%	608	633	615	369	1.00	**369**	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5524	70%	1095	1083	1,092	764	1.00	**764**	**1.10%**	0%	0.00%	0	**100%**	1.10%	764	0%	0.00%	0
5525	20%	369	358	366	73	1.00	**73**	**0.11%**	0%	0.00%	0	**100%**	0.11%	73	0%	0.00%	0
5526	100%	510	516	512	512	1.00	**512**	**0.74%**	0%	0.00%	0	**100%**	0.74%	512	0%	0.00%	0
5533	70%	849	862	853	597	1.00	**597**	**0.86%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.86%	597
5631	95%	2428	2504	2,450	2,328	1.00	**2,328**	**3.36%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5632	100%	822	852	831	831	1.00	**831**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5633	20%	2463	2553	2,489	498	1.00	**498**	**0.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5636	85%	346	325	340	289	1.00	**289**	**0.42%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5637	100%	857	954	885	885	1.00	**885**	**1.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5638	60%	793	787	791	475	1.00	**475**	**0.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5641	25%	1610	1626	1,615	404	1.00	**404**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5642	5%	1601	1577	1,594	80	1.00	**80**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5643	50%	140	132	138	69	1.00	**69**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5701	45%	1099	3972	1,920	864	1.00	**864**	**1.25%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5703	30%	2470	2412	2,453	736	1.00	**736**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5711	100%	1866	1827	1,855	1,855	1.00	**1,855**	**2.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5712	100%	2769	2324	2,642	2,642	1.00	**2,642**	**3.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5713	100%	995	859	956	956	1.00	**956**	**1.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5714	100%	5423	5000	5,302	5,302	1.00	**5,302**	**7.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5715	30%	4039	4232	4,094	1,228	1.00	**1,228**	**1.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5716	20%	2780	2608	2,731	546	1.00	**546**	**0.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5723	95%	4569	5779	4,915	4,669	1.00	**4,669**	**6.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5724	100%	4793	5913	5,113	5,113	1.00	**5,113**	**7.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5725	100%	2332	2916	2,499	2,499	1.00	**2,499**	**3.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5731	5%	1330	1632	1,416	71	1.00	**71**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5732	75%	389	1086	588	441	1.00	**441**	**0.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5734	100%	961	1000	972	972	1.00	**972**	**1.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5735	100%	1721	1612	1,690	1,690	1.00	**1,690**	**2.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5741	90%	0	2716	776	698	1.00	**698**	**1.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5743	100%	2583	3912	2,963	2,963	1.00	**2,963**	**4.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5744	100%	3396	5971	4,132	4,132	1.00	**4,132**	**5.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5745	100%	2777	3394	2,953	2,953	1.00	**2,953**	**4.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5751	100%	5698	4668	5,404	5,404	1.00	**5,404**	**7.81%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5752	100%	1088	1212	1,123	1,123	1.00	**1,123**	**1.62%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5753	100%	1953	1728	1,889	1,889	1.00	**1,889**	**2.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5754	100%	997	1373	1,104	1,104	1.00	**1,104**	**1.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5761	75%	137	3150	998	749	1.00	**749**	**1.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5762	100%	340	2055	830	830	1.00	**830**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5763	50%	209	160	195	98	1.00	**98**	**0.14%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.14%	98
5764	5%	408	408	408	20	1.00	**20**	**0.03%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.03%	20
				87,003	69,216		69,216	100.00%			**-**			**1,716**			**3,141**
											0.00%			2.48%			4.54%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(DoW) Don Felipe Rd. West			(KS) Karrol St. South			(GuW) Gun Club Rd. West		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	Dist. (Mi.)	**Population / Distance**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	**2040**	**2020**													
Boundary Specified on DASZ Map																	
5502	100%	1054	2027	1,332	1,332	1.00	**1,332**	**1.92%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5503	60%	681	703	687	412	1.00	**412**	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5505	100%	1663	2034	1,769	1,769	1.00	**1,769**	**2.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5511	100%	2409	2585	2,459	2,459	1.00	**2,459**	**3.55%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5512	10%	832	802	823	82	1.00	**82**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5513	100%	450	586	489	489	1.00	**489**	**0.71%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5521	100%	751	692	734	734	1.00	**734**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5522	100%	2299	2015	2,218	2,218	1.00	**2,218**	**3.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5523	60%	608	633	615	369	1.00	**369**	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5524	70%	1095	1083	1,092	764	1.00	**764**	**1.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5525	20%	369	358	366	73	1.00	**73**	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5526	100%	510	516	512	512	1.00	**512**	**0.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5533	70%	849	862	853	597	1.00	**597**	**0.86%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5631	95%	2428	2504	2,450	2,328	1.00	**2,328**	**3.36%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5632	100%	822	852	831	831	1.00	**831**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5633	20%	2463	2553	2,489	498	1.00	**498**	**0.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5636	85%	346	325	340	289	1.00	**289**	**0.42%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5637	100%	857	954	885	885	1.00	**885**	**1.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5638	60%	793	787	791	475	1.00	**475**	**0.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5641	25%	1610	1626	1,615	404	1.00	**404**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5642	5%	1601	1577	1,594	80	1.00	**80**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5643	50%	140	132	138	69	1.00	**69**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5701	45%	1099	3972	1,920	864	1.00	**864**	**1.25%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5703	30%	2470	2412	2,453	736	1.00	**736**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5711	100%	1866	1827	1,855	1,855	1.00	**1,855**	**2.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5712	100%	2769	2324	2,642	2,642	1.00	**2,642**	**3.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5713	100%	995	859	956	956	1.00	**956**	**1.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5714	100%	5423	5000	5,302	5,302	1.00	**5,302**	**7.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5715	30%	4039	4232	4,094	1,228	1.00	**1,228**	**1.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5716	20%	2780	2608	2,731	546	1.00	**546**	**0.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5723	95%	4569	5779	4,915	4,669	1.00	**4,669**	**6.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5724	100%	4793	5913	5,113	5,113	1.00	**5,113**	**7.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5725	100%	2332	2916	2,499	2,499	1.00	**2,499**	**3.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5731	5%	1330	1632	1,416	71	1.00	**71**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5732	75%	389	1086	588	441	1.00	**441**	**0.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5734	100%	961	1000	972	972	1.00	**972**	**1.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5735	100%	1721	1612	1,690	1,690	1.00	**1,690**	**2.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5741	90%	0	2716	776	698	1.00	**698**	**1.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5743	100%	2583	3912	2,963	2,963	1.00	**2,963**	**4.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5744	100%	3396	5971	4,132	4,132	1.00	**4,132**	**5.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5745	100%	2777	3394	2,953	2,953	1.00	**2,953**	**4.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5751	100%	5698	4668	5,404	5,404	1.00	**5,404**	**7.81%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5752	100%	1088	1212	1,123	1,123	1.00	**1,123**	**1.62%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5753	100%	1953	1728	1,889	1,889	1.00	**1,889**	**2.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5754	100%	997	1373	1,104	1,104	1.00	**1,104**	**1.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5761	75%	137	3150	998	749	1.00	**749**	**1.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5762	100%	340	2055	830	830	1.00	**830**	**1.20%**	0%	0.00%	0	**100%**	1.20%	830	0%	0.00%	0
5763	50%	209	160	195	98	1.00	**98**	**0.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5764	5%	408	408	408	20	1.00	**20**	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				87,003	69,216		69,216	100.00%			**-**			**830**			**-**
											0.00%			1.20%			0.00%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(1S) 118th St. South			(DW) Dennis Chavez Bd. West			(1N) 118th St. North		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	Dist. (Mi.)	**Population / Distance**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	**2040**	**2020**													
Boundary Specified on DASZ Map																	
5502	100%	1054	2027	1,332	1,332	1.00	**1,332**	**1.92%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5503	60%	681	703	687	412	1.00	**412**	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5505	100%	1663	2034	1,769	1,769	1.00	**1,769**	**2.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5511	100%	2409	2585	2,459	2,459	1.00	**2,459**	**3.55%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5512	10%	832	802	823	82	1.00	**82**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5513	100%	450	586	489	489	1.00	**489**	**0.71%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5521	100%	751	692	734	734	1.00	**734**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5522	100%	2299	2015	2,218	2,218	1.00	**2,218**	**3.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5523	60%	608	633	615	369	1.00	**369**	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5524	70%	1095	1083	1,092	764	1.00	**764**	**1.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5525	20%	369	358	366	73	1.00	**73**	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5526	100%	510	516	512	512	1.00	**512**	**0.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5533	70%	849	862	853	597	1.00	**597**	**0.86%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5631	95%	2428	2504	2,450	2,328	1.00	**2,328**	**3.36%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5632	100%	822	852	831	831	1.00	**831**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5633	20%	2463	2553	2,489	498	1.00	**498**	**0.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5636	85%	346	325	340	289	1.00	**289**	**0.42%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5637	100%	857	954	885	885	1.00	**885**	**1.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5638	60%	793	787	791	475	1.00	**475**	**0.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5641	25%	1610	1626	1,615	404	1.00	**404**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5642	5%	1601	1577	1,594	80	1.00	**80**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5643	50%	140	132	138	69	1.00	**69**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5701	45%	1099	3972	1,920	864	1.00	**864**	**1.25%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5703	30%	2470	2412	2,453	736	1.00	**736**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5711	100%	1866	1827	1,855	1,855	1.00	**1,855**	**2.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5712	100%	2769	2324	2,642	2,642	1.00	**2,642**	**3.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5713	100%	995	859	956	956	1.00	**956**	**1.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5714	100%	5423	5000	5,302	5,302	1.00	**5,302**	**7.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5715	30%	4039	4232	4,094	1,228	1.00	**1,228**	**1.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5716	20%	2780	2608	2,731	546	1.00	**546**	**0.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5723	95%	4569	5779	4,915	4,669	1.00	**4,669**	**6.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5724	100%	4793	5913	5,113	5,113	1.00	**5,113**	**7.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5725	100%	2332	2916	2,499	2,499	1.00	**2,499**	**3.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5731	5%	1330	1632	1,416	71	1.00	**71**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5732	75%	389	1086	588	441	1.00	**441**	**0.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5734	100%	961	1000	972	972	1.00	**972**	**1.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5735	100%	1721	1612	1,690	1,690	1.00	**1,690**	**2.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5741	90%	0	2716	776	698	1.00	**698**	**1.01%**	0%	0.00%	0	**100%**	1.01%	698	0%	0.00%	0
5743	100%	2583	3912	2,963	2,963	1.00	**2,963**	**4.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5744	100%	3396	5971	4,132	4,132	1.00	**4,132**	**5.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5745	100%	2777	3394	2,953	2,953	1.00	**2,953**	**4.27%**	0%	0.00%	0	0%	0.00%	0	**50%**	2.13%	1,477
5751	100%	5698	4668	5,404	5,404	1.00	**5,404**	**7.81%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5752	100%	1088	1212	1,123	1,123	1.00	**1,123**	**1.62%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5753	100%	1953	1728	1,889	1,889	1.00	**1,889**	**2.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5754	100%	997	1373	1,104	1,104	1.00	**1,104**	**1.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5761	75%	137	3150	998	749	1.00	**749**	**1.08%**	**50%**	0.54%	375	**50%**	0.54%	375	0%	0.00%	0
5762	100%	340	2055	830	830	1.00	**830**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5763	50%	209	160	195	98	1.00	**98**	**0.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5764	5%	408	408	408	20	1.00	**20**	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				87,003	69,216		69,216	100.00%			**375**			**1,073**			**1,477**
											0.54%			1.55%			2.13%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(BW) Blake Rd. West			(GW) Gibson Bd. West			(BC) Blake Rd. Central		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	Dist. (Mi.)	**Population / Distance**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	**2040**	**2020**													
Boundary Specified on DASZ Map																	
5502	100%	1054	2027	1,332	1,332	1.00	**1,332**	**1.92%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5503	60%	681	703	687	412	1.00	**412**	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5505	100%	1663	2034	1,769	1,769	1.00	**1,769**	**2.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5511	100%	2409	2585	2,459	2,459	1.00	**2,459**	**3.55%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5512	10%	832	802	823	82	1.00	**82**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5513	100%	450	586	489	489	1.00	**489**	**0.71%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5521	100%	751	692	734	734	1.00	**734**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5522	100%	2299	2015	2,218	2,218	1.00	**2,218**	**3.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5523	60%	608	633	615	369	1.00	**369**	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5524	70%	1095	1083	1,092	764	1.00	**764**	**1.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5525	20%	369	358	366	73	1.00	**73**	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5526	100%	510	516	512	512	1.00	**512**	**0.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5533	70%	849	862	853	597	1.00	**597**	**0.86%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5631	95%	2428	2504	2,450	2,328	1.00	**2,328**	**3.36%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5632	100%	822	852	831	831	1.00	**831**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5633	20%	2463	2553	2,489	498	1.00	**498**	**0.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5636	85%	346	325	340	289	1.00	**289**	**0.42%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5637	100%	857	954	885	885	1.00	**885**	**1.28%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5638	60%	793	787	791	475	1.00	**475**	**0.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5641	25%	1610	1626	1,615	404	1.00	**404**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5642	5%	1601	1577	1,594	80	1.00	**80**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5643	50%	140	132	138	69	1.00	**69**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5701	45%	1099	3972	1,920	864	1.00	**864**	**1.25%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5703	30%	2470	2412	2,453	736	1.00	**736**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5711	100%	1866	1827	1,855	1,855	1.00	**1,855**	**2.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5712	100%	2769	2324	2,642	2,642	1.00	**2,642**	**3.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5713	100%	995	859	956	956	1.00	**956**	**1.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5714	100%	5423	5000	5,302	5,302	1.00	**5,302**	**7.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5715	30%	4039	4232	4,094	1,228	1.00	**1,228**	**1.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5716	20%	2780	2608	2,731	546	1.00	**546**	**0.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5723	95%	4569	5779	4,915	4,669	1.00	**4,669**	**6.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5724	100%	4793	5913	5,113	5,113	1.00	**5,113**	**7.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5725	100%	2332	2916	2,499	2,499	1.00	**2,499**	**3.61%**	0%	0.00%	0	**100%**	3.61%	2,499	0%	0.00%	0
5731	5%	1330	1632	1,416	71	1.00	**71**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5732	75%	389	1086	588	441	1.00	**441**	**0.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5734	100%	961	1000	972	972	1.00	**972**	**1.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5735	100%	1721	1612	1,690	1,690	1.00	**1,690**	**2.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5741	90%	0	2716	776	698	1.00	**698**	**1.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5743	100%	2583	3912	2,963	2,963	1.00	**2,963**	**4.28%**	0%	0.00%	0	0%	0.00%	0	**30%**	1.28%	889
5744	100%	3396	5971	4,132	4,132	1.00	**4,132**	**5.97%**	**35%**	2.09%	1,446	**30%**	1.79%	1,240	0%	0.00%	0
5745	100%	2777	3394	2,953	2,953	1.00	**2,953**	**4.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5751	100%	5698	4668	5,404	5,404	1.00	**5,404**	**7.81%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5752	100%	1088	1212	1,123	1,123	1.00	**1,123**	**1.62%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5753	100%	1953	1728	1,889	1,889	1.00	**1,889**	**2.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5754	100%	997	1373	1,104	1,104	1.00	**1,104**	**1.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5761	75%	137	3150	998	749	1.00	**749**	**1.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5762	100%	340	2055	830	830	1.00	**830**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5763	50%	209	160	195	98	1.00	**98**	**0.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5764	5%	408	408	408	20	1.00	**20**	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				87,003	69,216		69,216	100.00%			**1,446**			**3,739**			**889**
											2.09%			5.40%			1.28%

Trip Distribution Table

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

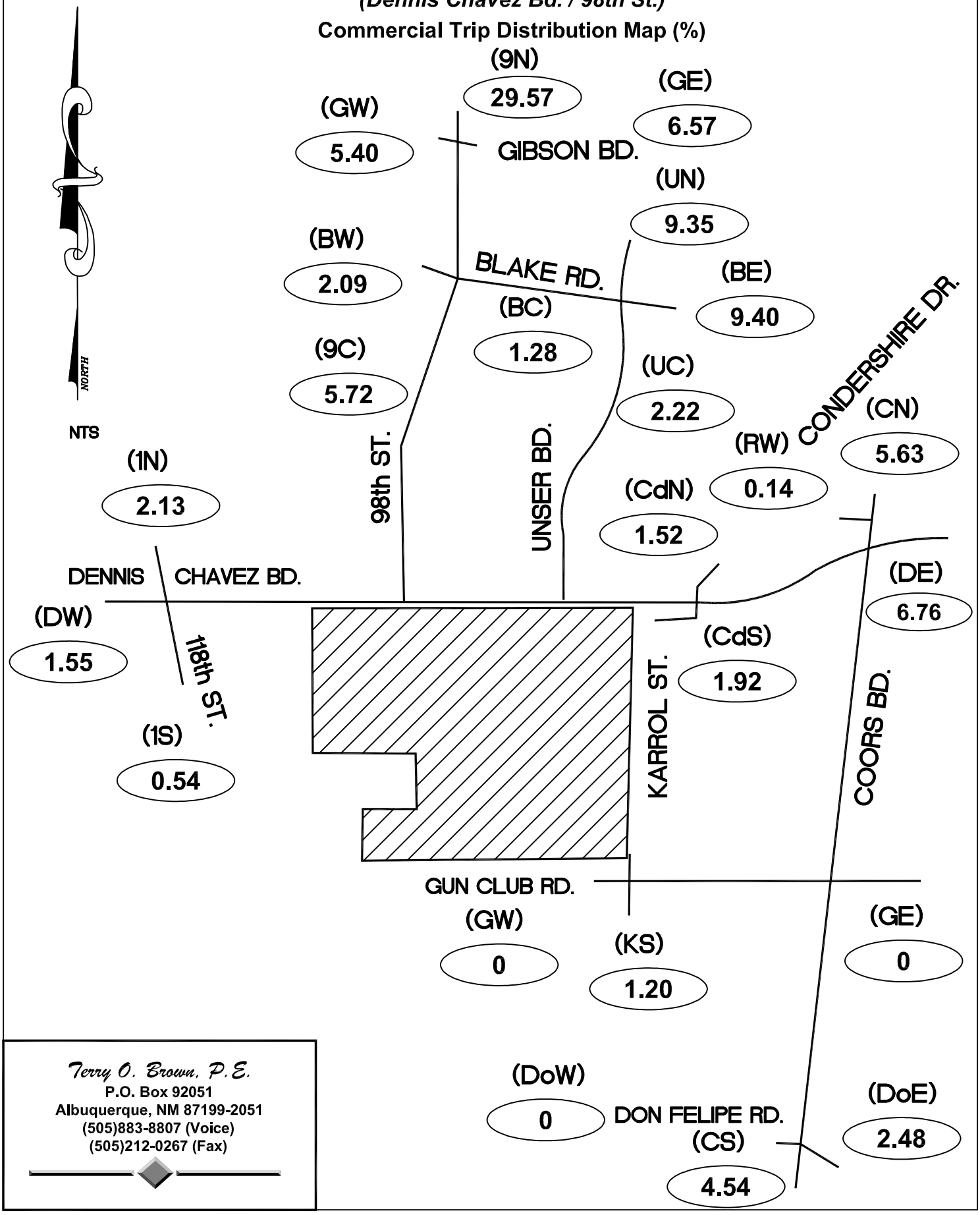
2012 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(9C) 98th St. Central			(UC) Unser Bd. Central			(CC) Coors Bd. Central		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	Dist. (Mi.)	**Population / Distance**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	**2040**	**2020**													
Boundary Specified on DASZ Map																	
5502	100%	1054	2027	1,332	1,332	1.00	**1,332**	**1.92%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5503	60%	681	703	687	412	1.00	**412**	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5505	100%	1663	2034	1,769	1,769	1.00	**1,769**	**2.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5511	100%	2409	2585	2,459	2,459	1.00	**2,459**	**3.55%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5512	10%	832	802	823	82	1.00	**82**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5513	100%	450	586	489	489	1.00	**489**	**0.71%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5521	100%	751	692	734	734	1.00	**734**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5522	100%	2299	2015	2,218	2,218	1.00	**2,218**	**3.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5523	60%	608	633	615	369	1.00	**369**	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5524	70%	1095	1083	1,092	764	1.00	**764**	**1.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5525	20%	369	358	366	73	1.00	**73**	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5526	100%	510	516	512	512	1.00	**512**	**0.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5533	70%	849	862	853	597	1.00	**597**	**0.86%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5631	95%	2428	2504	2,450	2,328	1.00	**2,328**	**3.36%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5632	100%	822	852	831	831	1.00	**831**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5633	20%	2463	2553	2,489	498	1.00	**498**	**0.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5636	85%	346	325	340	289	1.00	**289**	**0.42%**	0%	0.00%	0	0%	0.00%	0	**50%**	0.21%	145
5637	100%	857	954	885	885	1.00	**885**	**1.28%**	0%	0.00%	0	0%	0.00%	0	**50%**	0.64%	443
5638	60%	793	787	791	475	1.00	**475**	**0.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5641	25%	1610	1626	1,615	404	1.00	**404**	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5642	5%	1601	1577	1,594	80	1.00	**80**	**0.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5643	50%	140	132	138	69	1.00	**69**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5701	45%	1099	3972	1,920	864	1.00	**864**	**1.25%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5703	30%	2470	2412	2,453	736	1.00	**736**	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5711	100%	1866	1827	1,855	1,855	1.00	**1,855**	**2.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5712	100%	2769	2324	2,642	2,642	1.00	**2,642**	**3.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5713	100%	995	859	956	956	1.00	**956**	**1.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5714	100%	5423	5000	5,302	5,302	1.00	**5,302**	**7.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5715	30%	4039	4232	4,094	1,228	1.00	**1,228**	**1.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5716	20%	2780	2608	2,731	546	1.00	**546**	**0.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5723	95%	4569	5779	4,915	4,669	1.00	**4,669**	**6.75%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5724	100%	4793	5913	5,113	5,113	1.00	**5,113**	**7.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5725	100%	2332	2916	2,499	2,499	1.00	**2,499**	**3.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5731	5%	1330	1632	1,416	71	1.00	**71**	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5732	75%	389	1086	588	441	1.00	**441**	**0.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5734	100%	961	1000	972	972	1.00	**972**	**1.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5735	100%	1721	1612	1,690	1,690	1.00	**1,690**	**2.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5741	90%	0	2716	776	698	1.00	**698**	**1.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5743	100%	2583	3912	2,963	2,963	1.00	**2,963**	**4.28%**	**35%**	1.50%	1,037	**35%**	1.50%	1,037	0%	0.00%	0
5744	100%	3396	5971	4,132	4,132	1.00	**4,132**	**5.97%**	**35%**	2.09%	1,446	0%	0.00%	0	0%	0.00%	0
5745	100%	2777	3394	2,953	2,953	1.00	**2,953**	**4.27%**	**50%**	2.13%	1,477	0%	0.00%	0	0%	0.00%	0
5751	100%	5698	4668	5,404	5,404	1.00	**5,404**	**7.81%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5752	100%	1088	1212	1,123	1,123	1.00	**1,123**	**1.62%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5753	100%	1953	1728	1,889	1,889	1.00	**1,889**	**2.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5754	100%	997	1373	1,104	1,104	1.00	**1,104**	**1.60%**	0%	0.00%	0	**45%**	0.72%	497	0%	0.00%	0
5761	75%	137	3150	998	749	1.00	**749**	**1.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5762	100%	340	2055	830	830	1.00	**830**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5763	50%	209	160	195	98	1.00	**98**	**0.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5764	5%	408	408	408	20	1.00	**20**	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				87,003	69,216		69,216	100.00%			**3,960**			**1,534**			**587**
											5.72%			2.22%			0.85%

Ceja Vista Development

(Dennis Chavez Bd. / 98th St.)

Commercial Trip Distribution Map (%)

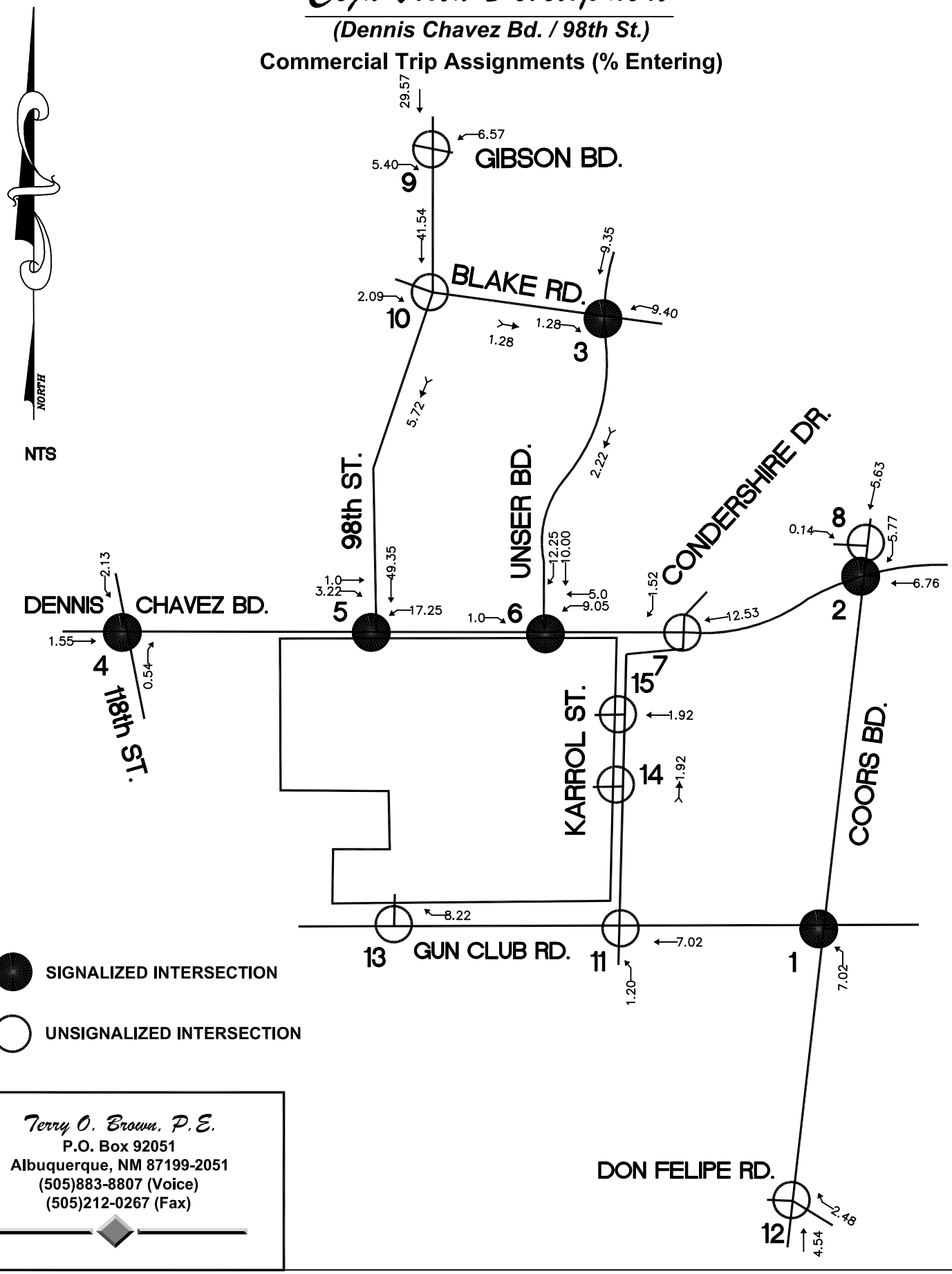


Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Ceja Vista Development

(Dennis Chavez Bd. / 98th St.)

Commercial Trip Assignments (% Entering)

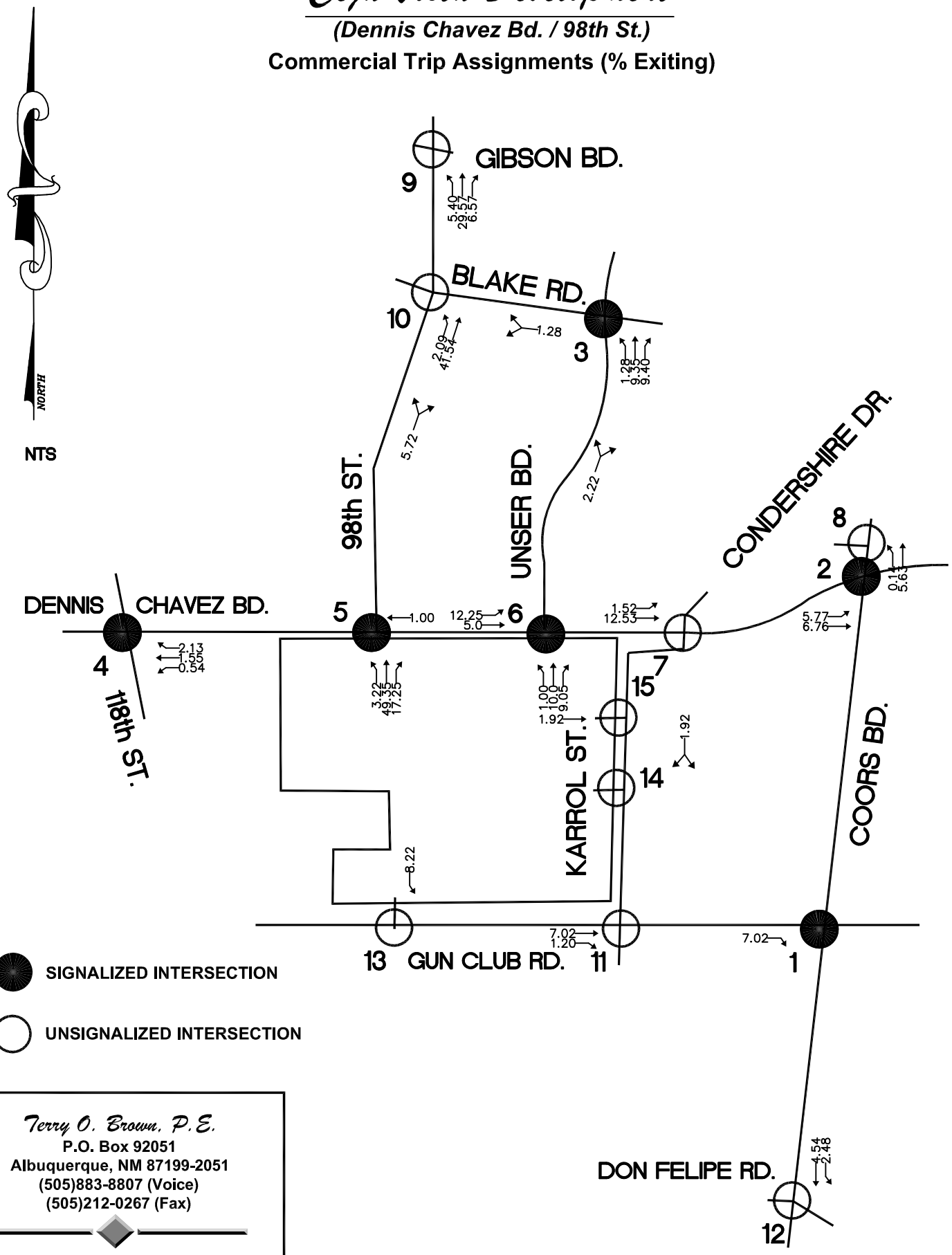


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Ceja Vista Development

(Dennis Chavez Bd. / 98th St.)

Commercial Trip Assignments (% Exiting)



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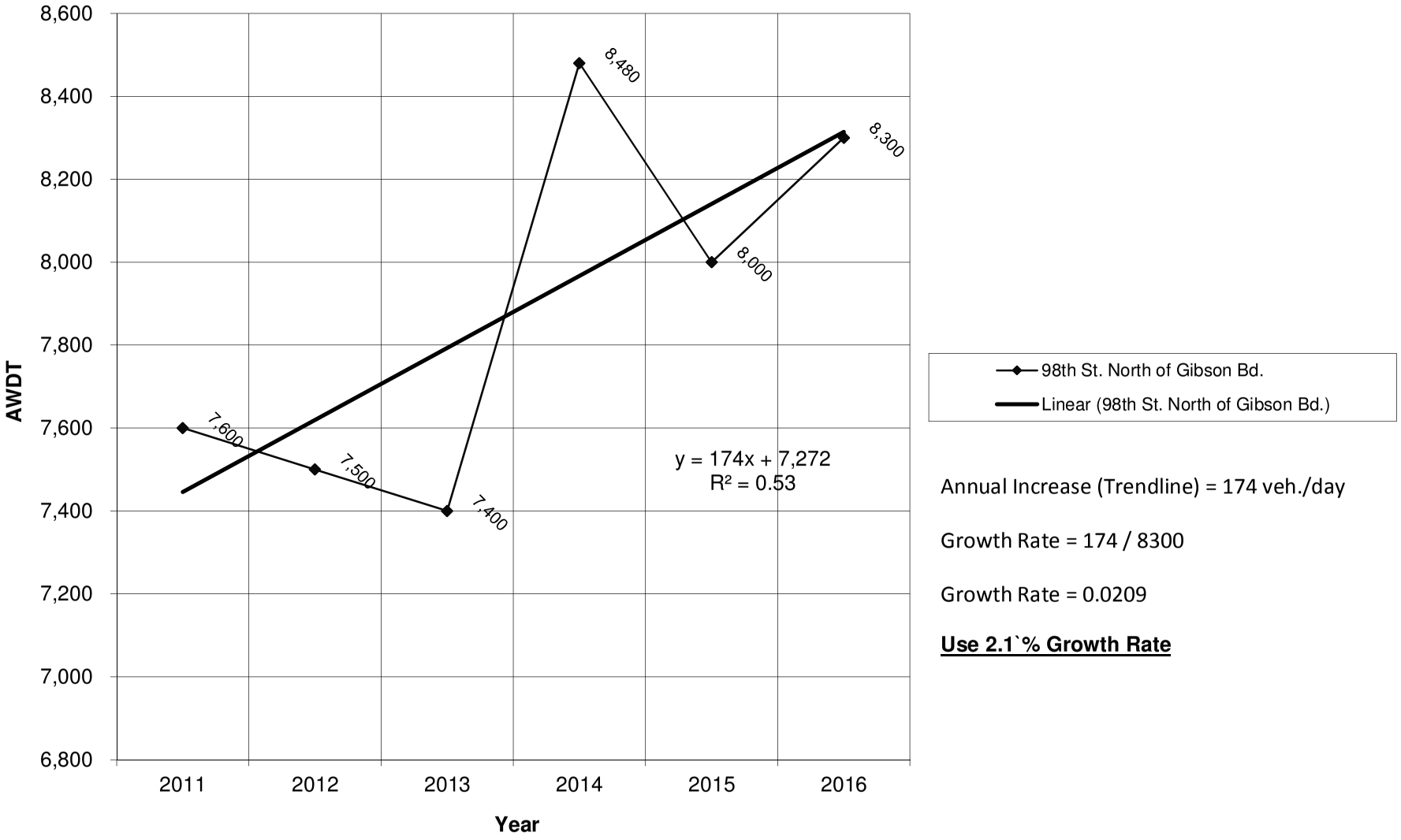
Ceja Vista Development (Dennis Chavez Rd. / 98th St.)

Historic Growth Rate Table

Traffic Flows from MRCOG Map

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
98th St. North of Gibson Bd.	-	-	-	-	7,600	7,500	7,400	8,480	8,000	8,300
Gibson Bd. East of 98th St.	-	-	-	-	6,000	5,900	5,800	5,950	6,100	6,300
98th St. btwn Gibson Bd. & Blake Rd.	-	-	-	-	8,100	8,000	7,800	8,180	8,400	8,700
Blake Rd. btwn 98th St. & Unser Blvd.	-	-	-	-	6,300	6,200	6,100	6,090	6,900	7,200
Unser Bd. North of Blake Rd.	6,700	9,600	5,000	4,900	9,200	9,000	11,500	11,510	11,800	13,700
Blake Rd. East of Unser Blvd.	2,900	2,900	9,500	9,400	7,900	7,800	7,700	9,250	9,300	9,700
Unser Bd. btwn Blake & Dennis Chavez	-	-	-	-	4,300	4,300	4,200	7,890	8,100	8,400
Dennis Chavez btwn Unser & Condersire	1,900	3,600	10,600	10,500	10,300	14,200	14,000	17,080	17,500	17,800
Dennis Chavez btwn Condersire & Coors	1,900	3,600	10,600	10,500	10,300	14,200	14,000	17,080	17,500	18,200
Coors Bd. North of Dennis Chavez Bd.	31,300	29,600	29,600	29,100	25,100	16,200	21,200	21,250	21,800	24,500
Dennis Chavez East of Coors Bd.	21,300	21,400	21,300	14,800	14,600	18,600	20,900	20,850	21,400	21,600
Coors btwn Dennis Chavez & Gun Club	21,800	20,500	20,400	21,700	21,400	22,000	21,900	21,890	23,200	23,800
Gun Club Rd. East of Coors Bd.	4,700	4,900	4,900	4,800	5,100	5,000	4,900	4,680	4,800	5,000
Coors btwn Gun Club & Don Felipe	17,900	14,200	14,200	17,600	17,400	17,100	17,100	17,100	17,500	17,900
Don Felipe East of Coors Bd.	1,900	1,700	1,700	1,700	1,800	1,700	1,700	1,600	1,600	1,700
Coors Bd. South of Don Felipe Rd.	14,100	12,500	12,500	10,500	10,400	12,300	12,100	12,090	12,600	13,100
Gun Club Rd.btwn Coors Bd. & Karrol St.	-	-	-	-	3,000	3,000	2,900	4,080	4,200	4,300
Dennis Chavez btwn Unser & 98th	1,900	3,600	10,600	10,500	8,000	7,900	7,800	9,880	10,100	10,500
Dennis Chavez btwn 118th & 98th	-	3,600	10,600	10,500	4,100	4,000	4,000	6,750	6,900	7,200
Dennis Chavez Bd. West of 118th St.	-	3,700	3,700	3,600	2,000	2,000	1,900	2,230	2,300	2,400
118th St. North of Dennis Chavez Bd.	-	-	-	-	2,300	2,200	2,200	2,500	2,600	2,700
98th St. btwn Dennis Chavez & Blake	-	-	-	-	6,000	5,900	5,800	6,290	7,600	7,900
Gibson Bd. West of 98th St.	-	-	-	-	3,900	3,800	3,800	4,140	4,200	4,400

Historic Growth Chart 98th St. North of Gibson Bd. (2011-2016)



Annual Increase (Trendline) = 174 veh./day

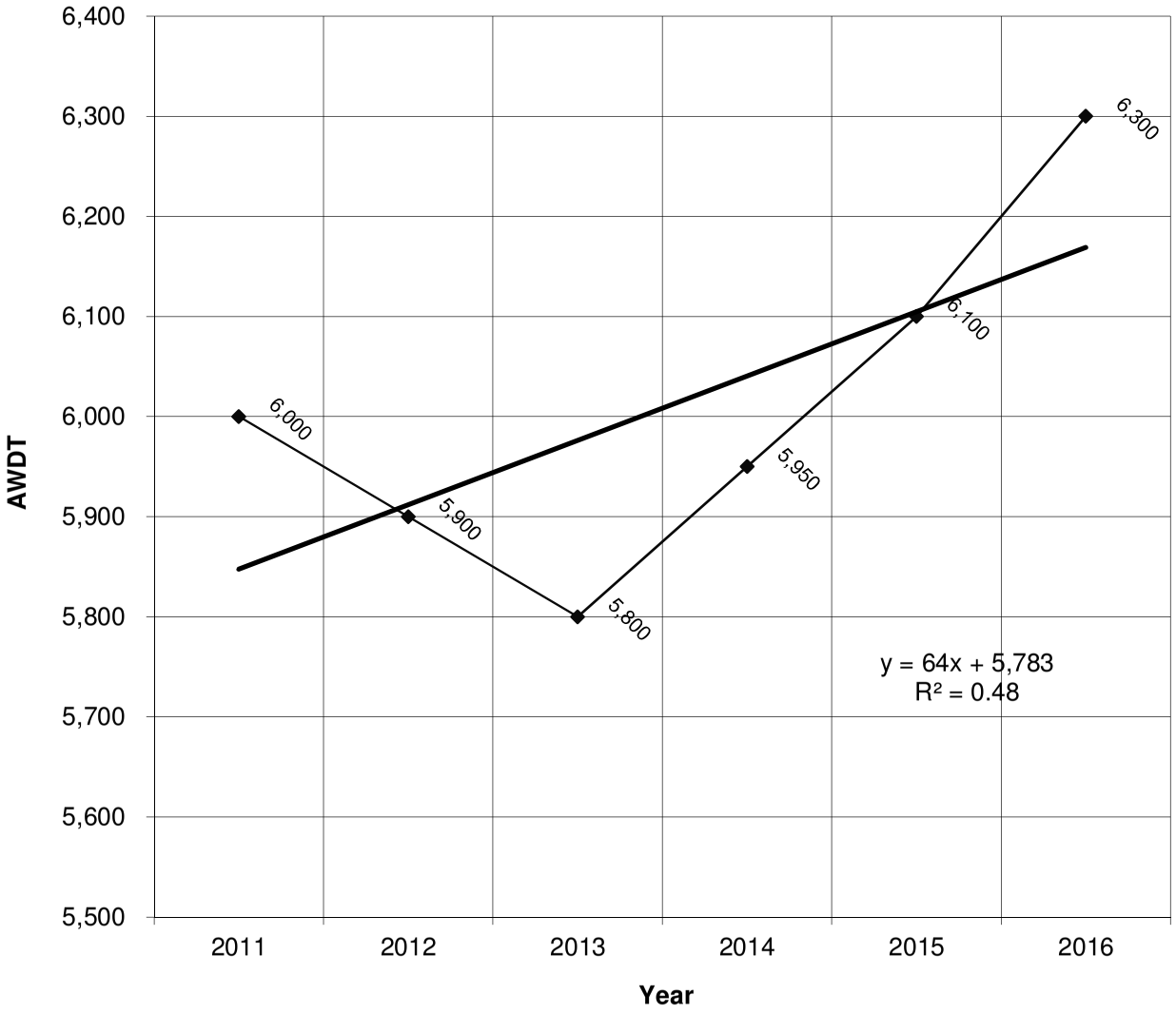
Growth Rate = 174 / 8300

Growth Rate = 0.0209

Use 2.1`% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Gibson Bd. East of 98th St. (2011-2016)



Annual Increase (Trendline) = 64 veh./day

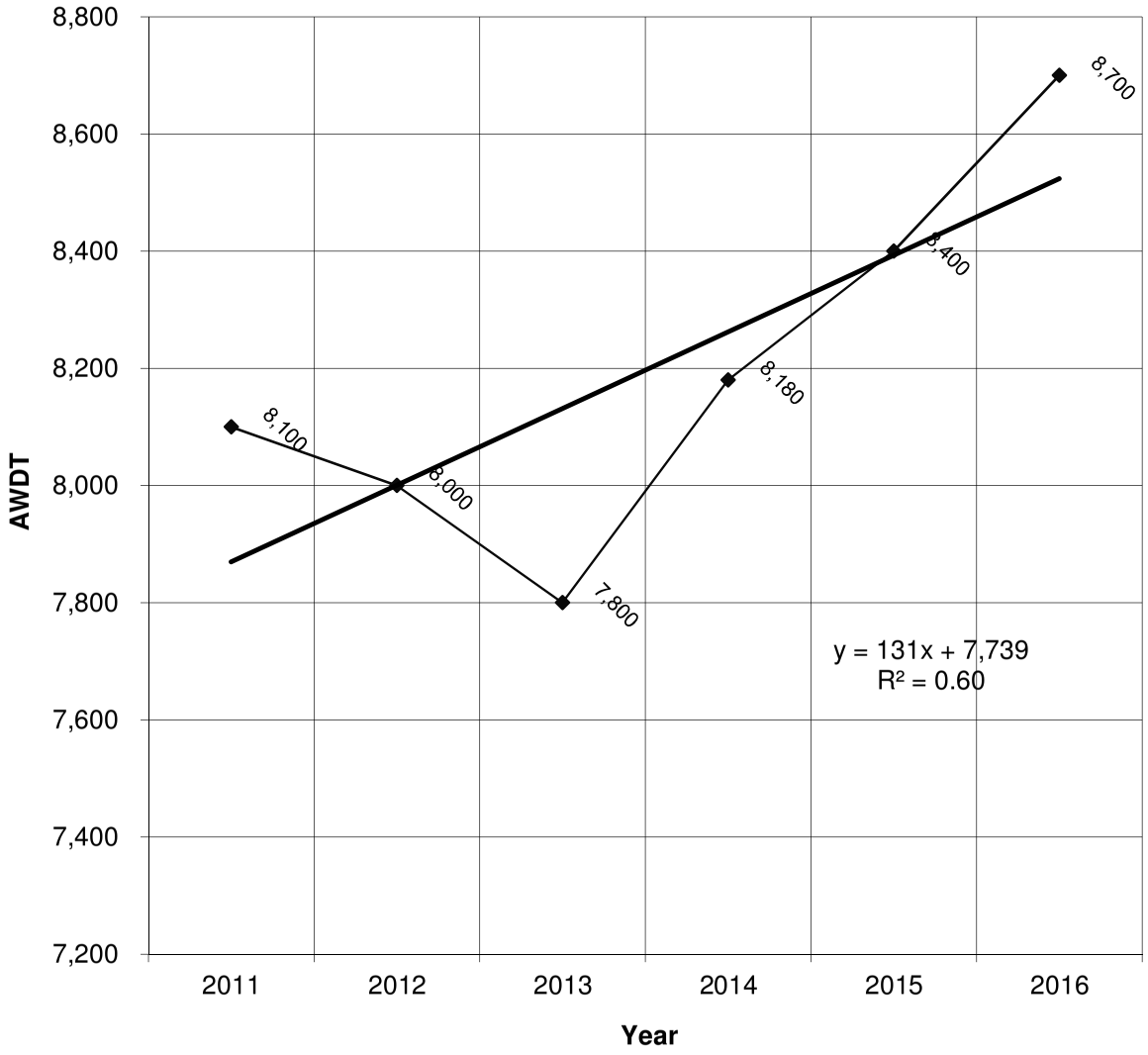
Growth Rate = 64 / 6300

Growth Rate = 0.0101

Use 1.0% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart 98th St. btwn Gibson Bd. & Blake Rd. (2011-2016)



Annual Increase (Trendline) = 131 veh./day

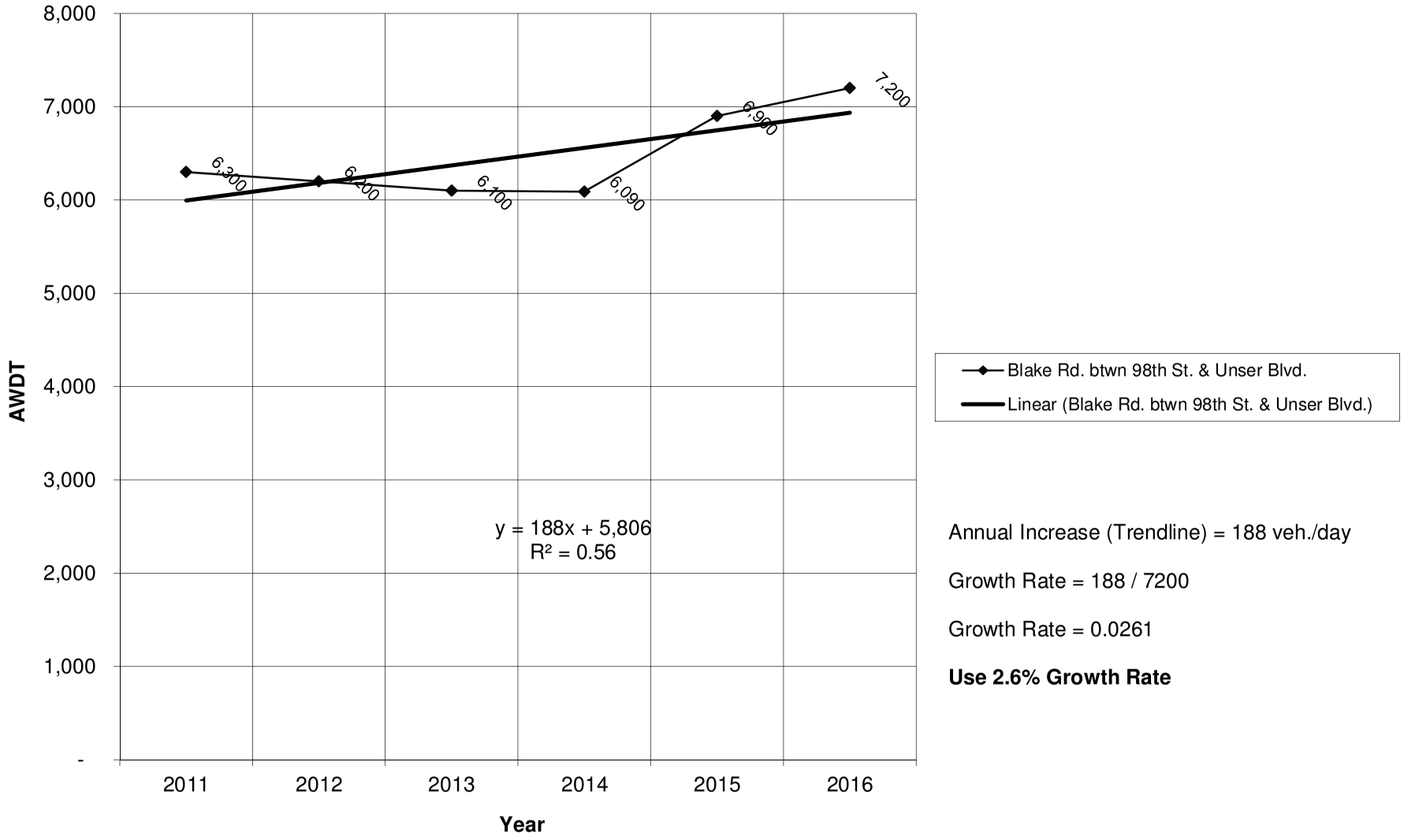
Growth Rate = 131 / 8700

Growth Rate = 0.0150

Use 1.5% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Blake Rd. btwn 98th St. & Unser Blvd. (2011-2016)



Annual Increase (Trendline) = 188 veh./day

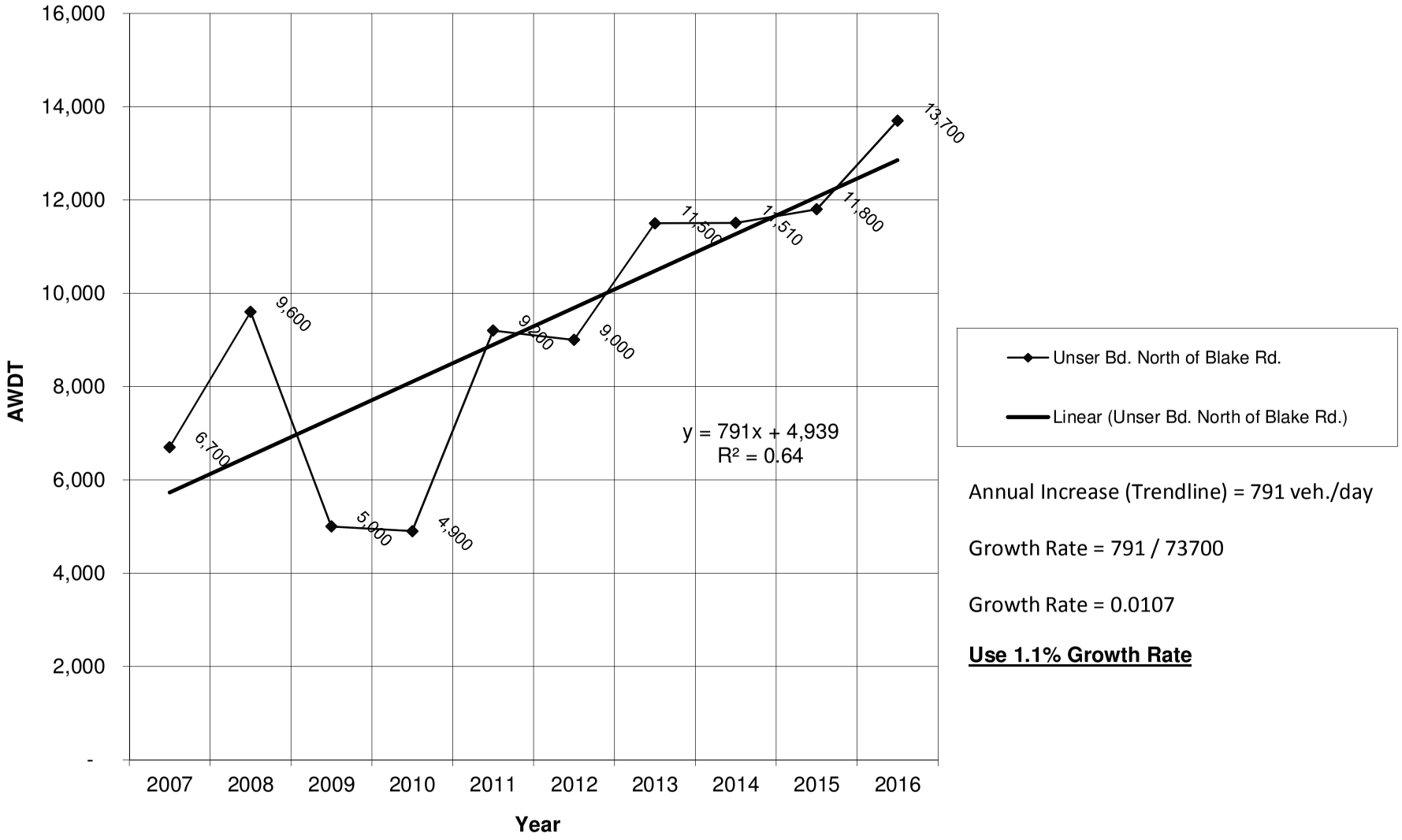
Growth Rate = 188 / 7200

Growth Rate = 0.0261

Use 2.6% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Unser Bd. North of Blake Rd. (2007-2016)



Annual Increase (Trendline) = 791 veh./day

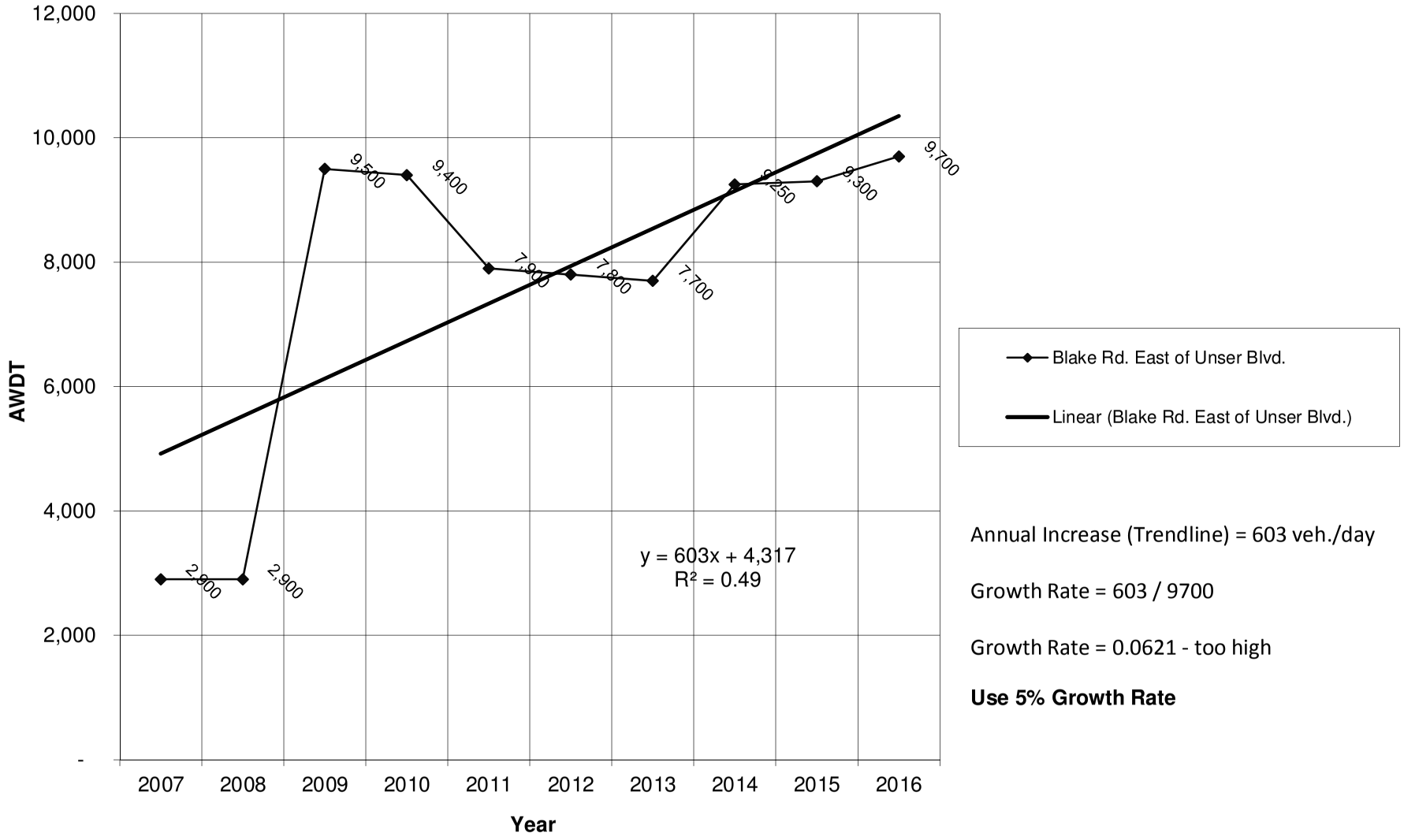
Growth Rate = 791 / 73700

Growth Rate = 0.0107

Use 1.1% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Blake Rd. East of Unser Blvd. (2007-2016)



Annual Increase (Trendline) = 603 veh./day

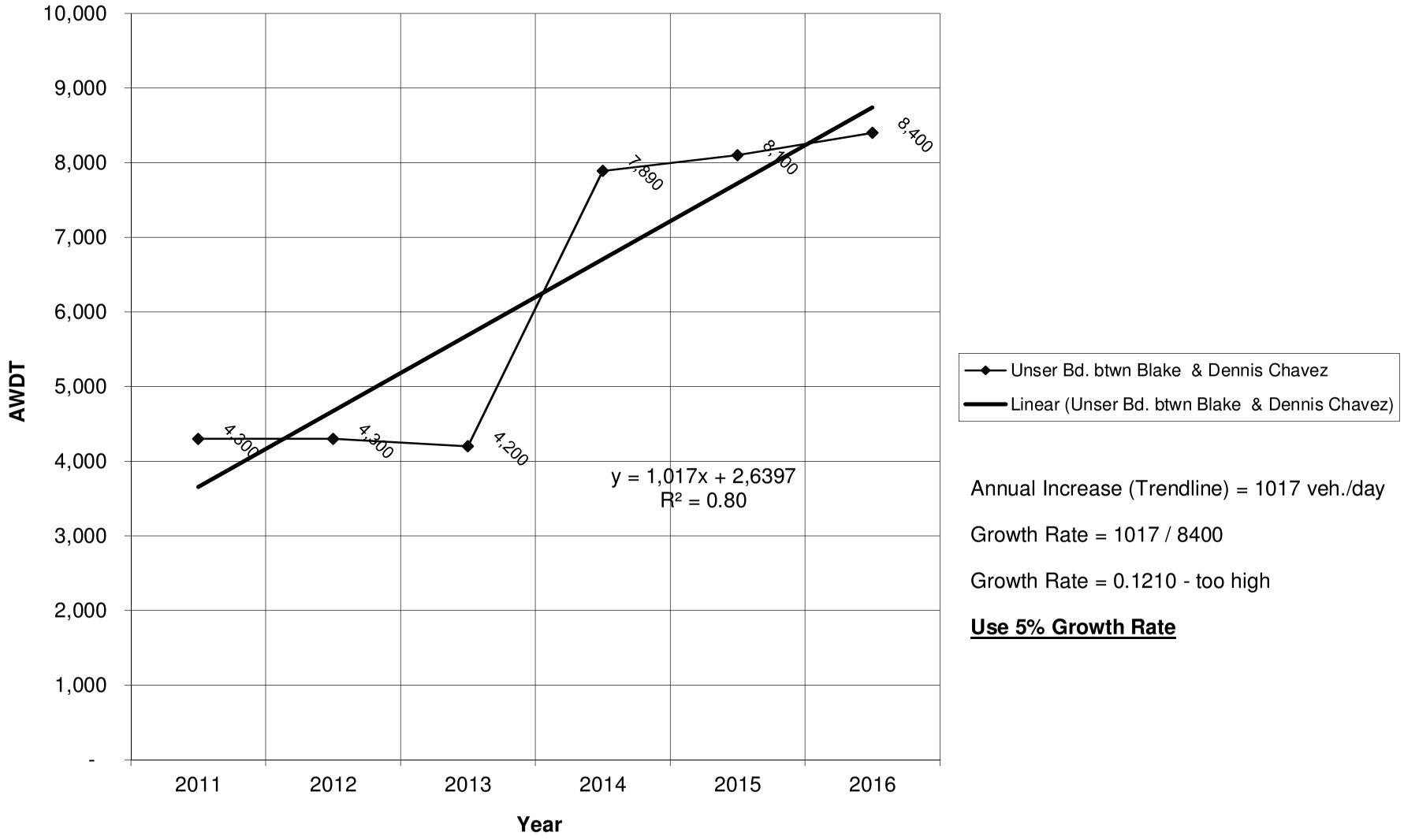
Growth Rate = 603 / 9700

Growth Rate = 0.0621 - too high

Use 5% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Unser Bd. btwn Blake & Dennis Chavez (2011-2016)



Annual Increase (Trendline) = 1017 veh./day

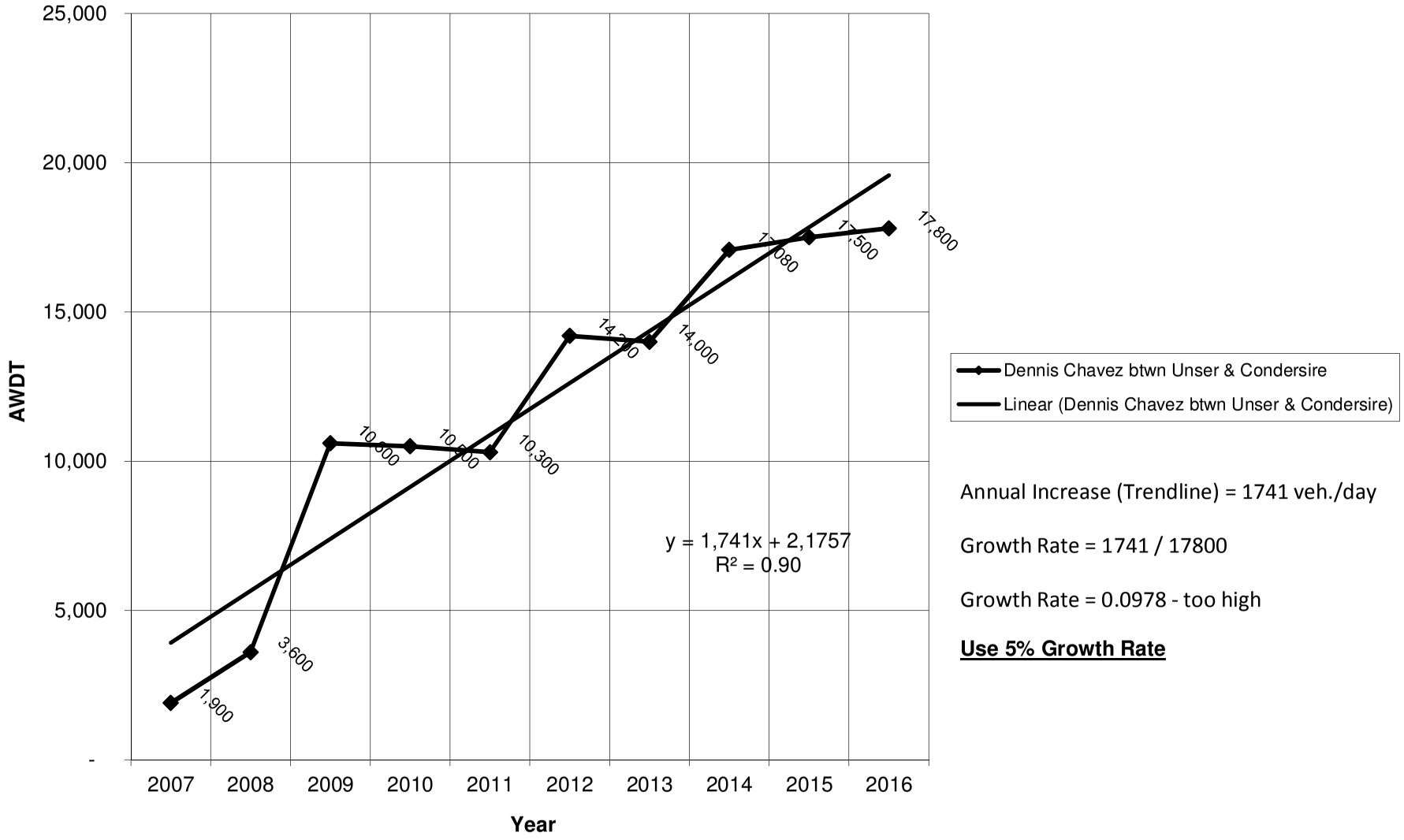
Growth Rate = 1017 / 8400

Growth Rate = 0.1210 - too high

Use 5% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Dennis Chavez btwn Unser & Condersire (2007-2016)



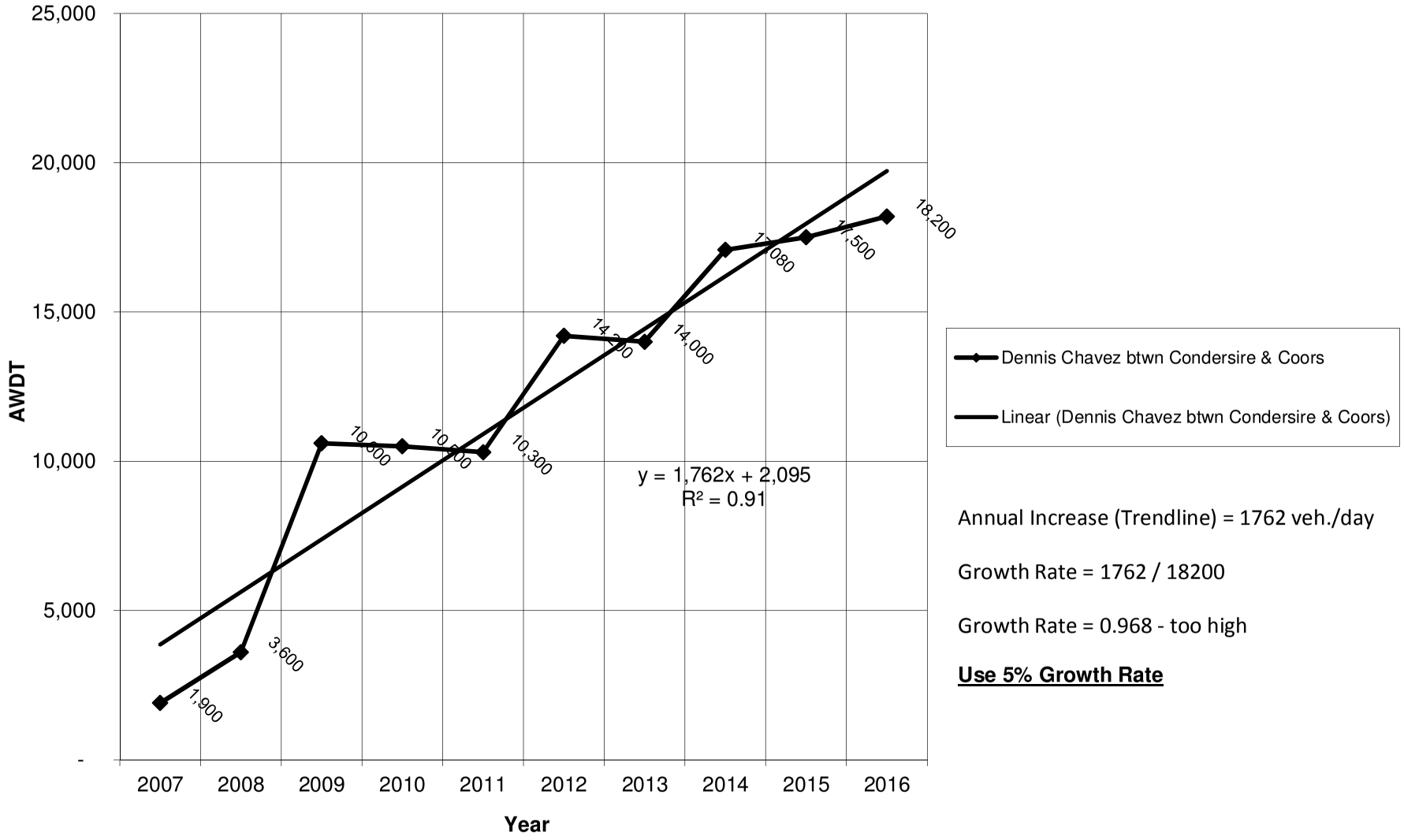
Annual Increase (Trendline) = 1741 veh./day

Growth Rate = 1741 / 17800

Growth Rate = 0.0978 - too high

Use 5% Growth Rate

Historic Growth Chart Dennis Chavez btwn Condersire & Coors (2007-2016)



Annual Increase (Trendline) = 1762 veh./day

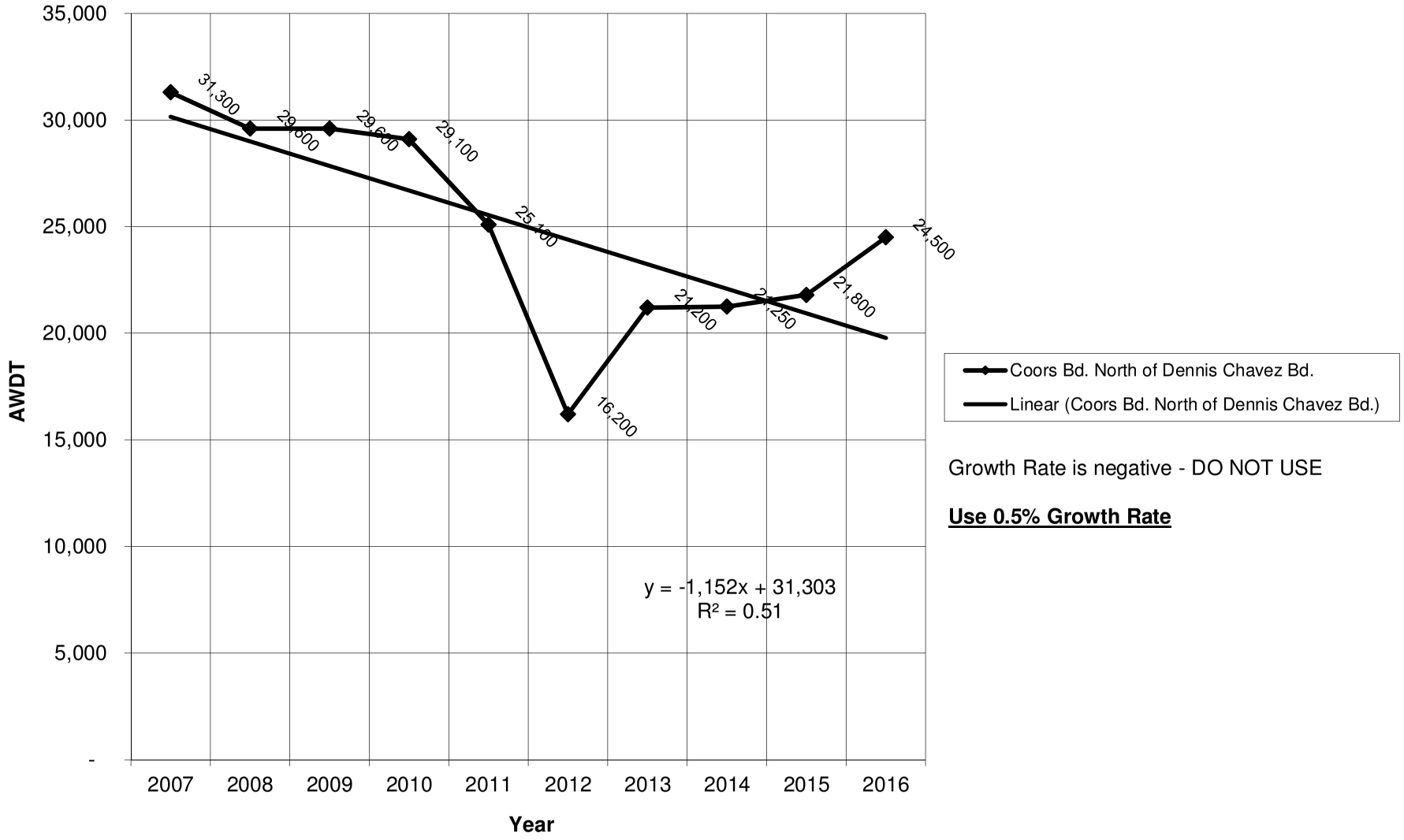
Growth Rate = 1762 / 18200

Growth Rate = 0.968 - too high

Use 5% Growth Rate

CejaVista_Growth.xlsx

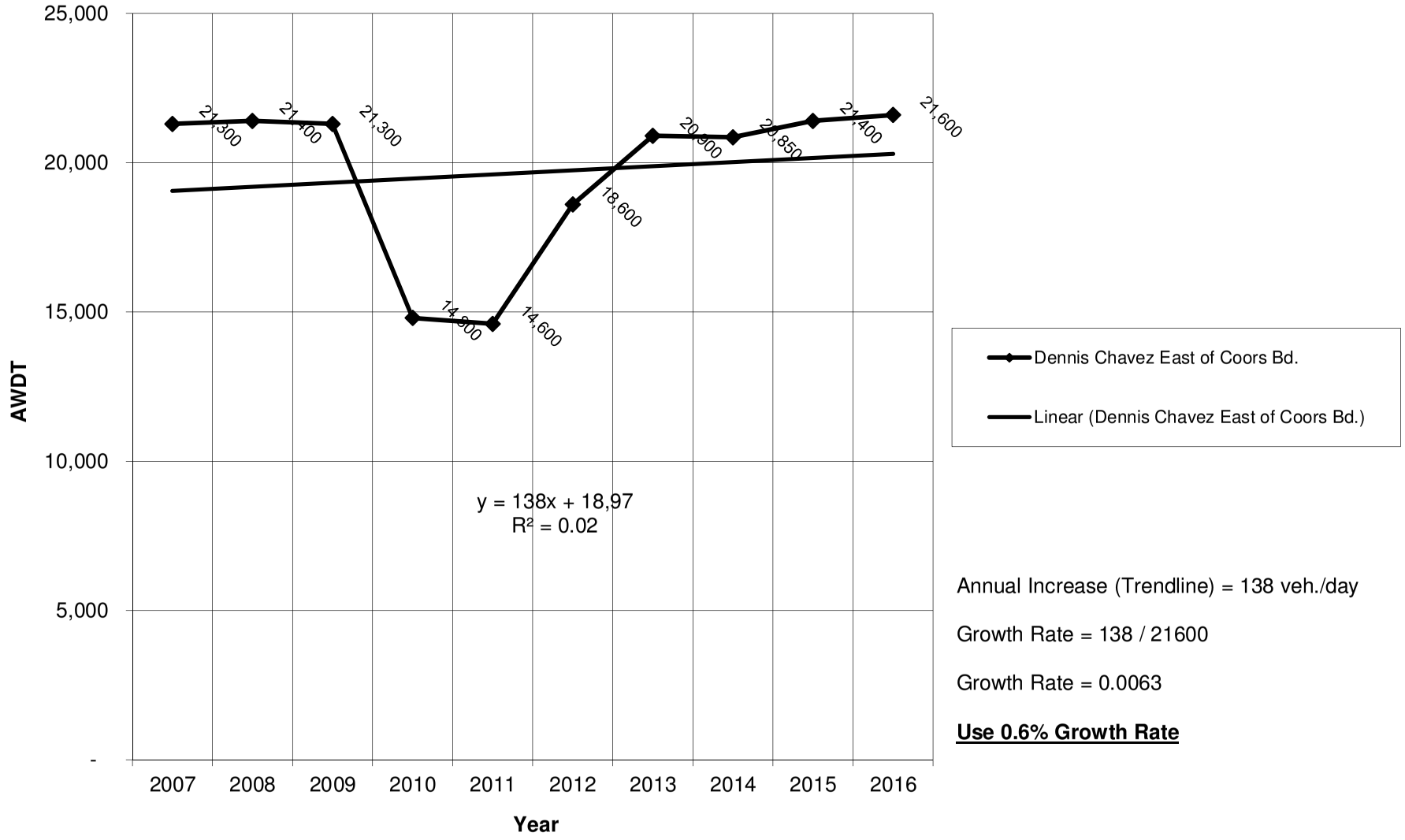
Historic Growth Chart Coors Bd. North of Dennis Chavez Bd. (2007-2016)



Growth Rate is negative - DO NOT USE

Use 0.5% Growth Rate

Historic Growth Chart Dennis Chavez East of Coors Bd. (2007-2016)



Annual Increase (Trendline) = 138 veh./day

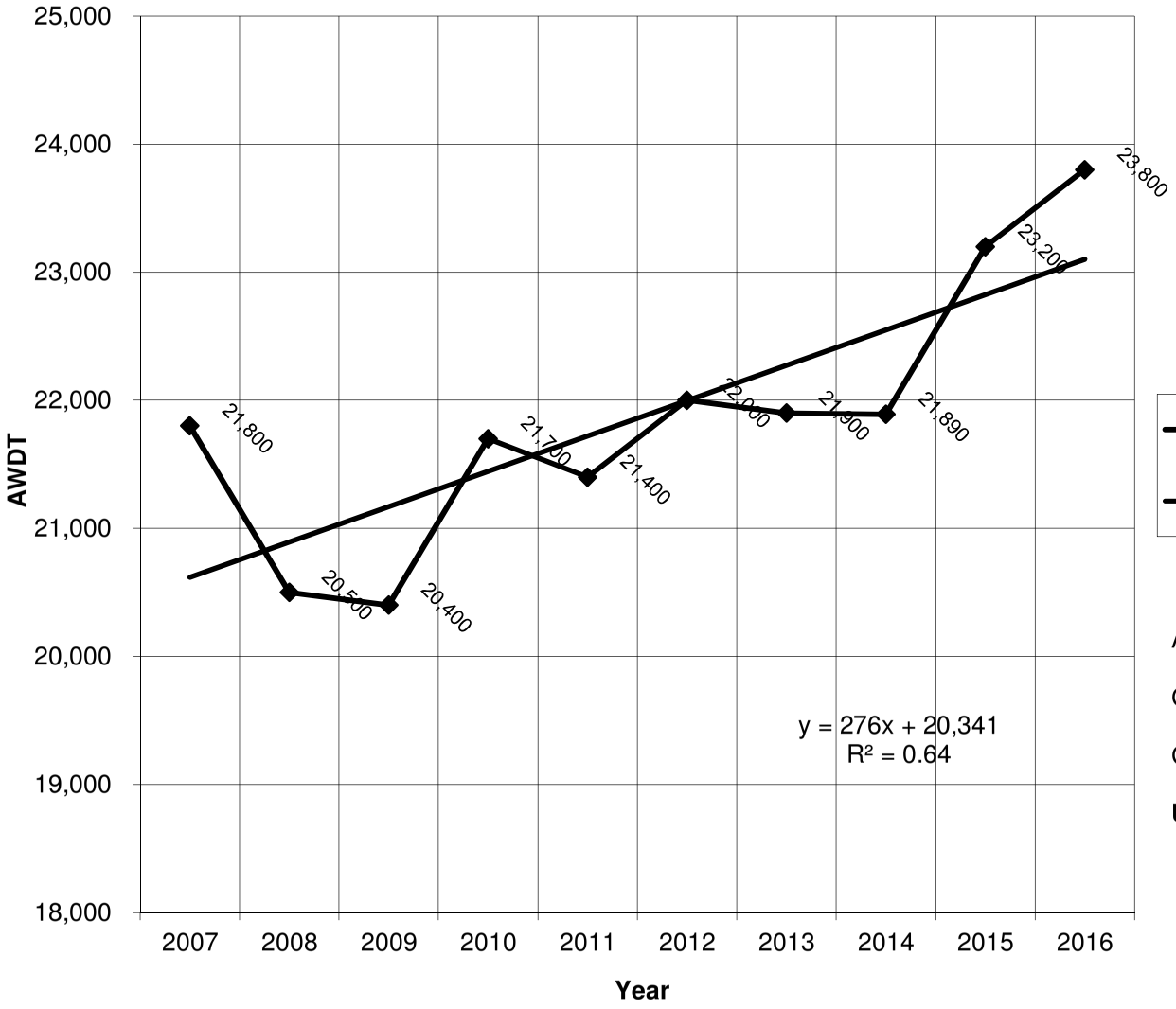
Growth Rate = 138 / 21600

Growth Rate = 0.0063

Use 0.6% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Coors btwn Dennis Chavez & Gun Club (2007-2016)



Annual Increase (Trendline) = 276 veh./day

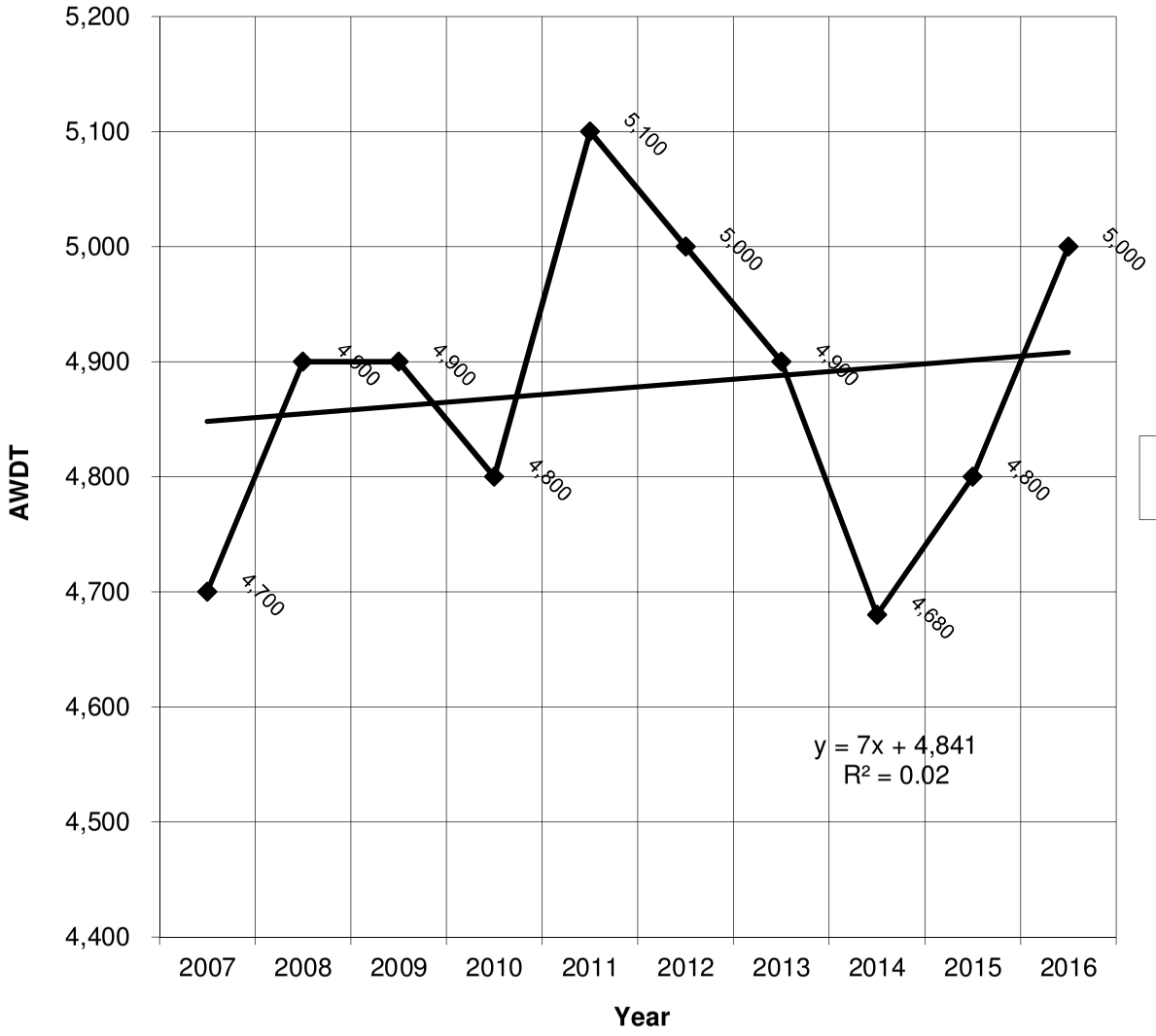
Growth Rate = 276 / 23800

Growth Rate = 0.0115

Use 1.2% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Gun Club Rd. East of Coors Bd. (2007-2016)



Annual Increase (Trendline) = 7 veh./day

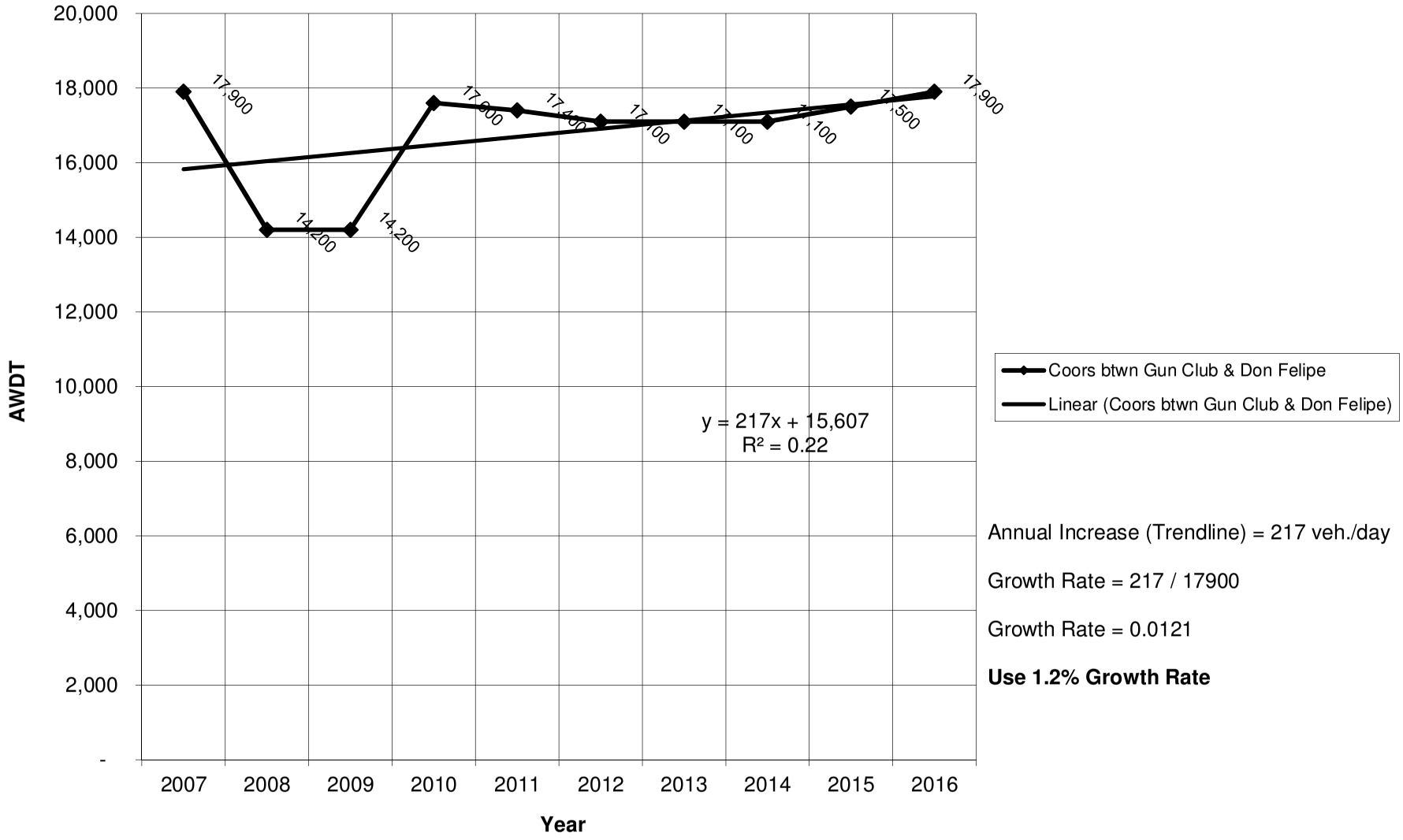
Growth Rate = 7 / 5000

Growth Rate = 0.0014 - too low

Use 0.5% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Coors btwn Gun Club & Don Felipe (2007-2016)



Annual Increase (Trendline) = 217 veh./day

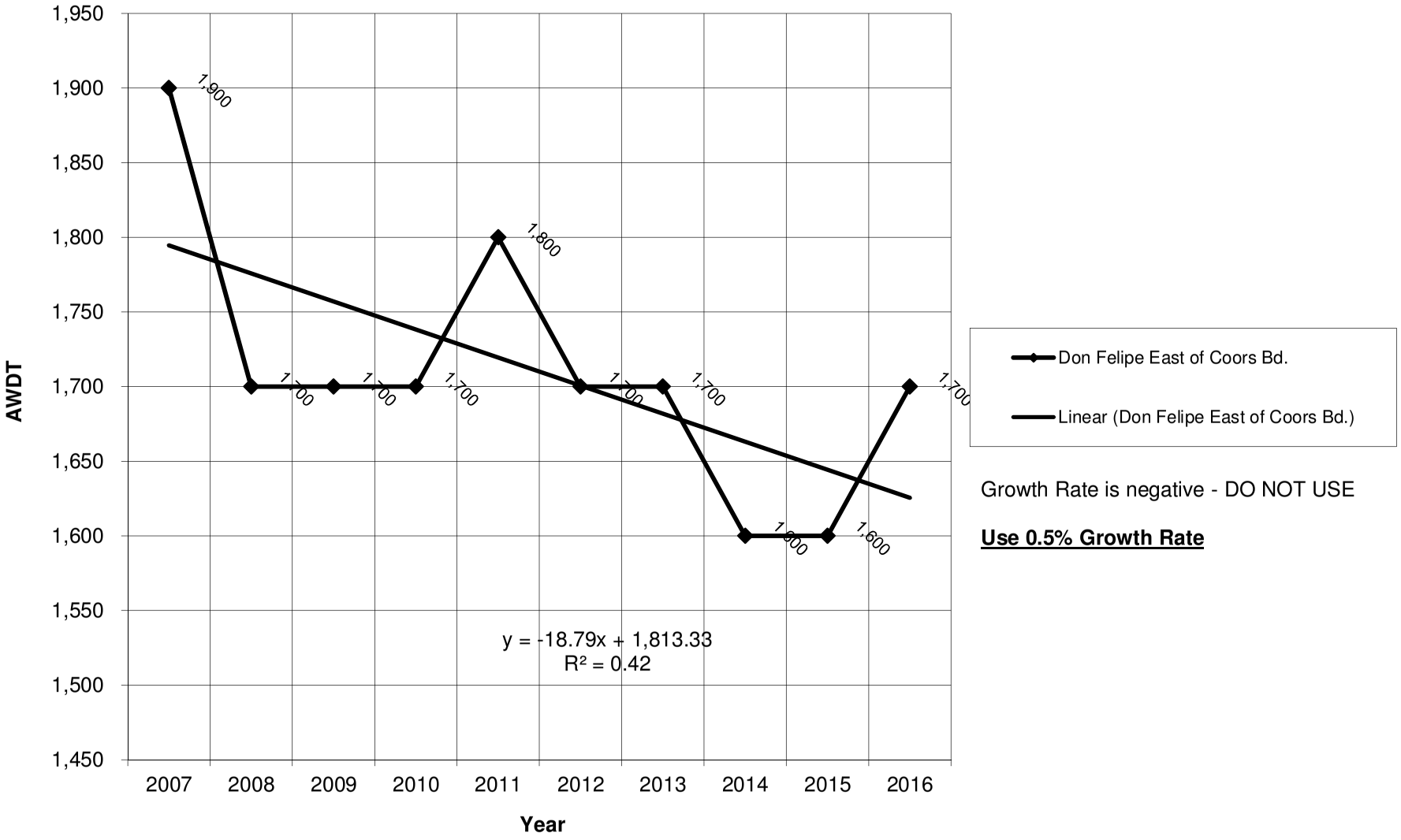
Growth Rate = 217 / 17900

Growth Rate = 0.0121

Use 1.2% Growth Rate

CejaVista_Growth.xlsx

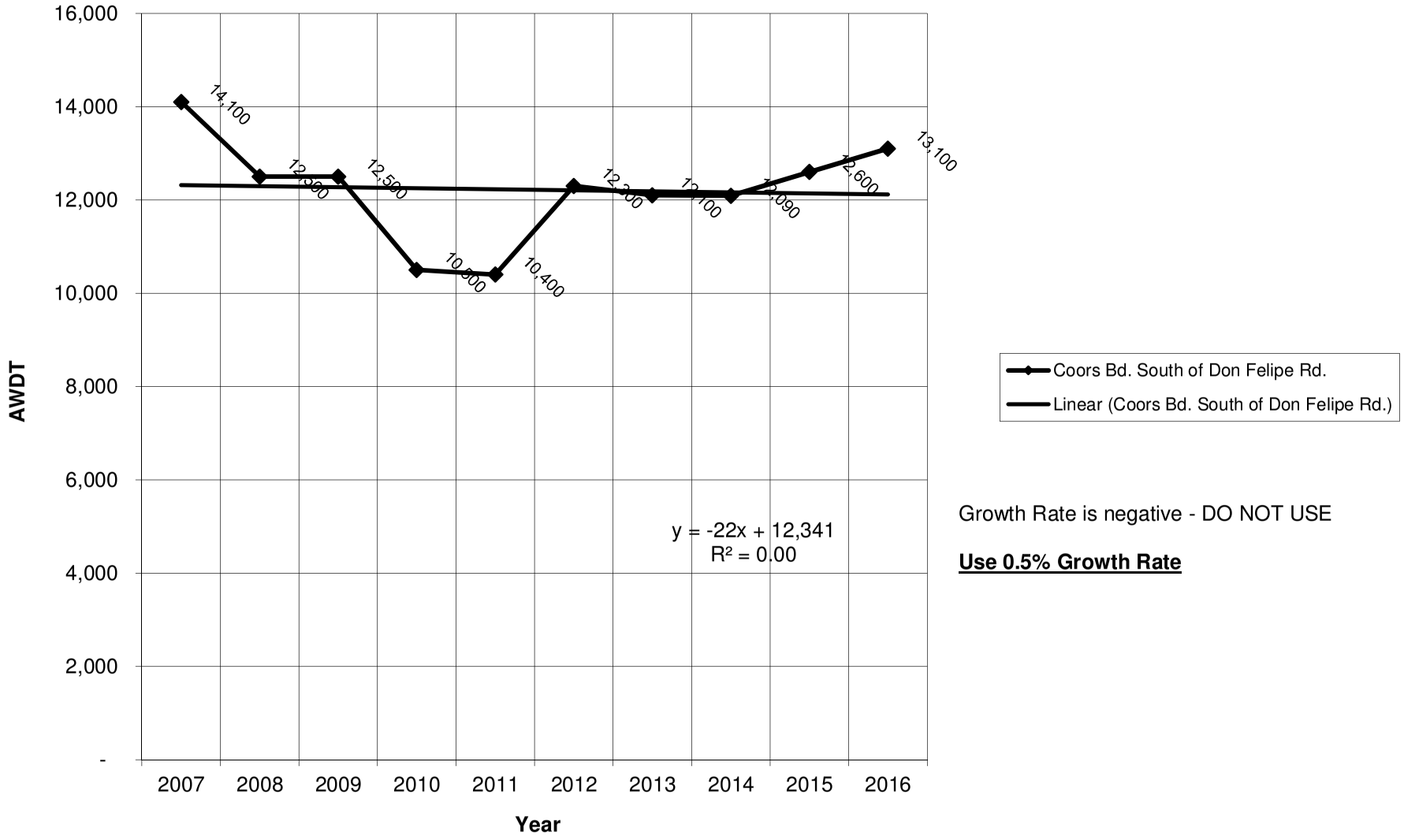
Historic Growth Chart Don Felipe East of Coors Bd. (2007-2016)



Growth Rate is negative - DO NOT USE

Use 0.5% Growth Rate

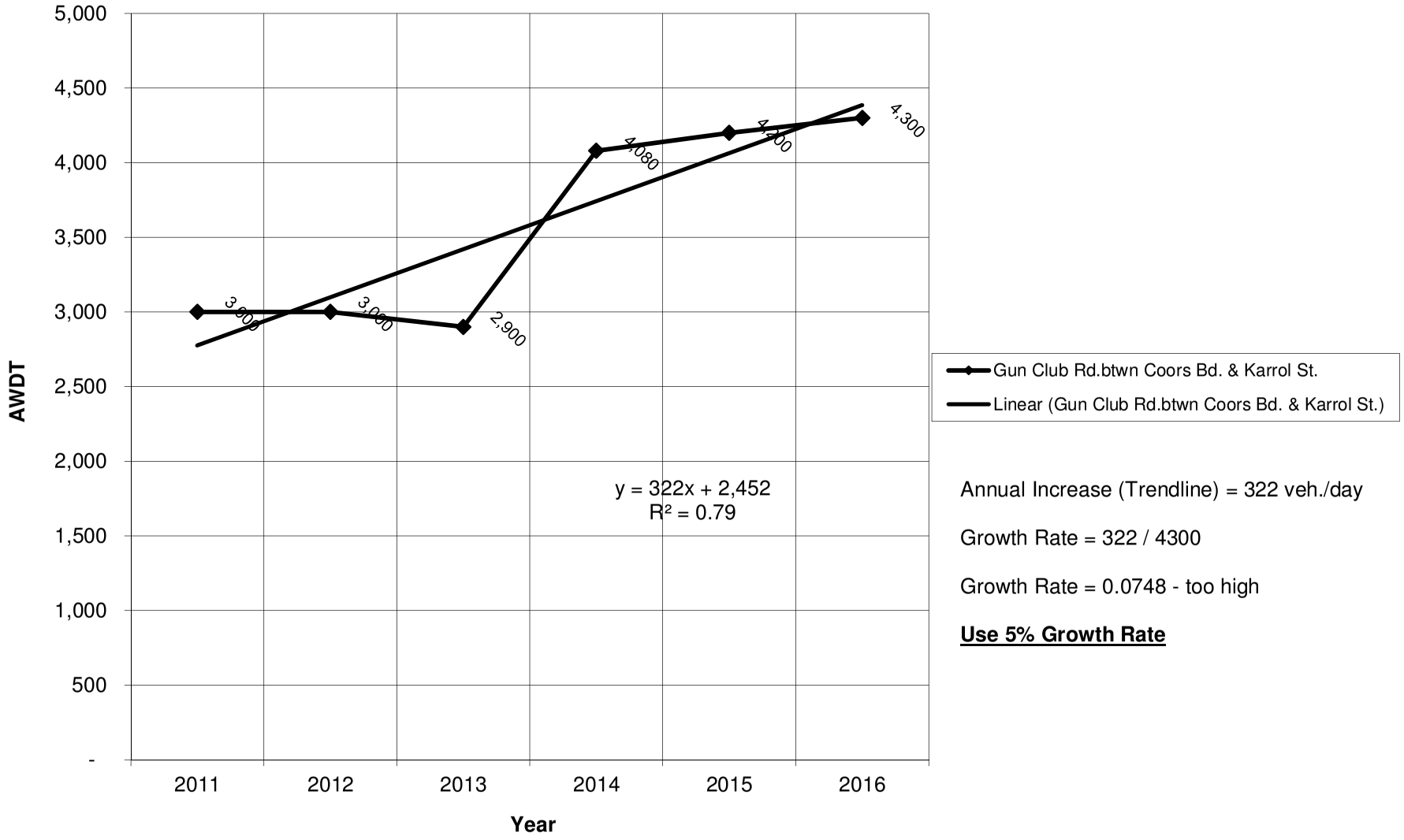
Historic Growth Chart Coors Bd. South of Don Felipe Rd. (2007-2016)



Growth Rate is negative - DO NOT USE

Use 0.5% Growth Rate

Historic Growth Chart Gun Club Rd. btwn Coors Bd. & Karrol St. (2007-2016)



Annual Increase (Trendline) = 322 veh./day

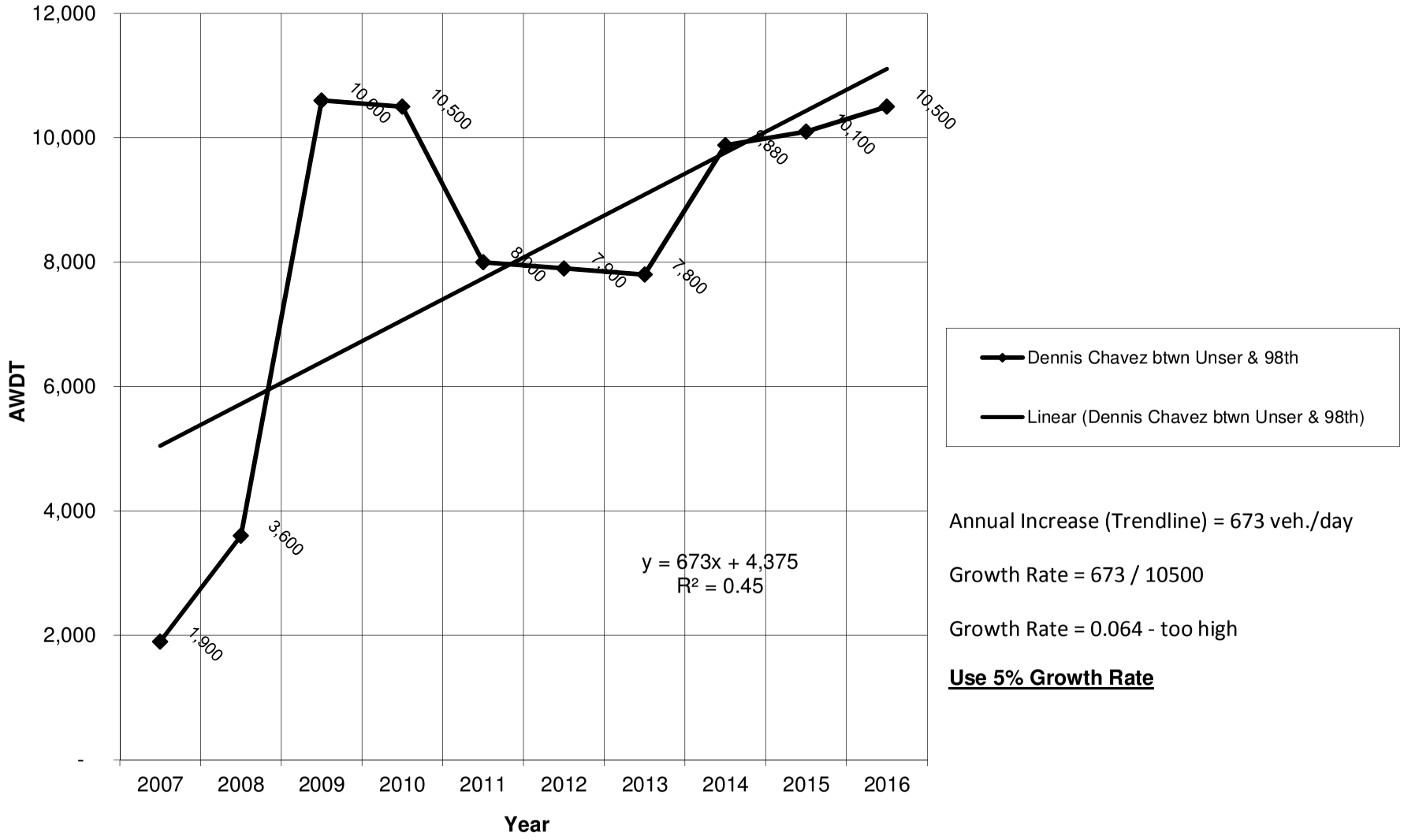
Growth Rate = 322 / 4300

Growth Rate = 0.0748 - too high

Use 5% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Dennis Chavez btwn Unser & 98th (2007-2016)



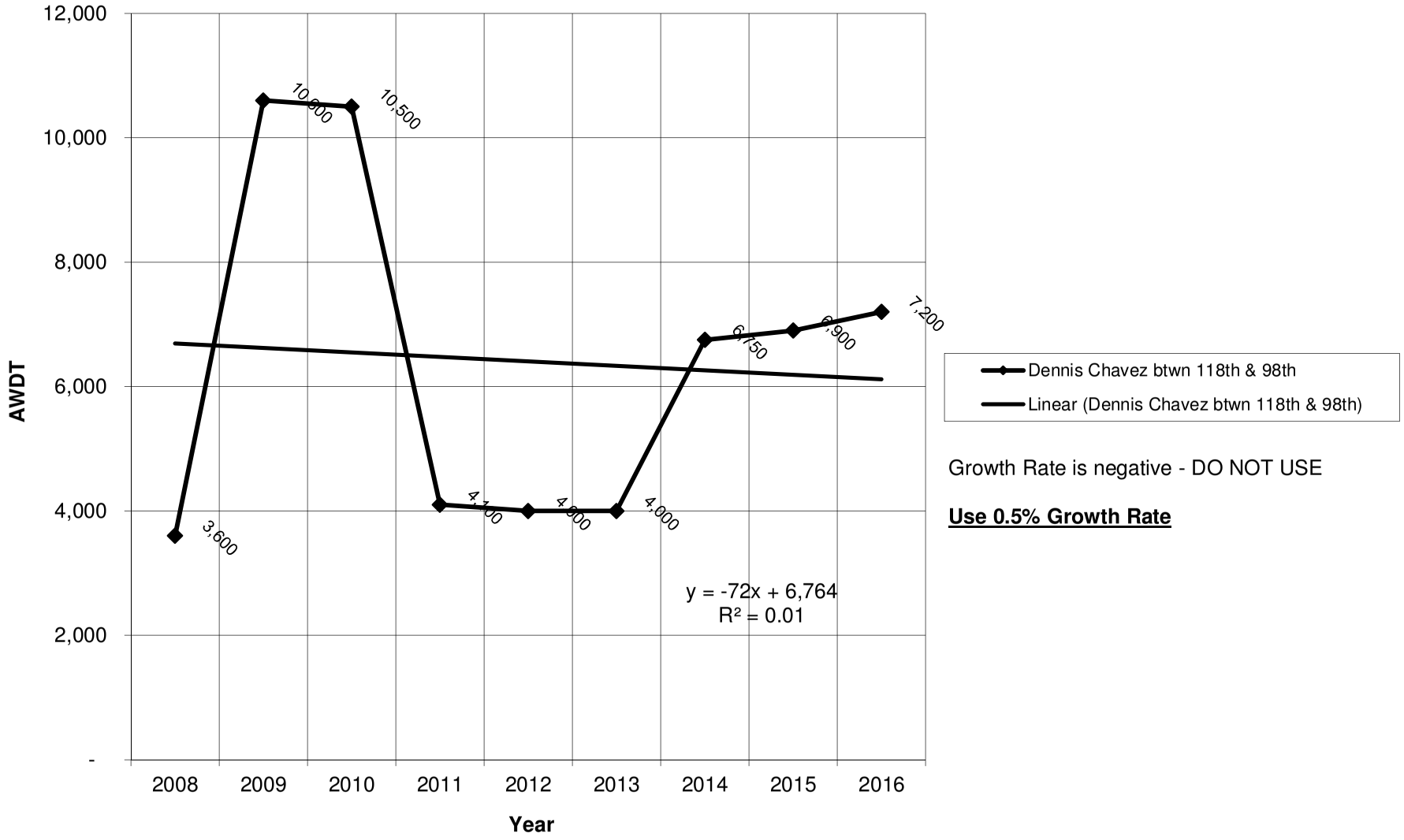
Annual Increase (Trendline) = 673 veh./day

Growth Rate = 673 / 10500

Growth Rate = 0.064 - too high

Use 5% Growth Rate

Historic Growth Chart Dennis Chavez btwn 118th & 98th (2007-2016)

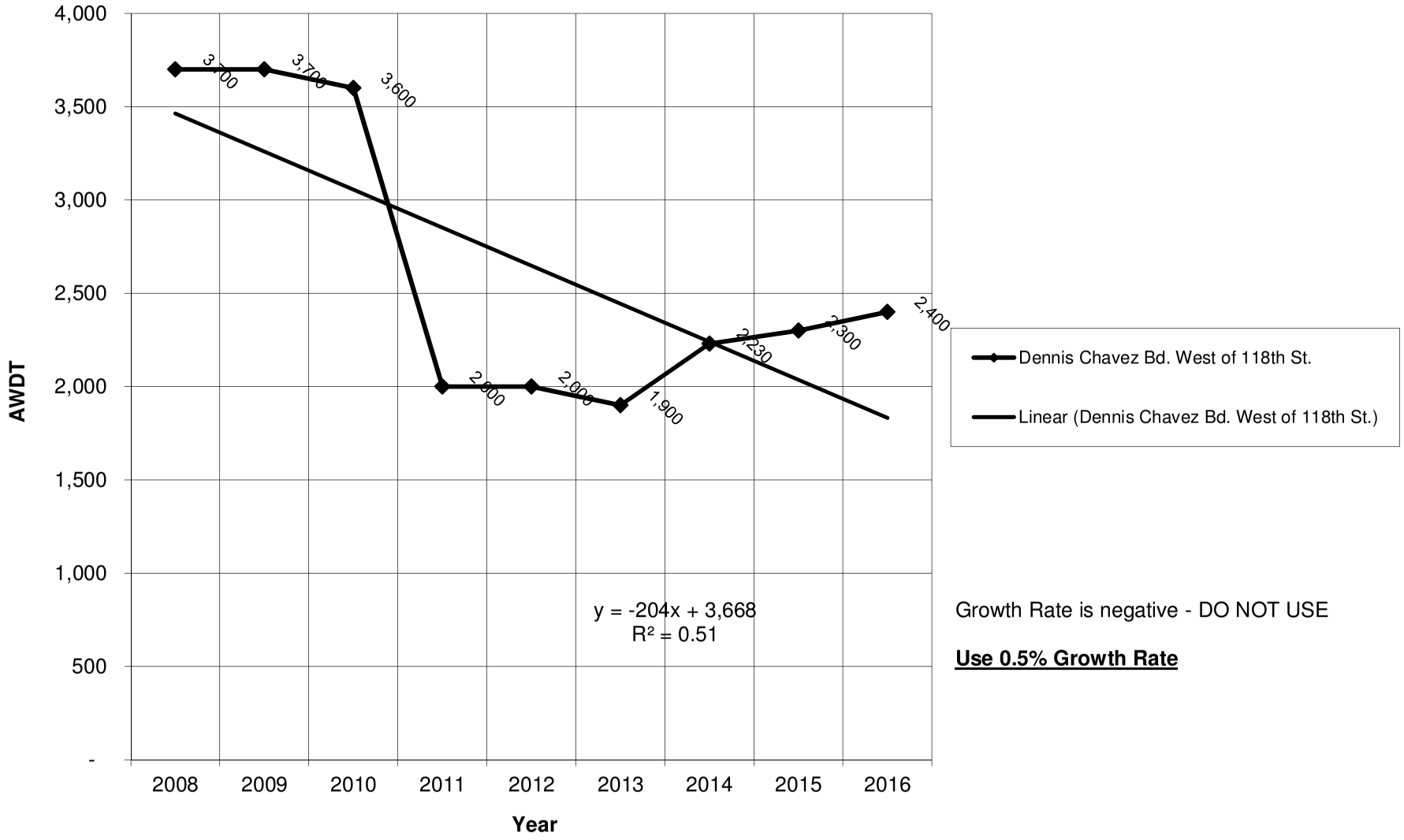


Growth Rate is negative - DO NOT USE

Use 0.5% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Dennis Chavez Bd. West of 118th St. (2007-2016)

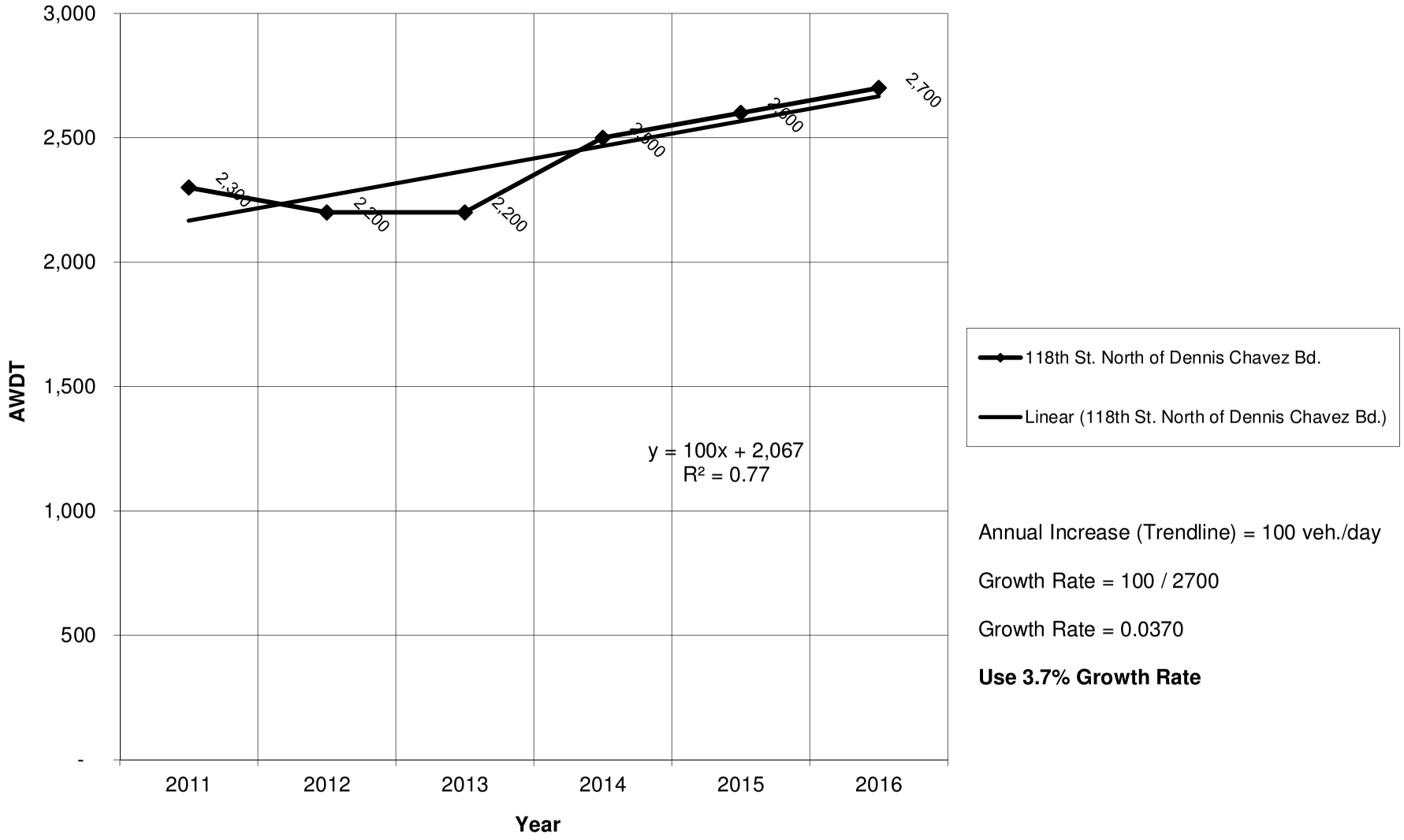


Growth Rate is negative - DO NOT USE

Use 0.5% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart 118th St. North of Dennis Chavez Bd. (2007-2016)



Annual Increase (Trendline) = 100 veh./day

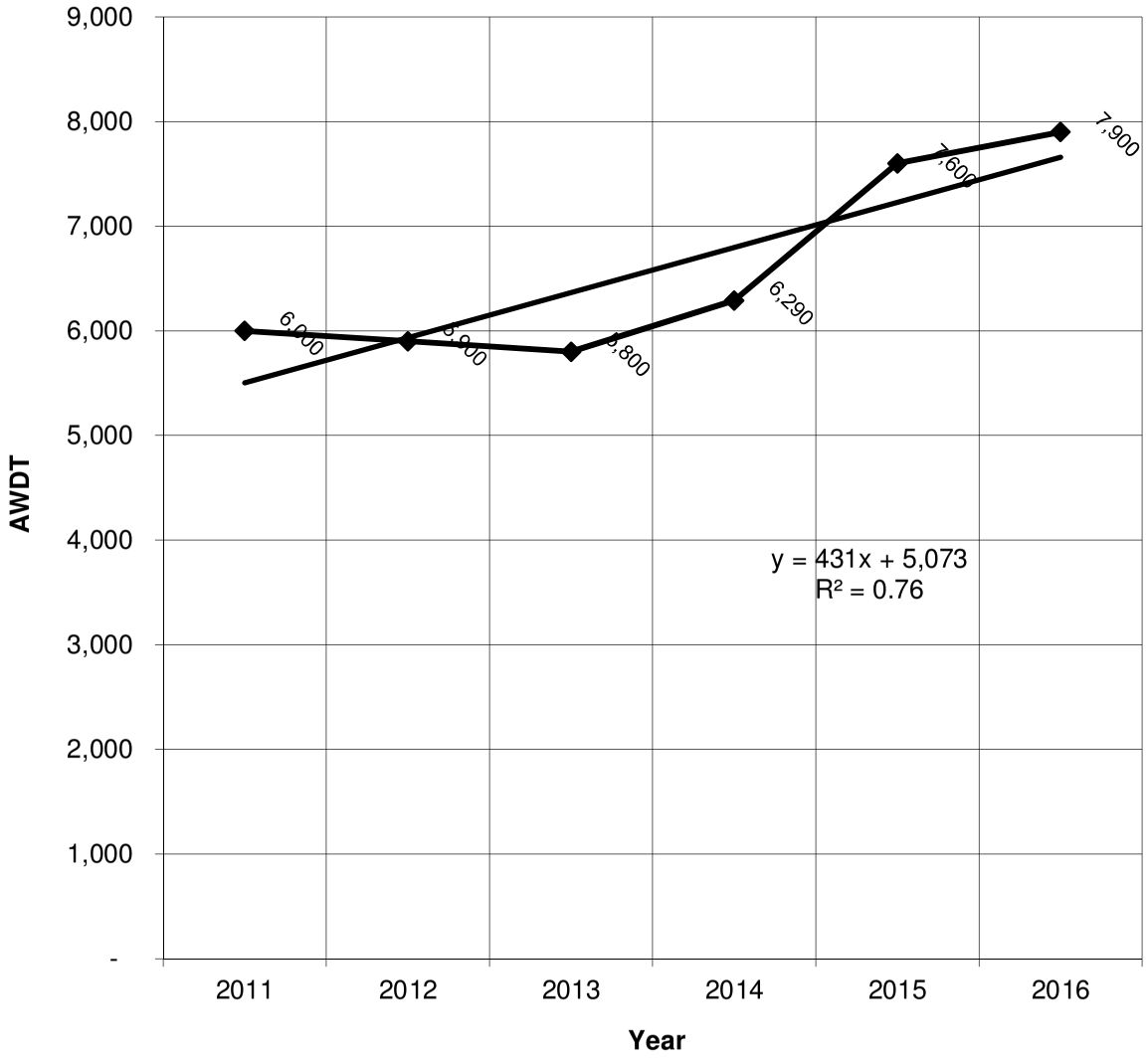
Growth Rate = 100 / 2700

Growth Rate = 0.0370

Use 3.7% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart 98th St. btwn Dennis Chavez & Blake (2007-2016)



Annual Increase (Trendline) = 431 veh./day

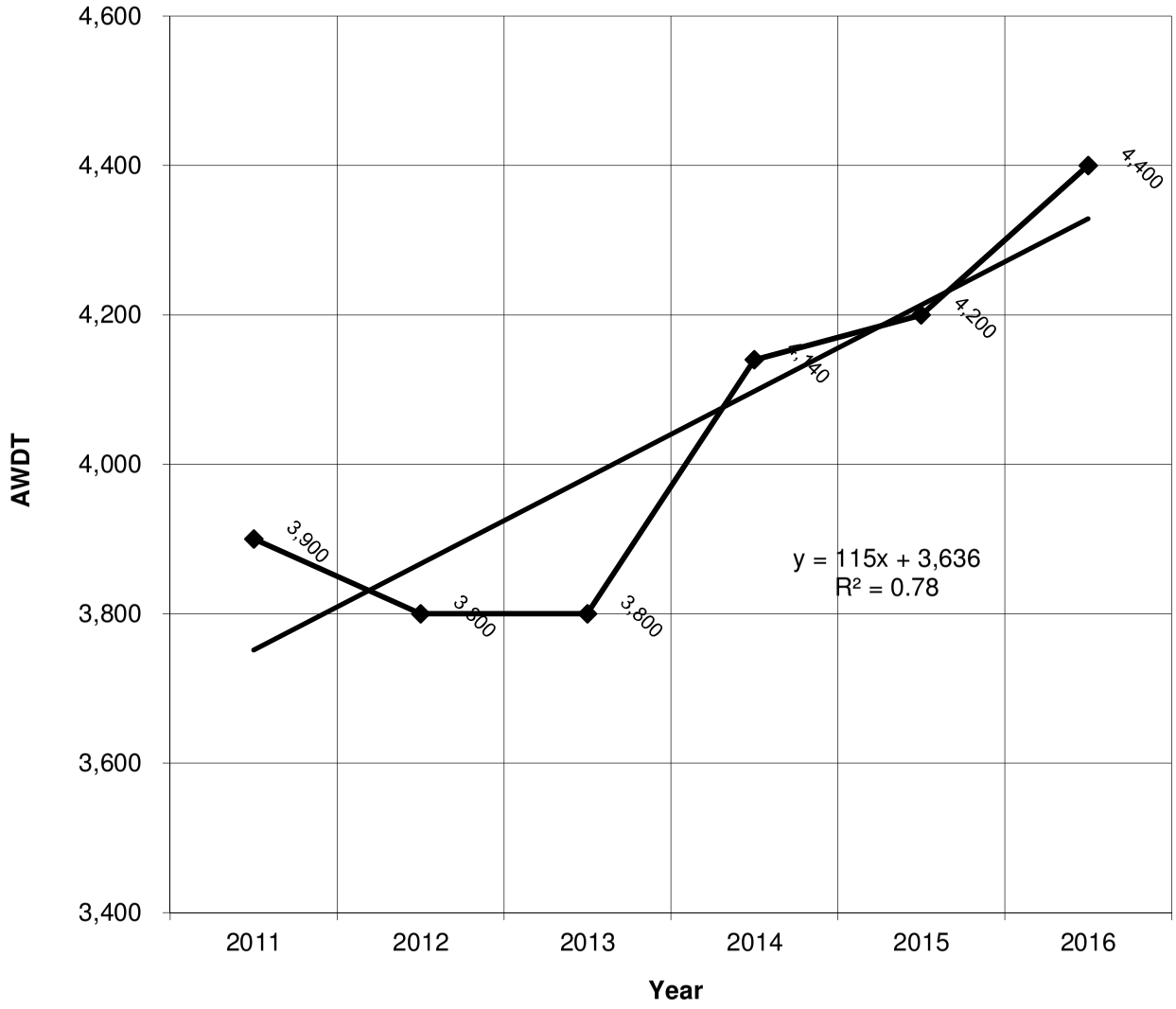
Growth Rate = 431 / 7900

Growth Rate = 0.0545

Use 5.5% Growth Rate

CejaVista_Growth.xlsx

Historic Growth Chart Gibson Bd. West of 98th St. (2007-2016)



Annual Increase (Trendline) = 115 veh./day

Growth Rate = 115 / 4400

Growth Rate = 0.0261

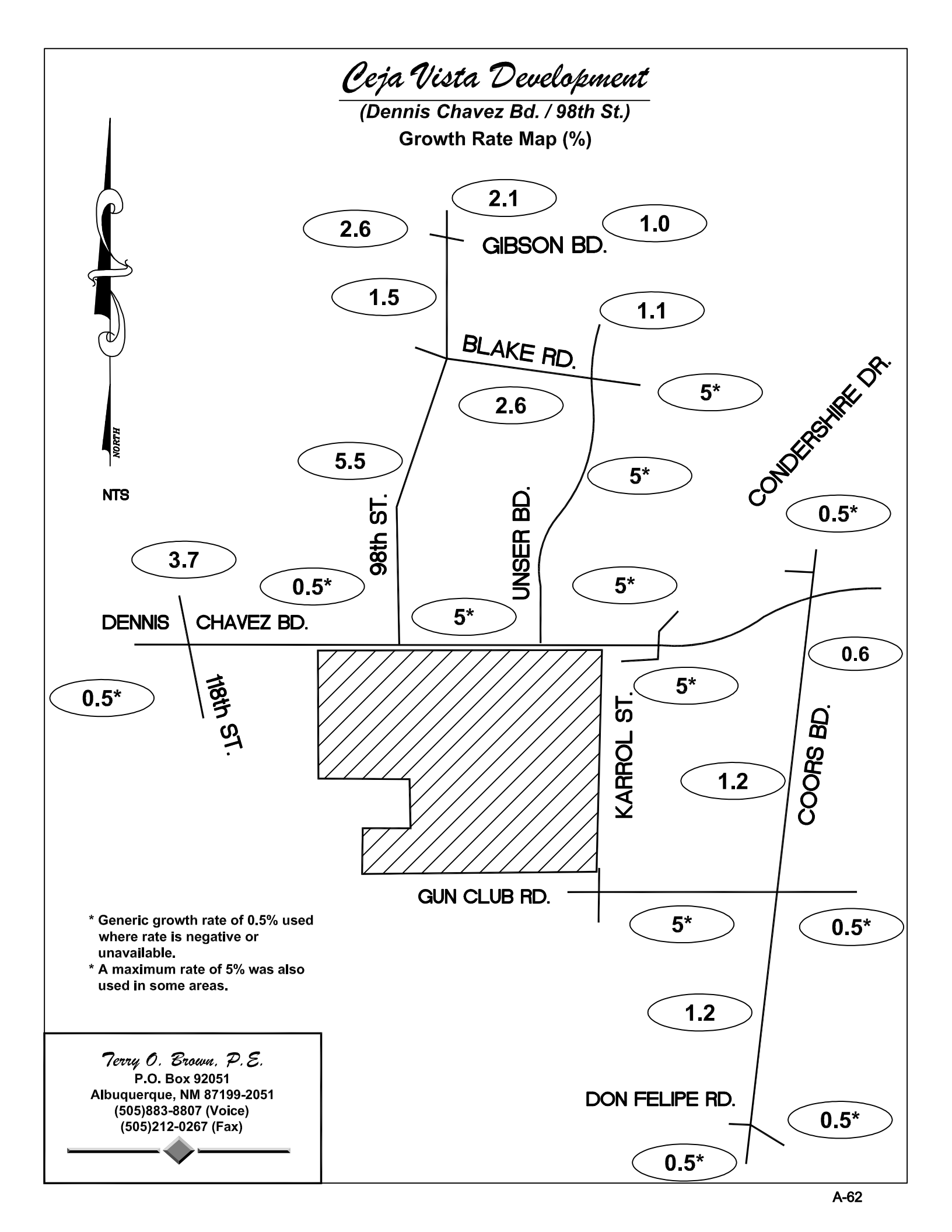
Use 2.6% Growth Rate

CejaVista_Growth.xlsx

Ceja Vista Development

(Dennis Chavez Bd. / 98th St.)

Growth Rate Map (%)



* Generic growth rate of 0.5% used where rate is negative or unavailable.

* A maximum rate of 5% was also used in some areas.

Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2022) - 100% Development

INTERSECTION: **Summary**

Gun Club Rd. / Coors Bd.

(1)

10.0% Truck	0.91 PHF											
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	147	53	25	68	20	249	15	665	70	136	538	37
2022 (NO BUILD - A.M.)	*174*	*60*	*32*	*69*	*20*	*258*	*17*	*704*	*72*	*150*	*628*	*50*
2022 (BUILD - A.M.)	***174***	***60***	***38***	***69***	***20***	***261***	***29***	***716***	***72***	***159***	***668***	***50***

	0.96 PHF											
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	80	33	45	101	42	150	41	702	49	193	751	104
2022 (NO BUILD - P.M.)	*107*	*37*	*55*	*102*	*43*	*167*	*47*	*827*	*50*	*200*	*888*	*109*
2022 (BUILD - P.M.)	***108***	***37***	***82***	***102***	***43***	***177***	***70***	***867***	***50***	***206***	***913***	***109***

Dennis Chavez Bd. / Coors Bd.

(2)

10.0% Truck	0.96 PHF											
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	37	803	348	62	214	137	247	441	232	211	236	26
2022 (NO BUILD - A.M.)	*48*	*940*	*408*	*63*	*225*	*139*	*287*	*657*	*240*	*214*	*265*	*29*
2022 (BUILD - A.M.)	***332***	***1,385***	***459***	***63***	***380***	***139***	***306***	***657***	***240***	***214***	***265***	***130***

	0.95 PHF											
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	70	261	364	149	653	404	332	615	88	193	557	108
2022 (NO BUILD - P.M.)	*83*	*313*	*471*	*152*	*689*	*412*	*397*	*987*	*91*	*196*	*885*	*116*
2022 (BUILD - P.M.)	***277***	***610***	***510***	***152***	***1,173***	***412***	***453***	***987***	***91***	***196***	***885***	***428***

Blake Rd. / Unser Bd.

(3)

10.0% Truck	0.89 PHF											
	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Unser Bd.)			Southbound (Unser Bd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	136	13	79	104	16	260	26	276	65	45	328	30
2022 (NO BUILD - A.M.)	*147*	*14*	*85*	*119*	*18*	*298*	*30*	*316*	*74*	*47*	*338*	*31*
2022 (BUILD - A.M.)	***147***	***14***	***87***	***136***	***18***	***298***	***31***	***411***	***88***	***47***	***382***	***31***

	0.91 PHF											
	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Unser Bd.)			Southbound (Unser Bd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	76	45	56	88	22	162	120	344	132	269	375	132
2022 (NO BUILD - P.M.)	*82*	*49*	*61*	*101*	*25*	*185*	*137*	*394*	*151*	*278*	*387*	*137*
2022 (BUILD - P.M.)	***82***	***49***	***65***	***137***	***25***	***185***	***142***	***483***	***189***	***278***	***509***	***137***

Dennis Chavez Bd. / 118th St.

(4)

10.0% Truck	0.65 PHF											
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (118th St.)			Southbound (118th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	6	74	140	490	129	16	37	104	405	135	334	77
2022 (NO BUILD - A.M.)	*6*	*75*	*142*	*497*	*131*	*16*	*38*	*106*	*411*	*149*	*369*	*85*
2022 (BUILD - A.M.)	***6***	***80***	***142***	***712***	***138***	***18***	***38***	***106***	***627***	***153***	***369***	***85***

	0.50 PHF											
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (118th St.)			Southbound (118th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	20	96	20	171	72	68	41	97	394	61	72	17
2022 (NO BUILD - P.M.)	*21*	*97*	*21*	*173*	*73*	*69*	*42*	*98*	*400*	*68*	*79*	*19*
2022 (BUILD - P.M.)	***21***	***109***	***22***	***446***	***83***	***77***	***42***	***98***	***673***	***75***	***79***	***19***

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2022) - 100% Development

INTERSECTION: **Summary**

Dennis Chavez Bd. / 98th St.

(5)	0.65			0.65			0.65			0.65			PHF
10.0% Truck	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	188	445	0	0	439	116	0	0	0	481	0	251	
2022 (NO BUILD - A.M.)	*191*	*452*	*0*	*0*	*499*	*131*	*0*	*0*	*0*	*552*	*0*	*288*	
2022 (BUILD - A.M.)	***200***	***619***	***49***	***63***	***582***	***131***	***136***	***89***	***118***	***552***	***99***	***291***	
	0.50			0.50			0.50			0.50			PHF
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	186	333	0	0	267	211	0	0	0	183	0	90	
2022 (NO BUILD - P.M.)	*189*	*338*	*0*	*0*	*304*	*240*	*0*	*0*	*0*	*210*	*0*	*103*	
2022 (BUILD - P.M.)	***195***	***473***	***151***	***164***	***489***	***240***	***94***	***217***	***130***	***210***	***209***	***113***	

Dennis Chavez Bd. / Unser Bd.

(6)	0.92			0.92			0.92			0.92			PHF
10.0% Truck	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Unser Bd.)			Southbound (Unser Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	74	846	0	0	398	311	0	0	0	581	0	89	
2022 (NO BUILD - A.M.)	*84*	*969*	*0*	*0*	*461*	*359*	*0*	*0*	*0*	*665*	*0*	*102*	
2022 (BUILD - A.M.)	***111***	***1,213***	***14***	***180***	***548***	***359***	***37***	***85***	***513***	***665***	***42***	***128***	
	0.91			0.91			0.91			0.91			PHF
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Unser Bd.)			Southbound (Unser Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	74	491	0	0	674	629	0	0	0	479	0	44	
2022 (NO BUILD - P.M.)	*84*	*569*	*0*	*0*	*773*	*722*	*0*	*0*	*0*	*551*	*0*	*50*	
2022 (BUILD - P.M.)	***141***	***736***	***41***	***561***	***1,040***	***722***	***26***	***86***	***347***	***551***	***113***	***107***	

Dennis Chavez Bd. / Condershire Dr.

(7)	0.99			0.99			0.99			0.99			PHF
10.0% Truck	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Condershire Dr.)			Southbound (Condershire Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	16	1,356	25	2	662	6	21	1	11	5	1	23	
2022 (NO BUILD - A.M.)	*18*	*1,549*	*32*	*14*	*756*	*7*	*34*	*1*	*47*	*6*	*1*	*26*	
2022 (BUILD - A.M.)	***21***	***2,296***	***38***	***24***	***1,017***	***7***	***34***	***1***	***84***	***6***	***1***	***30***	
	0.97			0.97			0.97			0.97			PHF
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Condershire Dr.)			Southbound (Condershire Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	33	793	40	8	1,295	16	37	0	15	3	1	75	
2022 (NO BUILD - P.M.)	*37*	*906*	*57*	*49*	*1,480*	*18*	*48*	*0*	*39*	*4*	*1*	*85*	
2022 (BUILD - P.M.)	***44***	***1,409***	***61***	***81***	***2,294***	***18***	***48***	***0***	***62***	***4***	***1***	***92***	

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2022) - 100% Development

INTERSECTION: **Summary**

Rio Bravo Sq. / Coors Bd.

(8)

10.0% Truck

	0.96			0.96			0.96			0.96			PHF
	Eastbound (Rio Bravo Sq.)			Westbound (Rio Bravo Sq.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	5	0	9	0	0	0	27	583	0	0	464	23	
2022 (NO BUILD - A.M.)	*5*	*0*	*9*	*0*	*0*	*0*	*28*	*816*	*0*	*0*	*499*	*23*	
2022 (BUILD - A.M.)	***5***	***0***	***9***	***0***	***0***	***0***	***28***	***1,100***	***0***	***0***	***600***	***23***	

	0.95			0.95			0.95			0.95			PHF
	Eastbound (Rio Bravo Sq.)			Westbound (Rio Bravo Sq.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	45	0	109	0	0	0	78	1,004	0	0	749	36	
2022 (NO BUILD - P.M.)	*46*	*0*	*110*	*0*	*0*	*0*	*80*	*1,402*	*0*	*0*	*1,087*	*37*	
2022 (BUILD - P.M.)	***46***	***0***	***110***	***0***	***0***	***0***	***81***	***1,596***	***0***	***0***	***1,399***	***37***	

Gibson Bd. / 98th St.

(9)

10.0% Truck

	0.82			0.82			0.82			0.82			PHF
	Eastbound (Gibson Bd.)			Westbound (Gibson Bd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	154	101	18	11	37	10	17	339	48	7	202	18	
2022 (NO BUILD - A.M.)	*166*	*108*	*20*	*11*	*38*	*10*	*18*	*354*	*50*	*8*	*215*	*20*	
2022 (BUILD - A.M.)	***166***	***108***	***29***	***22***	***38***	***10***	***25***	***428***	***57***	***8***	***282***	***20***	

	0.93			0.93			0.93			0.93			PHF
	Eastbound (Gibson Bd.)			Westbound (Gibson Bd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	111	60	30	37	135	31	48	317	35	36	467	118	
2022 (NO BUILD - P.M.)	*119*	*64*	*32*	*38*	*139*	*32*	*50*	*331*	*36*	*38*	*495*	*126*	
2022 (BUILD - P.M.)	***119***	***64***	***52***	***61***	***139***	***32***	***72***	***474***	***62***	***38***	***642***	***126***	

Blake Rd. / 98th St.

(10)

10.0% Truck

	0.83			0.83			0.83			0.83			PHF
	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	22	20	66	27	17	28	23	284	26	22	208	3	
2022 (NO BUILD - A.M.)	*22*	*20*	*67*	*29*	*19*	*30*	*27*	*328*	*31*	*23*	*217*	*3*	
2022 (BUILD - A.M.)	***22***	***20***	***71***	***29***	***19***	***30***	***30***	***417***	***31***	***23***	***306***	***3***	

	0.96			0.96			0.96			0.96			PHF
	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	18	21	41	69	26	55	52	329	22	66	353	30	
2022 (NO BUILD - P.M.)	*18*	*21*	*42*	*74*	*28*	*60*	*60*	*381*	*26*	*69*	*369*	*32*	
2022 (BUILD - P.M.)	***18***	***21***	***50***	***74***	***28***	***60***	***69***	***572***	***26***	***69***	***559***	***32***	

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2022) - 100% Development

INTERSECTION: **Summary**

Gun Club Rd. / Karrol St. (11) 10.0% Truck

		Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Karrol St.)			Southbound (Karrol St.)		
	PHF	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0.81												
Existing (2019)		3	15	0	6	3	9	0	7	23	12	8	0
2022 (NO BUILD - A.M.)		*3*	*15*	*0*	*7*	*4*	*13*	*0*	*7*	*23*	*16*	*8*	*0*
2022 (BUILD - A.M.)		***3***	***21***	***1***	***7***	***16***	***13***	***2***	***8***	***23***	***16***	***12***	***0***
	0.90												
Existing (2019)		2	9	0	24	11	33	0	9	11	15	7	5
2022 (NO BUILD - P.M.)		*2*	*9*	*0*	*28*	*12*	*42*	*0*	*9*	*11*	*19*	*7*	*5*
2022 (BUILD - P.M.)		***2***	***36***	***5***	***28***	***35***	***42***	***4***	***14***	***11***	***19***	***9***	***5***

Don Felipe Rd. / Coors Bd. (12) 10.0% Truck

		Eastbound (Don Felipe Rd.)			Westbound (Don Felipe Rd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)		
	PHF	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0.90												
Existing (2019)		17	2	3	13	1	70	0	569	16	43	454	6
2022 (NO BUILD - A.M.)		*17*	*2*	*3*	*13*	*1*	*71*	*0*	*577*	*16*	*44*	*471*	*6*
2022 (BUILD - A.M.)		***17***	***2***	***3***	***13***	***1***	***78***	***0***	***595***	***16***	***55***	***503***	***6***
	0.89												
Existing (2019)		9	1	4	8	6	24	6	621	6	34	682	29
2022 (NO BUILD - P.M.)		*9*	*1*	*4*	*8*	*6*	*24*	*6*	*630*	*6*	*36*	*706*	*30*
2022 (BUILD - P.M.)		***9***	***1***	***4***	***8***	***6***	***42***	***6***	***675***	***6***	***52***	***742***	***30***

Gun Club Rd. / Unser Connection (13) 10.0% Truck

		Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			NB (Unser Connection)			SB (Unser Connection)		
	PHF	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0.89												
Existing (2019)		0	0	0	0	0	0	0	0	0	0	0	0
2022 (NO BUILD - A.M.)		*0*	*18*	*0*	*0*	*20*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2022 (BUILD - A.M.)		***0***	***18***	***0***	***0***	***20***	***20***	***0***	***0***	***0***	***25***	***0***	***0***
	0.91												
Existing (2019)		0	0	0	0	0	0	0	0	0	0	0	0
2022 (NO BUILD - P.M.)		*0*	*11*	*0*	*0*	*31*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2022 (BUILD - P.M.)		***0***	***11***	***0***	***0***	***31***	***46***	***0***	***0***	***0***	***43***	***0***	***0***

Future Connection / Karrol St. (14) 10.0% Truck

		EB (Future Connection)			WB (Future Connection)			Northbound (Karrol St.)			Southbound (Karrol St.)		
	PHF	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0.65												
Existing (2019)		0	0	0	0	0	0	0	0	0	0	0	0
2022 (NO BUILD - A.M.)		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*90*	*0*	*0*	*50*	*0*
2022 (BUILD - A.M.)		***8***	***0***	***0***	***0***	***0***	***0***	***5***	***90***	***0***	***0***	***50***	***0***
	0.50												
Existing (2019)		0	0	0	0	0	0	0	0	0	0	0	0
2022 (NO BUILD - P.M.)		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*100*	*0*	*0*	*110*	*0*
2022 (BUILD - P.M.)		***11***	***0***	***0***	***0***	***0***	***0***	***13***	***100***	***0***	***0***	***110***	***0***

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2022) - 100% Development

INTERSECTION: **Summary**

Meade Ave. / Karroll St.

(15)

10.0% Truck

	0.65			0.65			0.65			0.65			PHF
	Eastbound (Meade Ave.)			Westbound (Meade Ave.)			Northbound (Karroll St.)			Southbound (Karroll St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0	
2022 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*90*	*0*	*0*	*50*	*0*	
2022 (BUILD - A.M.)	***8***	***0***	***0***	***0***	***0***	***0***	***5***	***90***	***0***	***0***	***50***	***0***	

	0.50			0.50			0.50			0.50			PHF
	Eastbound (Meade Ave.)			Westbound (Meade Ave.)			Northbound (Karroll St.)			Southbound (Karroll St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0	
2022 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*100*	*0*	*0*	*110*	*0*	
2022 (BUILD - P.M.)	***11***	***0***	***0***	***0***	***0***	***0***	***13***	***100***	***0***	***0***	***110***	***0***	

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Gun Club Rd. / Coors Bd.

INTERSECTION: E-W Street: **Gun Club Rd.** (1)

N-S Street: **Coors Bd.**

Year of Existing Counts 2018

Horizon Year **2022**

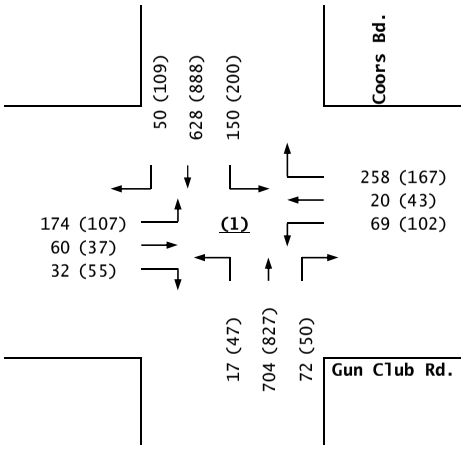
Growth Rates 5.00% 0.50% 1.20% 1.20%

	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	140	50	24	68	20	248	15	657	69	134	532	37
Background Traffic Growth	28	10	5	1	0	5	1	32	3	6	26	2
Subtotal	168	60	29	69	20	253	16	689	72	140	558	39
Las Estancias	5	0	0	0	0	5	0	15	0	10	70	10
Sunrise Village	1	0	3	0	0	0	1	0	0	0	0	1
Subtotal (NO BUILD - A.M.)	***174***	***60***	***32***	***69***	***20***	***258***	***17***	***704***	***72***	***150***	***628***	***50***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***4.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***4.05%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***7.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	***7.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***4.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***5.56%***	*0.00%*
Total Trips Generated	0	0	6	0	0	3	12	12	0	9	40	0
Total AM Peak Hour BUILD Volumes	**174**	**60**	**38**	**69**	**20**	**261**	**29**	**716**	**72**	**159**	**668**	**50**

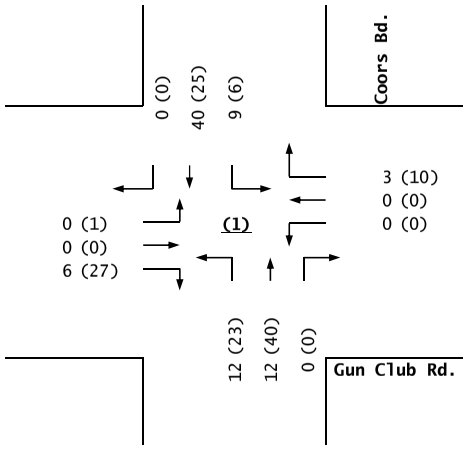
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	76	31	43	100	42	149	41	694	48	191	742	103
Background Traffic Growth	15	6	9	2	1	3	2	33	2	9	36	5
Subtotal	91	37	52	102	43	152	43	727	50	200	778	108
Las Estancias	15	0	0	0	0	15	0	100	0	0	110	0
Sunrise Village	1	0	3	0	0	0	4	0	0	0	0	1
Subtotal (NO BUILD - P.M.)	***107***	***37***	***55***	***102***	***43***	***167***	***47***	***827***	***50***	***200***	***888***	***109***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***4.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***4.05%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***7.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	***7.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***4.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***5.56%***	*0.00%*
Total Trips Generated	1	0	27	0	0	10	23	40	0	6	25	0
Total PM Peak Hour BUILD Volumes	**108**	**37**	**82**	**102**	**43**	**177**	**70**	**867**	**50**	**206**	**913**	**109**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

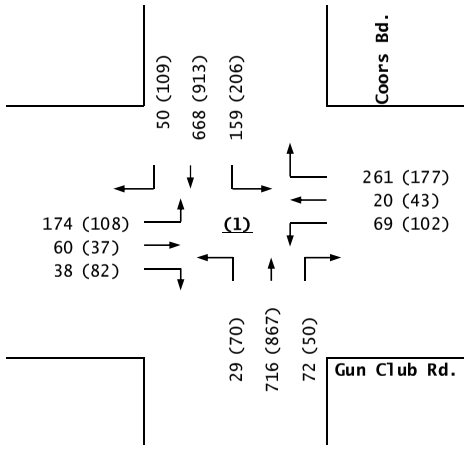
2022
NO BUILD



Trips



2022
BUILD



Gun Club Rd. / Coors Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Dennis Chavez Bd. / Coors Bd.

INTERSECTION: E-W Street: **Dennis Chavez Bd.** (2)

N-S Street: **Coors Bd.**

Year of Existing Counts 2018

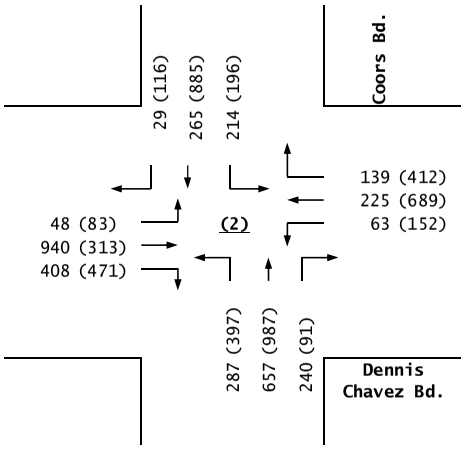
Horizon Year **2022**

Growth Rates	**5.00%**			**0.60%**			**1.20%**			**0.50%**		
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	35	765	331	62	213	136	244	436	229	210	235	26
Background Traffic Growth	7	153	66	1	5	3	12	21	11	4	5	1
Subtotal	42	918	397	63	218	139	256	457	240	214	240	27
Las Estancias	0	0	4	0	0	0	28	200	0	0	25	0
Sunrise Village	6	22	7	0	7	0	3	0	0	0	0	2
Subtotal (NO BUILD - A.M.)	***48***	***940***	***408***	***63***	***225***	***139***	***287***	***657***	***240***	***214***	***265***	***29***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***47.31%***	*0.00%*	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.07%***
Percent Residential Trips Generated(Exiting)	***30.07%***	***47.31%***	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.76%***	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.77%***
Percent Commercial Trips Generated(Exiting)	***5.77%***	***6.76%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***47.31%***	*0.00%*	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.07%***
Percent School Diverted Trips Generated (Exiting)	***30.07%***	***47.31%***	***6.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	284	445	51	0	155	0	19	0	0	0	0	101
Total AM Peak Hour BUILD Volumes	**332**	**1,385**	**459**	**63**	**380**	**139**	**306**	**657**	**240**	**214**	**265**	**130**

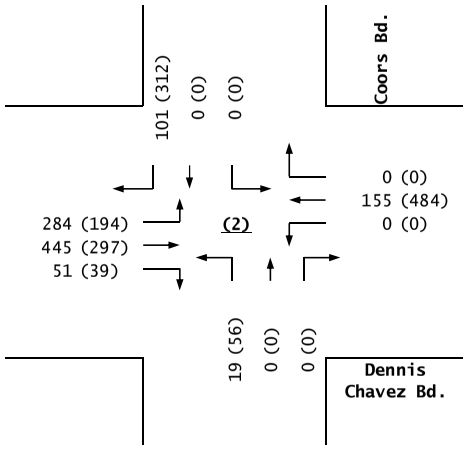
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	67	249	347	148	649	402	328	608	87	192	554	107
Background Traffic Growth	13	50	69	4	16	10	16	29	4	4	11	2
Subtotal	80	299	416	152	665	412	344	637	91	196	565	109
Las Estancias	0	0	50	0	0	0	45	350	0	0	320	0
Sunrise Village	3	14	5	0	24	0	8	0	0	0	0	7
Subtotal (NO BUILD - P.M.)	***83***	***313***	***471***	***152***	***689***	***412***	***397***	***987***	***91***	***196***	***885***	***116***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***47.31%***	*0.00%*	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.07%***
Percent Residential Trips Generated(Exiting)	***30.07%***	***47.31%***	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.76%***	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.77%***
Percent Commercial Trips Generated(Exiting)	***5.77%***	***6.76%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***47.31%***	*0.00%*	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.07%***
Percent School Diverted Trips Generated (Exiting)	***30.07%***	***47.31%***	***6.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	194	297	39	0	484	0	56	0	0	0	0	312
Total PM Peak Hour BUILD Volumes	**277**	**610**	**510**	**152**	**1,173**	**412**	**453**	**987**	**91**	**196**	**885**	**428**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

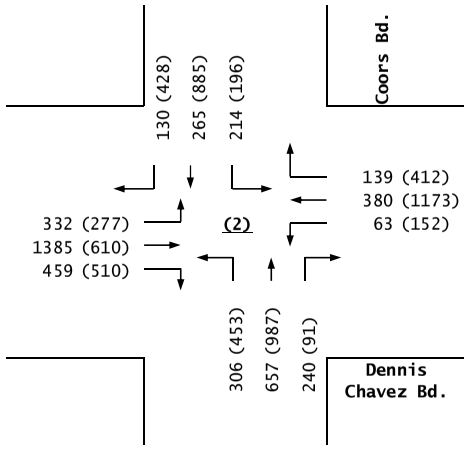
2022
NO BUILD



Trips



2022
BUILD



Dennis Chavez Bd. / Coors Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2022) - 100% Development

INTERSECTION: **Summary**

Meade Ave. / Karroll St.

(15)

10.0% Truck

	0.65			0.65			0.65			0.65			PHF
	Eastbound (Meade Ave.)			Westbound (Meade Ave.)			Northbound (Karroll St.)			Southbound (Karroll St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0	
2022 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*90*	*0*	*0*	*50*	*0*	
2022 (BUILD - A.M.)	***8***	***0***	***0***	***0***	***0***	***0***	***5***	***90***	***0***	***0***	***50***	***0***	

	0.50			0.50			0.50			0.50			PHF
	Eastbound (Meade Ave.)			Westbound (Meade Ave.)			Northbound (Karroll St.)			Southbound (Karroll St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0	
2022 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*100*	*0*	*0*	*110*	*0*	
2022 (BUILD - P.M.)	***11***	***0***	***0***	***0***	***0***	***0***	***13***	***100***	***0***	***0***	***110***	***0***	

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Blake Rd. / Unser Bd.

INTERSECTION: E-W Street: **Blake Rd.** (3)

N-S Street: **Unser Bd.**

Year of Existing Counts 2018

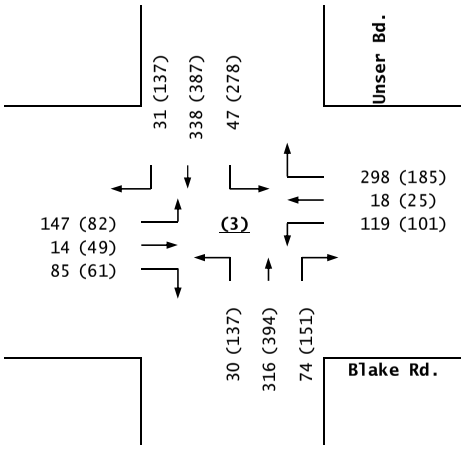
Horizon Year **2022**

Growth Rates	**2.60%**			**5.00%**			**5.00%**			**1.10%**		
	Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (Unser Bd.)**			**Southbound (Unser Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	133	13	77	99	15	248	25	263	62	45	324	30
Background Traffic Growth	14	1	8	20	3	50	5	53	12	2	14	1
Subtotal (NO BUILD - A.M.)	***147***	***14***	***85***	***119***	***18***	***298***	***30***	***316***	***74***	***47***	***338***	***31***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.05%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.32%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.05%***	***9.32%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***1.28%***	***9.40%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.28%***	***9.35%***	***9.40%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.05%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.32%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.05%***	***9.32%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	2	17	0	0	1	95	14	0	44	0
Total AM Peak Hour BUILD Volumes	**147**	**14**	**87**	**136**	**18**	**298**	**31**	**411**	**88**	**47**	**382**	**31**

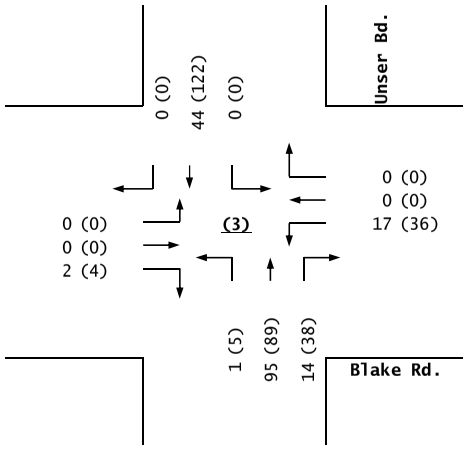
	Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (Unser Bd.)**			**Southbound (Unser Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	74	44	55	84	21	154	114	328	126	266	371	131
Background Traffic Growth	8	5	6	17	4	31	23	66	25	12	16	6
Subtotal	82	49	61	101	25	185	137	394	151	278	387	137
Subtotal (NO BUILD - P.M.)	***82***	***49***	***61***	***101***	***25***	***185***	***137***	***394***	***151***	***278***	***387***	***137***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.05%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.32%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.05%***	***9.32%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***1.28%***	***9.40%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.28%***	***9.35%***	***9.40%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.05%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.32%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.05%***	***9.32%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	4	36	0	0	5	89	38	0	122	0
Total PM Peak Hour BUILD Volumes	**82**	**49**	**65**	**137**	**25**	**185**	**142**	**483**	**189**	**278**	**509**	**137**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

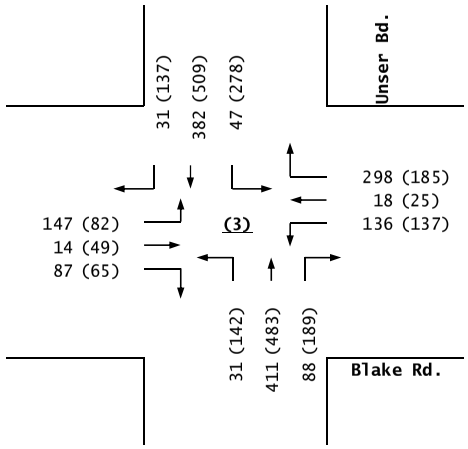
2022
NO BUILD



Trips



2022
BUILD



Blake Rd. / Unser Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Dennis Chavez Bd. / 118th St.

INTERSECTION: E-W Street: **Dennis Chavez Bd.** (4)

N-S Street: **118th St.**

Year of Existing Counts 2017

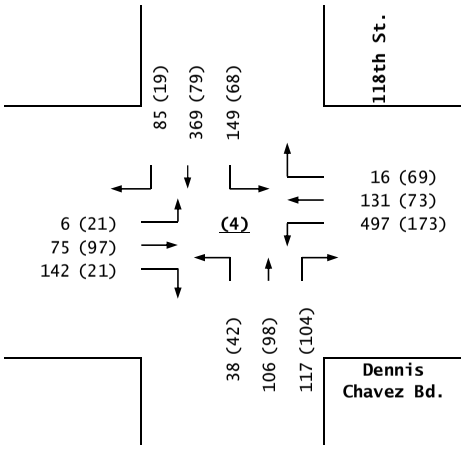
Horizon Year **2022**

Growth Rates	0.50%			0.50%			0.50%			3.70%		
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (118th St.)			Southbound (118th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	6	73	139	485	128	16	37	103	401	126	311	72
Background Traffic Growth	0	2	3	12	3	0	1	3	10	23	58	13
Subtotal	6	75	142	497	131	16	38	106	411	149	369	85
Atrisco Heritage Academy HS	0	0	0	0	0	0	0	0	***-294***	0	0	0
Subtotal (NO BUILD - A.M.)	***6***	***75***	***142***	***497***	***131***	***16***	***38***	***106***	***117***	***149***	***369***	***85***
Percent Residential Trips Generated(Entering)	*0.00%*	***0.82%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***0.06%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***0.82%***	***0.06%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.55%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.54%***	***2.13%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***0.54%***	***1.55%***	***2.13%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.82%***	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	***0.06%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	5	0	215	7	2	0	0	216	4	0	0
Total AM Peak Hour BUILD Volumes	**6**	**80**	**142**	**712**	**138**	**18**	**38**	**106**	**333**	**153**	**369**	**85**

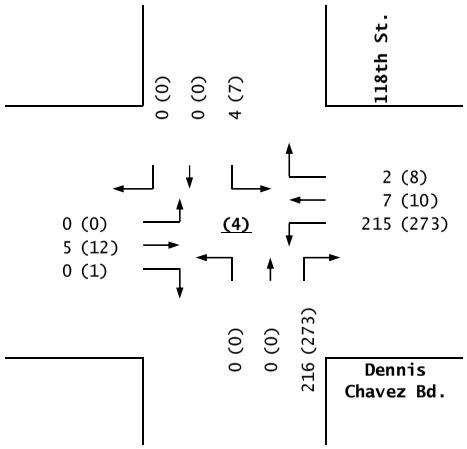
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (118th St.)			Southbound (118th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	95	20	169	71	67	41	96	390	57	67	16
Background Traffic Growth	1	2	1	4	2	2	1	2	10	11	12	3
Subtotal	21	97	21	173	73	69	42	98	400	68	79	19
Atrisco Heritage Academy HS	0	0	0	0	0	0	0	0	***-296***	0	0	0
Subtotal (NO BUILD - P.M.)	***21***	***97***	***21***	***173***	***73***	***69***	***42***	***98***	***104***	***68***	***79***	***19***
Percent Residential Trips Generated(Entering)	*0.00%*	***0.82%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***0.06%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***0.82%***	***0.06%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.55%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.54%***	***2.13%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***0.54%***	***1.55%***	***2.13%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.82%***	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	***0.06%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	12	1	273	10	8	0	0	273	7	0	0
Total PM Peak Hour BUILD Volumes	**21**	**109**	**22**	**446**	**83**	**77**	**42**	**98**	**377**	**75**	**79**	**19**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

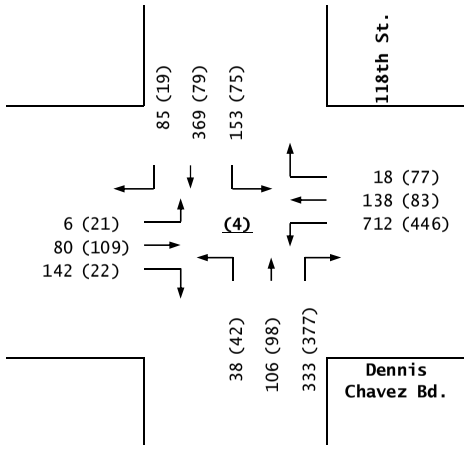
2022
NO BUILD



Trips



2022
BUILD



Dennis Chavez Bd. / 118th St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Dennis Chavez Bd. / 98th St.

INTERSECTION: E-W Street: **Dennis Chavez Bd.** (5)

N-S Street: **98th St.**

Year of Existing Counts 2017

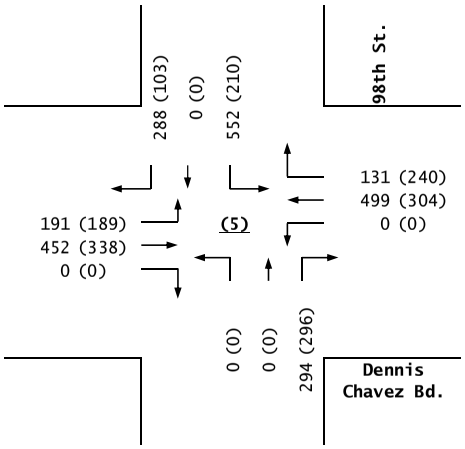
Horizon Year **2022**

	Growth Rates	0.50%			5.00%			0.50%			5.50%		
		Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (98th St.)			Southbound (98th St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		186	441	0	0	399	105	0	0	0	433	0	226
Background Traffic Growth		5	11	0	0	100	26	0	0	0	119	0	62
Subtotal		191	452	0	0	499	131	0	0	0	552	0	288
Atrisco Heritage Academy HS		0	0	0	0	0	0	0	0	294	0	0	0
Subtotal (NO BUILD - A.M.)		***191***	***452***	***0***	***0***	***499***	***131***	***0***	***0***	***294***	***552***	***0***	***288***
Percent Residential Trips Generated(Entering)		*0.00%*	***0.50%***	***0.40%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.78%***	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.40%***	***5.78%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)		*0.00%*	***1.00%***	***3.22%***	***17.25%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***49.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***3.22%***	***49.35%***	***17.25%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)		*0.00%*	***20.00%***	***80.00%***	*0.00%*	***94.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.78%***
Percent School Diverted Trips Generated (Exiting)		***5.78%***	***94.22%***	*0.00%*	*0.00%*	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		9	167	49	63	83	0	136	89	118	0	99	3
Total AM Peak Hour BUILD Volumes		**200**	**619**	**49**	**63**	**582**	**131**	**136**	**89**	**412**	**552**	**99**	**291**

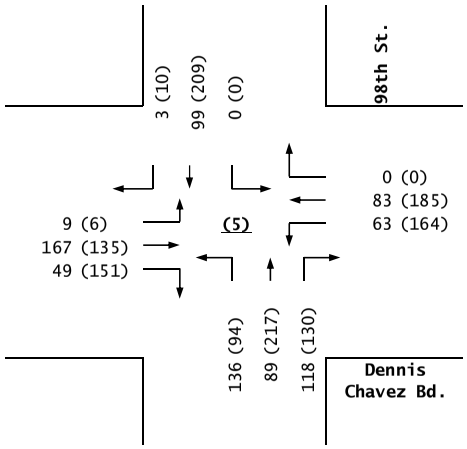
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (98th St.)			Southbound (98th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	184	330	0	0	243	192	0	0	0	165	0	81
Background Traffic Growth	5	8	0	0	61	48	0	0	0	45	0	22
Subtotal	189	338	0	0	304	240	0	0	0	210	0	103
Atrisco Heritage Academy HS	0	0	0	0	0	0	0	0	296	0	0	0
Subtotal (NO BUILD - P.M.)	***189***	***338***	***0***	***0***	***304***	***240***	***0***	***0***	***296***	***210***	***0***	***103***
Percent Residential Trips Generated(Entering)	*0.00%*	***0.50%***	***0.40%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.78%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.40%***	***5.78%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.00%***	***3.22%***	***17.25%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***49.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***3.22%***	***49.35%***	***17.25%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	***20.00%***	***80.00%***	*0.00%*	***94.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.78%***
Percent School Diverted Trips Generated (Exiting)	***5.78%***	***94.22%***	*0.00%*	*0.00%*	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	135	151	164	185	0	94	217	130	0	209	10
Total PM Peak Hour BUILD Volumes	**195**	**473**	**151**	**164**	**489**	**240**	**94**	**217**	**426**	**210**	**209**	**113**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

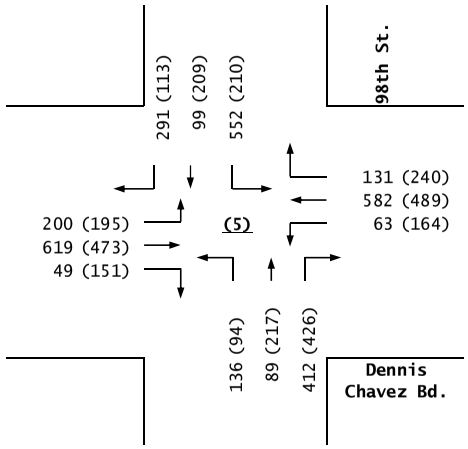
2022
NO BUILD



Trips



2022
BUILD



Dennis Chavez Bd. / 98th St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Dennis Chavez Bd. / Unser Bd.

INTERSECTION: E-W Street: **Dennis Chavez Bd.** (6)

N-S Street: **Unser Bd.**

Year of Existing Counts 2018

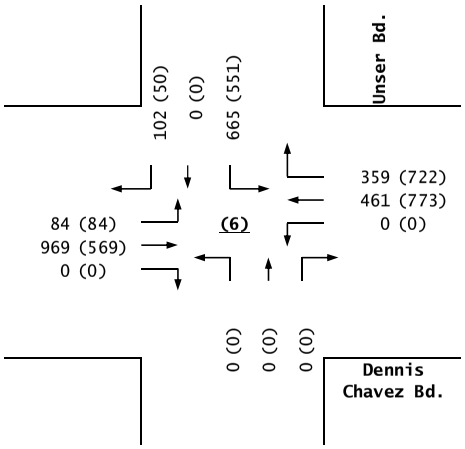
Horizon Year **2022**

Growth Rates	**5.00%**			**5.00%**			**0.50%**			**5.00%**		
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (Unser Bd.)**			**Southbound (Unser Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	70	806	0	0	379	296	0	0	0	553	0	85
Background Traffic Growth	14	161	0	0	76	59	0	0	0	111	0	17
Subtotal	84	967	0	0	455	355	0	0	0	664	0	102
Sunrise Village	0	2	0	0	6	4	0	0	0	1	0	0
Subtotal (NO BUILD - A.M.)	***84***	***969***	***0***	***0***	***461***	***359***	***0***	***0***	***0***	***665***	***0***	***102***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.50%***	***66.00%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.98%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***9.98%***	***66.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***1.00%***	***9.05%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***12.25%***
Percent Commercial Trips Generated(Exiting)	***12.25%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	***10.00%***	***9.05%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***20.00%***	*0.00%*	***84.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent School Diverted Trips Generated (Exiting)	***9.98%***	***84.82%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	27	244	14	180	87	0	37	85	513	0	42	26
Total AM Peak Hour BUILD Volumes	**111**	**1,213**	**14**	**180**	**548**	**359**	**37**	**85**	**513**	**665**	**42**	**128**

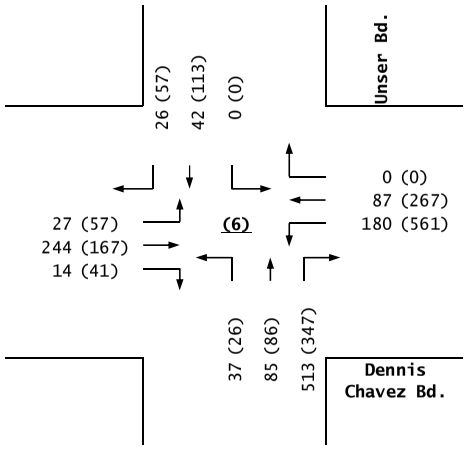
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (Unser Bd.)**			**Southbound (Unser Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	70	468	0	0	642	599	0	0	0	456	0	42
Background Traffic Growth	14	94	0	0	128	120	0	0	0	91	0	8
Subtotal	84	562	0	0	770	719	0	0	0	547	0	50
Sunrise Village	0	7	0	0	3	3	0	0	0	4	0	0
Subtotal (NO BUILD - P.M.)	***84***	***569***	***0***	***0***	***773***	***722***	***0***	***0***	***0***	***551***	***0***	***50***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.50%***	***66.00%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.98%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***9.98%***	***66.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***1.00%***	***9.05%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***12.25%***
Percent Commercial Trips Generated(Exiting)	***12.25%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	***10.00%***	***9.05%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***20.00%***	*0.00%*	***84.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent School Diverted Trips Generated (Exiting)	***9.98%***	***84.82%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	57	167	41	561	267	0	26	86	347	0	113	57
Total PM Peak Hour BUILD Volumes	**141**	**736**	**41**	**561**	**1,040**	**722**	**26**	**86**	**347**	**551**	**113**	**107**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

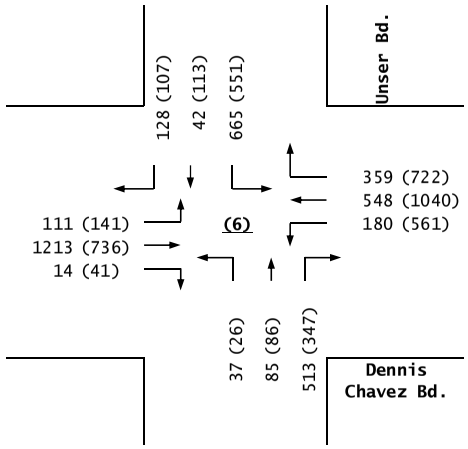
2022
NO BUILD



Trips



2022
BUILD



Dennis Chavez Bd. / Unser Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Dennis Chavez Bd. / Condershire Dr.

INTERSECTION: E-W Street: **Dennis Chavez Bd.** (7)

N-S Street: **Condershire Dr.**

Year of Existing Counts 2018

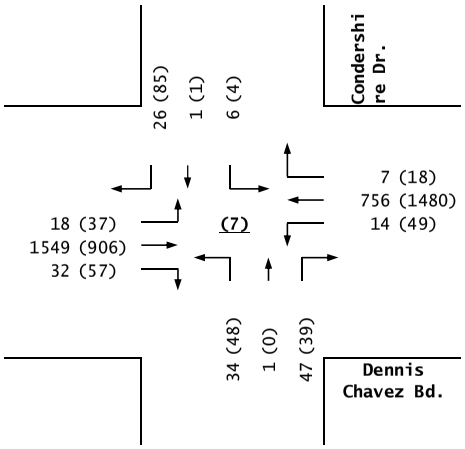
Horizon Year **2022**

	Growth Rates	Eastbound (Dennis Chavez Bd.) 5.00%			Westbound (Dennis Chavez Bd.) 5.00%			Northbound (Condershire Dr.) 5.00%			Southbound (Condershire Dr.) 5.00%		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		15	1,291	24	2	630	6	20	1	10	5	1	22
Background Traffic Growth		3	258	5	0	126	1	4	0	2	1	0	4
Subtotal		18	1,549	29	2	756	7	24	1	12	6	1	26
Sunrise Village		0	0	3	12	0	0	10	0	35	0	0	0
Subtotal (NO BUILD - A.M.)		***18***	***1,549***	***32***	***14***	***756***	***7***	***34***	***1***	***47***	***6***	***1***	***26***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	***4.00%***	***78.41%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.23%***
Percent Residential Trips Generated(Exiting)		***0.23%***	***78.41%***	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.53%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.52%***
Percent Commercial Trips Generated(Exiting)		***1.52%***	***12.53%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***83.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.23%***
Percent School Diverted Trips Generated (Exiting)		***0.23%***	***83.89%***	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		3	747	6	10	261	0	0	0	37	0	0	4
Total AM Peak Hour BUILD Volumes		**21**	**2,296**	**38**	**24**	**1,017**	**7**	**34**	**1**	**84**	**6**	**1**	**30**

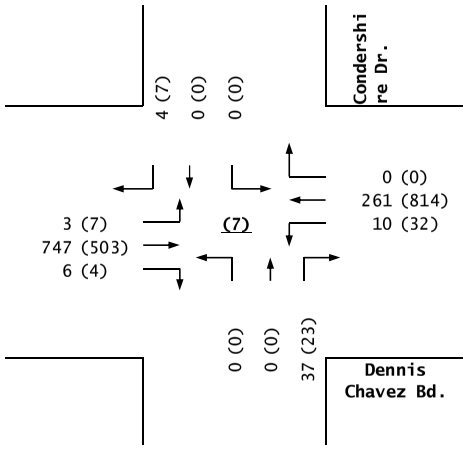
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Condershire Dr.)			Southbound (Condershire Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	31	755	38	8	1,233	15	35	0	14	3	1	71
Background Traffic Growth	6	151	8	2	247	3	7	0	3	1	0	14
Subtotal	37	906	46	10	1,480	18	42	0	17	4	1	85
Sunrise Village	0	0	11	39	0	0	6	0	22	0	0	0
Subtotal (NO BUILD - P.M.)	***37***	***906***	***57***	***49***	***1,480***	***18***	***48***	***0***	***39***	***4***	***1***	***85***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***4.00%***	***78.41%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.23%***
Percent Residential Trips Generated(Exiting)	***0.23%***	***78.41%***	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.53%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.52%***
Percent Commercial Trips Generated(Exiting)	***1.52%***	***12.53%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***83.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.23%***
Percent School Diverted Trips Generated (Exiting)	***0.23%***	***83.89%***	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	7	503	4	32	814	0	0	0	23	0	0	7
Total PM Peak Hour BUILD Volumes	**44**	**1,409**	**61**	**81**	**2,294**	**18**	**48**	**0**	**62**	**4**	**1**	**92**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

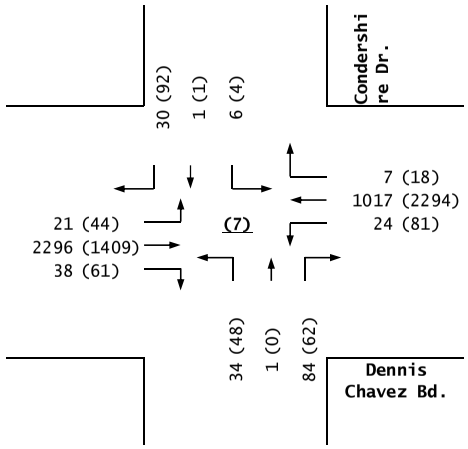
2022
NO BUILD



Trips



2022
BUILD



Dennis Chavez Bd. / Condershire Dr.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Rio Bravo Sq. / Coors Bd.

INTERSECTION: E-W Street: **Rio Bravo Sq.** (8)

N-S Street: **Coors Bd.**

Year of Existing Counts 2018

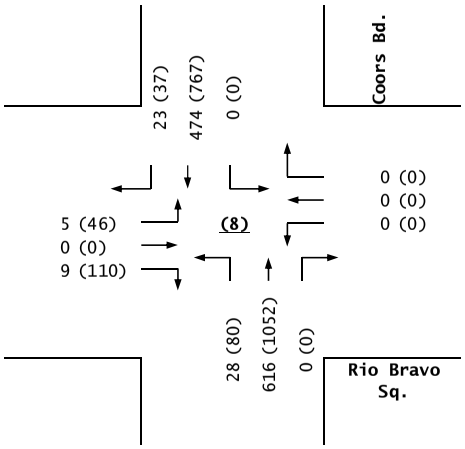
Horizon Year **2022**

Growth Rates	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Rio Bravo Sq.)			**Westbound (Rio Bravo Sq.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	5	0	9	0	0	0	27	580	0	0	462	23
Background Traffic Growth	0	0	0	0	0	0	1	12	0	0	9	0
Subtotal (NO BUILD - A.M.)	***5***	***0***	***9***	***0***	***0***	***0***	***28***	***616***	***0***	***0***	***474***	***23***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.05%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***30.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.63%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.14%***	***5.63%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.05%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***30.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	284	0	0	101	0
Total AM Peak Hour BUILD Volumes	**5**	**0**	**9**	**0**	**0**	**0**	**28**	**900**	**0**	**0**	**575**	**23**

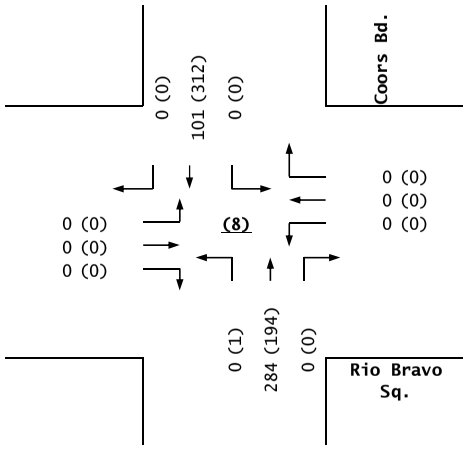
	Eastbound (Rio Bravo Sq.)			**Westbound (Rio Bravo Sq.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	45	0	108	0	0	0	78	999	0	0	745	36
Background Traffic Growth	1	0	2	0	0	0	2	20	0	0	15	1
Subtotal	46	0	110	0	0	0	80	1,019	0	0	760	37
Subtotal (NO BUILD - P.M.)	***46***	***0***	***110***	***0***	***0***	***0***	***80***	***1,052***	***0***	***0***	***767***	***37***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.05%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***30.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.63%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.14%***	***5.63%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.05%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***30.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	1	194	0	0	312	0
Total PM Peak Hour BUILD Volumes	**46**	**0**	**110**	**0**	**0**	**0**	**81**	**1,246**	**0**	**0**	**1,079**	**37**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

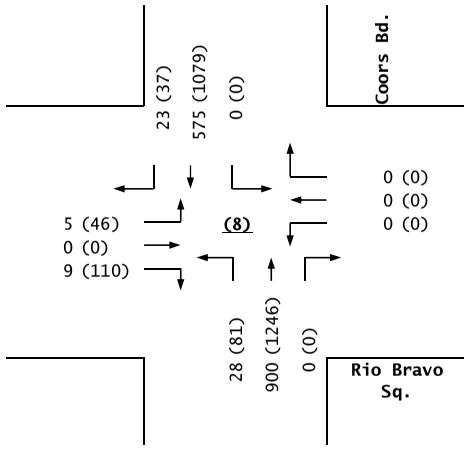
2022
NO BUILD



Trips



2022
BUILD



Rio Bravo Sq. / Coors Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Gibson Bd. / 98th St.

INTERSECTION: E-W Street: **Gibson Bd.** (9)

N-S Street: **98th St.**

Year of Existing Counts 2018

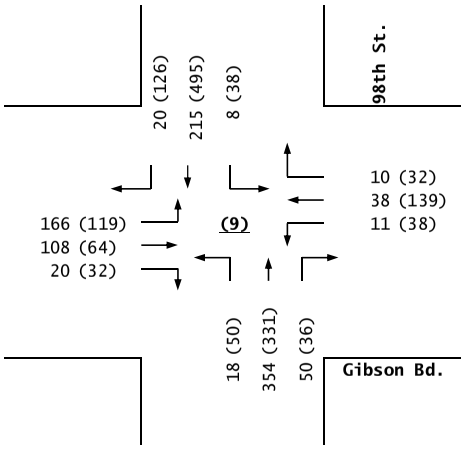
Horizon Year **2022**

Growth Rates	**2.60%**			**1.00%**			**1.50%**			**2.10%**		
	Eastbound (Gibson Bd.)			**Westbound (Gibson Bd.)**			**Northbound (98th St.)**			**Southbound (98th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	150	98	18	11	37	10	17	334	47	7	198	18
Background Traffic Growth	16	10	2	0	1	0	1	20	3	1	17	2
Subtotal (NO BUILD - A.M.)	***166***	***108***	***20***	***11***	***38***	***10***	***18***	***354***	***50***	***8***	***215***	***20***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.20%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.11%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.20%***	***5.11%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***5.40%***	***6.57%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***29.57%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.40%***	***29.57%***	***6.57%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.20%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.11%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.20%***	***5.11%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	9	11	0	0	7	74	7	0	67	0
Total AM Peak Hour BUILD Volumes	**166**	**108**	**29**	**22**	**38**	**10**	**25**	**428**	**57**	**8**	**282**	**20**

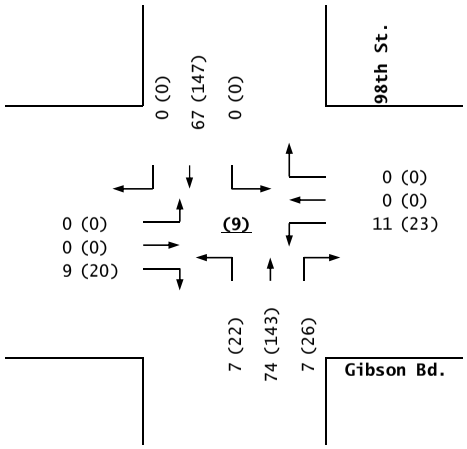
	Eastbound (Gibson Bd.)			**Westbound (Gibson Bd.)**			**Northbound (98th St.)**			**Southbound (98th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	108	58	29	37	134	31	47	312	34	35	457	116
Background Traffic Growth	11	6	3	1	5	1	3	19	2	3	38	10
Subtotal	119	64	32	38	139	32	50	331	36	38	495	126
Subtotal (NO BUILD - P.M.)	***119***	***64***	***32***	***38***	***139***	***32***	***50***	***331***	***36***	***38***	***495***	***126***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.20%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.11%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.20%***	***5.11%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***5.40%***	***6.57%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***29.57%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.40%***	***29.57%***	***6.57%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.20%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.11%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.20%***	***5.11%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	20	23	0	0	22	143	26	0	147	0
Total PM Peak Hour BUILD Volumes	**119**	**64**	**52**	**61**	**139**	**32**	**72**	**474**	**62**	**38**	**642**	**126**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

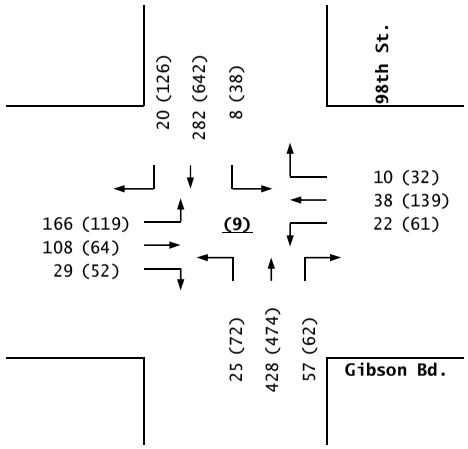
2022
NO BUILD



Trips



2022
BUILD



Gibson Bd. / 98th St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Blake Rd. / 98th St.

INTERSECTION: E-W Street: **Blake Rd.** (10)

N-S Street: **98th St.**

Year of Existing Counts 2018

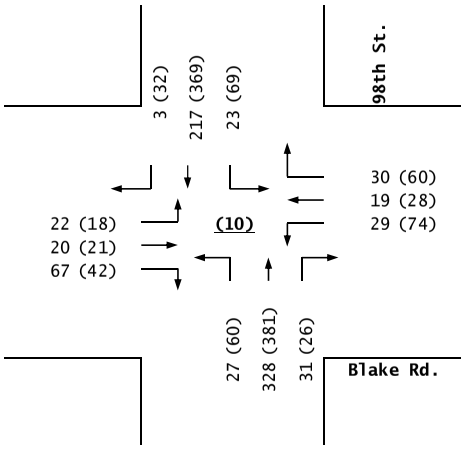
Horizon Year **2022**

Growth Rates	**0.50%**			**2.60%**			**5.50%**			**1.50%**		
	Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (98th St.)**			**Southbound (98th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	22	20	66	26	17	27	22	269	25	22	205	3
Background Traffic Growth	0	0	1	3	2	3	5	59	6	1	12	0
Subtotal (NO BUILD - A.M.)	***22***	***20***	***67***	***29***	***19***	***30***	***27***	***328***	***31***	***23***	***217***	***3***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.11%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.45%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.11%***	***5.45%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***2.09%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***41.54%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.09%***	***41.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.11%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.45%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.11%***	***5.45%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	4	0	0	0	3	89	0	0	89	0
Total AM Peak Hour BUILD Volumes	**22**	**20**	**71**	**29**	**19**	**30**	**30**	**417**	**31**	**23**	**306**	**3**

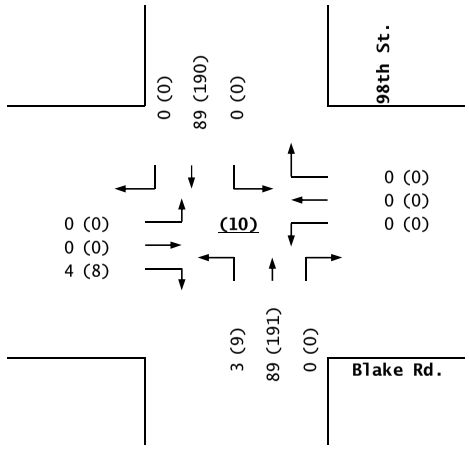
	Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (98th St.)**			**Southbound (98th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	18	21	41	67	25	54	49	312	21	65	348	30
Background Traffic Growth	0	0	1	7	3	6	11	69	5	4	21	2
Subtotal	18	21	42	74	28	60	60	381	26	69	369	32
Subtotal (NO BUILD - P.M.)	***18***	***21***	***42***	***74***	***28***	***60***	***60***	***381***	***26***	***69***	***369***	***32***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.11%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.45%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.11%***	***5.45%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***2.09%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***41.54%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.09%***	***41.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.11%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.45%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.11%***	***5.45%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	8	0	0	0	9	191	0	0	190	0
Total PM Peak Hour BUILD Volumes	**18**	**21**	**50**	**74**	**28**	**60**	**69**	**572**	**26**	**69**	**559**	**32**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

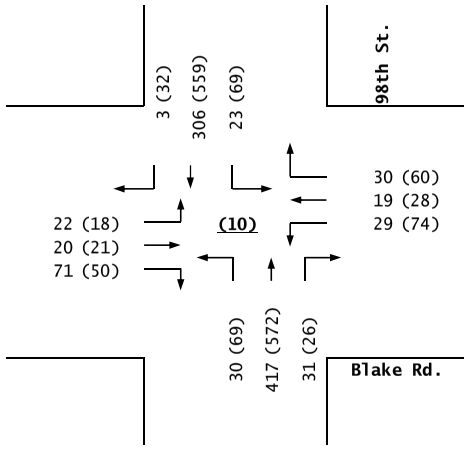
2022
NO BUILD



Trips



2022
BUILD



Blake Rd. / 98th St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Gun Club Rd. / Karrol St.

INTERSECTION: E-W Street: **Gun Club Rd.** (11)

N-S Street: **Karrol St.**

Year of Existing Counts 2018

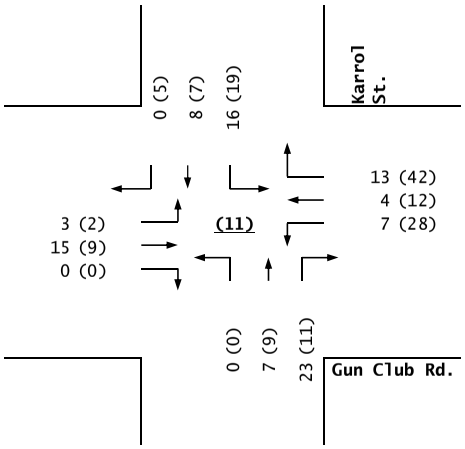
Horizon Year **2022**

Growth Rates	**0.50%**			**5.00%**			**0.50%**			**0.50%**		
	Eastbound (Gun Club Rd.)			**Westbound (Gun Club Rd.)**			**Northbound (Karrol St.)**			**Southbound (Karrol St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	3	15	0	6	3	9	0	7	23	12	8	0
Background Traffic Growth	0	0	0	1	1	2	0	0	0	0	0	0
Subtotal	3	15	0	7	4	11	0	7	23	12	8	0
Sunrise Village	0	0	0	0	0	2	0	0	0	4	0	0
Subtotal (NO BUILD - A.M.)	***3***	***15***	***0***	***7***	***4***	***13***	***0***	***7***	***23***	***16***	***8***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***7.02%***	*0.00%*	***1.20%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***7.02%***	***1.20%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*
Total Trips Generated	0	6	1	0	12	0	2	1	0	0	4	0
Subtotal AM Pk Hr. BUILD Volumes	**3**	**21**	**1**	**7**	**16**	**13**	**2**	**8**	**23**	**16**	**12**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**3**	**21**	**1**	**7**	**16**	**13**	**2**	**8**	**23**	**16**	**12**	**0**

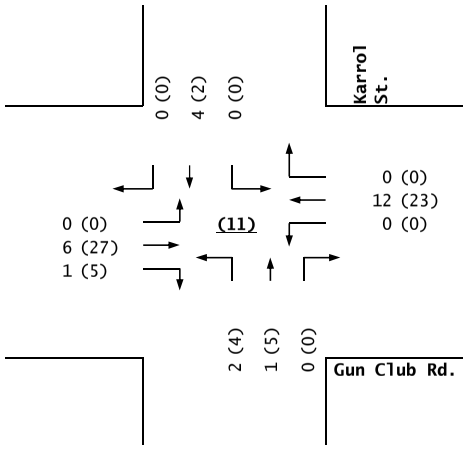
	Eastbound (Gun Club Rd.)			**Westbound (Gun Club Rd.)**			**Northbound (Karrol St.)**			**Southbound (Karrol St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	9	0	23	10	31	0	9	11	15	7	5
Background Traffic Growth	0	0	0	5	2	6	0	0	0	0	0	0
Subtotal	2	9	0	28	12	37	0	9	11	15	7	5
Sunrise Village	0	0	0	0	0	5	0	0	0	4	0	0
Subtotal (NO BUILD - P.M.)	***2***	***9***	***0***	***28***	***12***	***42***	***0***	***9***	***11***	***19***	***7***	***5***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***7.02%***	*0.00%*	***1.20%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***7.02%***	***1.20%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*
Total Trips Generated	0	27	5	0	23	0	4	5	0	0	2	0
Total PM Peak Hour BUILD Volumes	**2**	**36**	**5**	**28**	**35**	**42**	**4**	**14**	**11**	**19**	**9**	**5**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

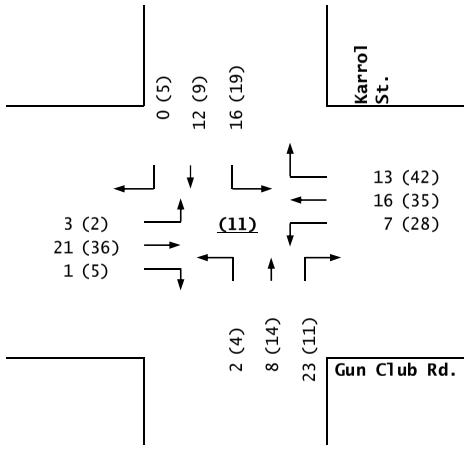
2022
NO BUILD



Trips



2022
BUILD



Gun Club Rd. / Karrol St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Don Felipe Rd. / Coors Bd.

INTERSECTION: E-W Street: **Don Felipe Rd.** (12)

N-S Street: **Coors Bd.**

Year of Existing Counts 2018

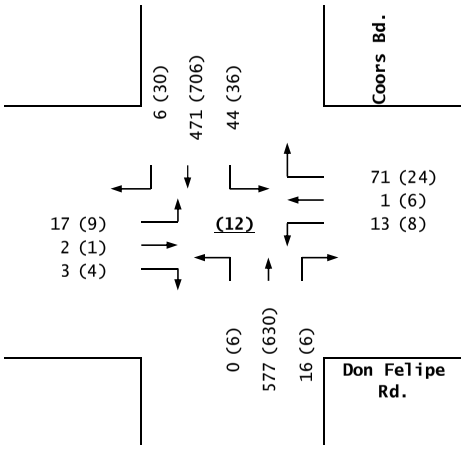
Horizon Year **2022**

Growth Rates	**0.50%**			**0.50%**			**0.50%**			**1.20%**		
	Eastbound (Don Felipe Rd.)			**Westbound (Don Felipe Rd.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	2	3	13	1	70	0	566	16	42	449	6
Background Traffic Growth	0	0	0	0	0	1	0	11	0	2	22	0
Subtotal (NO BUILD - A.M.)	***17***	***2***	***3***	***13***	***1***	***71***	***0***	***577***	***16***	***44***	***471***	***6***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***3.07%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***3.07%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.48%***	*0.00%*	***4.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.48%***	***4.54%***	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***3.07%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***3.07%***	*0.00%*
Total Trips Generated	0	0	0	0	0	7	0	18	0	11	32	0
Total AM Peak Hour BUILD Volumes	**17**	**2**	**3**	**13**	**1**	**78**	**0**	**595**	**16**	**55**	**503**	**6**

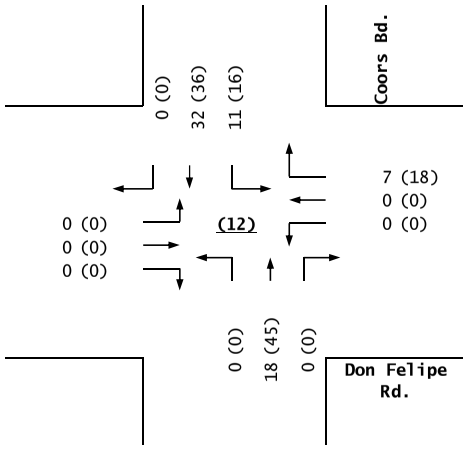
	Eastbound (Don Felipe Rd.)			**Westbound (Don Felipe Rd.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	1	4	8	6	24	6	618	6	34	674	29
Background Traffic Growth	0	0	0	0	0	0	0	12	0	2	32	1
Subtotal	9	1	4	8	6	24	6	630	6	36	706	30
Subtotal (NO BUILD - P.M.)	***9***	***1***	***4***	***8***	***6***	***24***	***6***	***630***	***6***	***36***	***706***	***30***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***3.07%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***3.07%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.48%***	*0.00%*	***4.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.48%***	***4.54%***	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***3.07%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***3.07%***	*0.00%*
Total Trips Generated	0	0	0	0	0	18	0	45	0	16	36	0
Total PM Peak Hour BUILD Volumes	**9**	**1**	**4**	**8**	**6**	**42**	**6**	**675**	**6**	**52**	**742**	**30**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

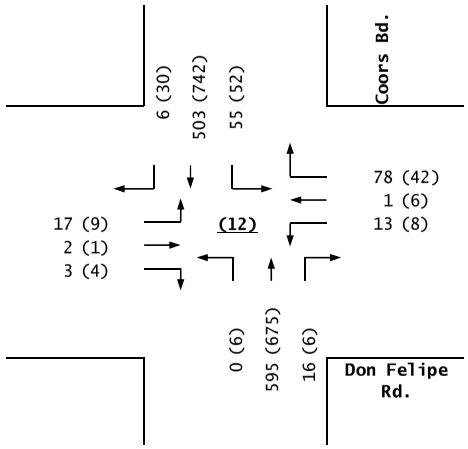
2022
NO BUILD



Trips



2022
BUILD



Don Felipe Rd. / Coors Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Gun Club Rd. / Unser Connection

INTERSECTION: E-W Street: **Gun Club Rd.** (13)

N-S Street: **Unser Connection**

Year of Existing Counts 2018

Horizon Year **2022**

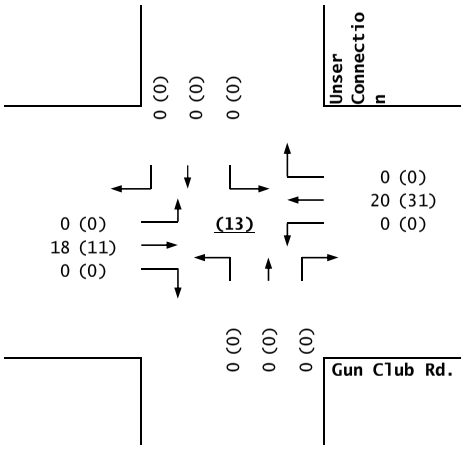
Growth Rates **0.00%** **0.00%** **0.00%** **0.00%**

	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			NB (Unser Connection)			SB (Unser Connection)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***18***	***0***	***0***	***20***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.22%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.22%***	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	20	0	0	0	25	0	0
Total AM Peak Hour BUILD Volumes	**0**	**18**	**0**	**0**	**20**	**20**	**0**	**0**	**0**	**25**	**0**	**0**

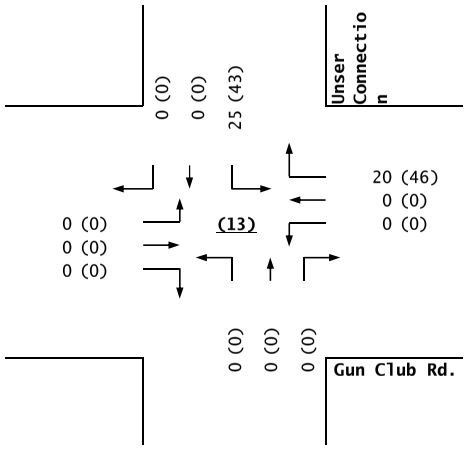
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			NB (Unser Connection)			SB (Unser Connection)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***11***	***0***	***0***	***31***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.22%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.22%***	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	46	0	0	0	43	0	0
Total PM Peak Hour BUILD Volumes	**0**	**11**	**0**	**0**	**31**	**46**	**0**	**0**	**0**	**43**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

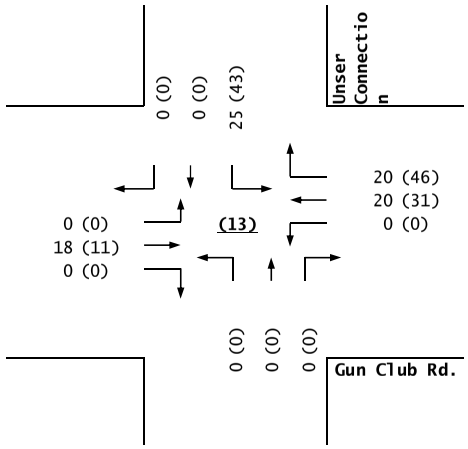
2022
NO BUILD



Trips



2022
BUILD



Gun Club Rd. / Unser Connection

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Future Connection / Karrol St.

INTERSECTION: E-W Street: **Future Connection** (14)

N-S Street: **Karrol St.**

Year of Existing Counts 2017

Horizon Year **2022**

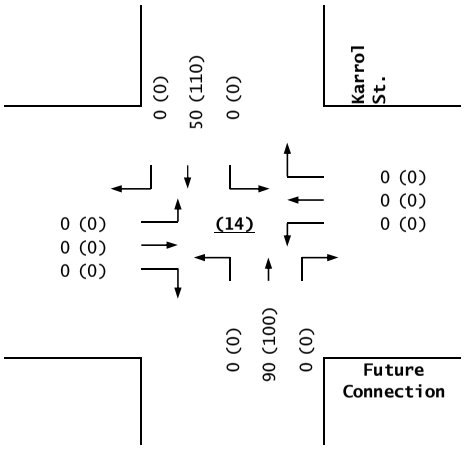
Growth Rates 0.00% 0.00% 0.00% 0.00%

	EB (Future Connection)			WB (Future Connection)			Northbound (Karrol St.)			Southbound (Karrol St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***90***	***0***	***0***	***50***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	8	0	0	0	0	0	5	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**8**	**0**	**0**	**0**	**0**	**0**	**5**	**90**	**0**	**0**	**50**	**0**

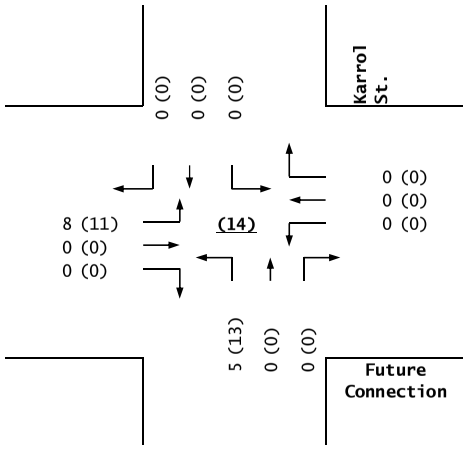
	EB (Future Connection)			WB (Future Connection)			Northbound (Karrol St.)			Southbound (Karrol St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***100***	***0***	***0***	***110***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	11	0	0	0	0	0	13	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**11**	**0**	**0**	**0**	**0**	**0**	**13**	**100**	**0**	**0**	**110**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

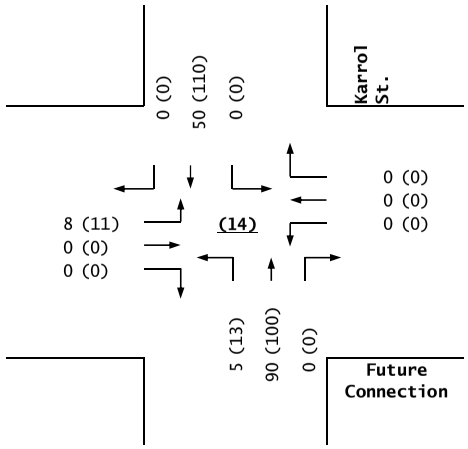
2022
NO BUILD



Trips



2022
BUILD



Future Connection / Karrol St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Meade Ave. / Karroll St.

INTERSECTION: E-W Street: **Meade Ave.** (15)

N-S Street: **Karroll St.**

Year of Existing Counts 2017

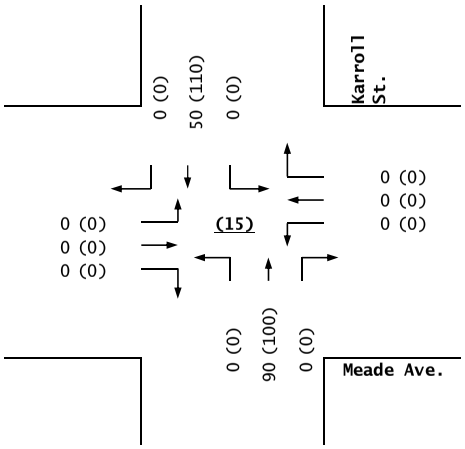
Horizon Year **2022**

Growth Rates	**0.00%**			**0.00%**			**0.00%**			**0.00%**		
	Eastbound (Meade Ave.)			**Westbound (Meade Ave.)**			**Northbound (Karroll St.)**			**Southbound (Karroll St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***90***	***0***	***0***	***50***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	8	0	0	0	0	0	5	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**8**	**0**	**0**	**0**	**0**	**0**	**5**	**90**	**0**	**0**	**50**	**0**

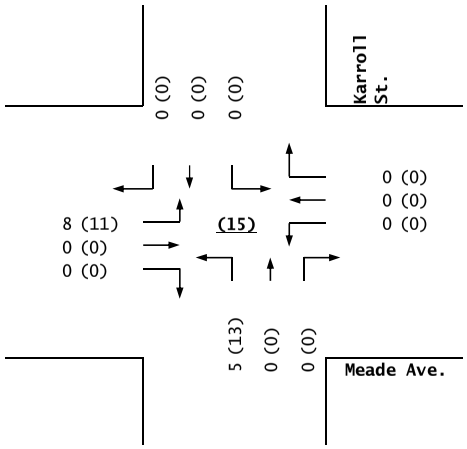
	Eastbound (Meade Ave.)			**Westbound (Meade Ave.)**			**Northbound (Karroll St.)**			**Southbound (Karroll St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***100***	***0***	***0***	***110***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	11	0	0	0	0	0	13	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**11**	**0**	**0**	**0**	**0**	**0**	**13**	**100**	**0**	**0**	**110**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

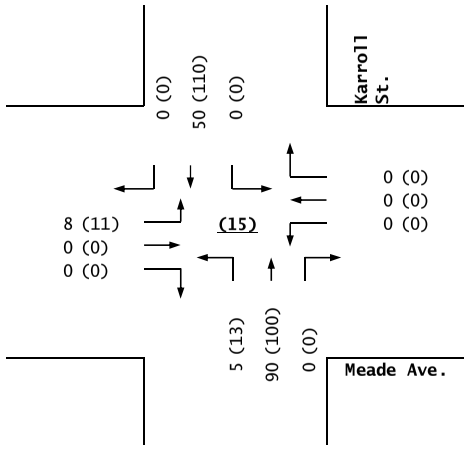
2022
NO BUILD



Trips



2022
BUILD



Meade Ave. / Karroll St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2032) - 100% Development

INTERSECTION: **Summary**

Gun Club Rd. / Coors Bd.

(1)	0.91			0.91			0.91			0.91			PHF
10.0% Truck	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	147	53	25	68	20	249	15	665	70	136	538	37	
2032 (NO BUILD - A.M.)	*244*	*85*	*44*	*73*	*21*	*270*	*19*	*782*	*81*	*167*	*691*	*54*	
2032 (BUILD - A.M.)	***244***	***85***	***50***	***73***	***21***	***273***	***31***	***794***	***81***	***176***	***731***	***54***	

	0.96			0.96			0.96			0.96			PHF
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	80	33	45	101	42	150	41	702	49	193	751	104	
2032 (NO BUILD - P.M.)	*145*	*53*	*76*	*107*	*45*	*174*	*52*	*911*	*56*	*223*	*977*	*121*	
2032 (BUILD - P.M.)	***146***	***53***	***103***	***107***	***45***	***184***	***75***	***951***	***56***	***229***	***1,002***	***121***	

Dennis Chavez Bd. / Coors Bd.

(2)	0.96			0.96			0.96			0.96			PHF
10.0% Truck	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	37	803	348	62	214	137	247	441	232	211	236	26	
2032 (NO BUILD - A.M.)	*66*	*1,323*	*574*	*67*	*238*	*147*	*316*	*709*	*267*	*225*	*276*	*30*	
2032 (BUILD - A.M.)	***350***	***1,768***	***625***	***67***	***393***	***147***	***335***	***709***	***267***	***225***	***276***	***131***	

	0.95			0.95			0.95			0.95			PHF
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	70	261	364	149	653	404	332	615	88	193	557	108	
2032 (NO BUILD - P.M.)	*117*	*437*	*645*	*160*	*728*	*436*	*436*	*1,060*	*102*	*205*	*913*	*121*	
2032 (BUILD - P.M.)	***311***	***734***	***684***	***160***	***1,212***	***436***	***492***	***1,060***	***102***	***205***	***913***	***433***	

Blake Rd. / Unser Bd.

(3)	0.89			0.89			0.89			0.89			PHF
10.0% Truck	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Unser Bd.)			Southbound (Unser Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	136	13	79	104	16	260	26	276	65	45	328	30	
2032 (NO BUILD - A.M.)	*181*	*18*	*105*	*168*	*26*	*422*	*43*	*447*	*105*	*52*	*374*	*35*	
2032 (BUILD - A.M.)	***181***	***18***	***107***	***185***	***26***	***422***	***44***	***542***	***119***	***52***	***418***	***35***	

	0.91			0.91			0.91			0.91			PHF
	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Unser Bd.)			Southbound (Unser Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	76	45	56	88	22	162	120	344	132	269	375	132	
2032 (NO BUILD - P.M.)	*101*	*60*	*75*	*143*	*36*	*262*	*194*	*558*	*214*	*307*	*428*	*151*	
2032 (BUILD - P.M.)	***101***	***60***	***79***	***179***	***36***	***262***	***199***	***647***	***252***	***307***	***550***	***151***	

Dennis Chavez Bd. / 118th St.

(4)	0.65			0.65			0.65			0.65			PHF
10.0% Truck	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (118th St.)			Southbound (118th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	6	74	140	490	129	16	37	104	405	135	334	77	
2032 (NO BUILD - A.M.)	*6*	*78*	*149*	*521*	*138*	*17*	*40*	*111*	*431*	*196*	*484*	*112*	
2032 (BUILD - A.M.)	***6***	***83***	***149***	***736***	***145***	***19***	***40***	***111***	***647***	***200***	***484***	***112***	

	0.50			0.50			0.50			0.50			PHF
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (118th St.)			Southbound (118th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	20	96	20	171	72	68	41	97	394	61	72	17	
2032 (NO BUILD - P.M.)	*22*	*102*	*22*	*182*	*76*	*72*	*44*	*103*	*419*	*89*	*104*	*25*	
2032 (BUILD - P.M.)	***22***	***114***	***23***	***455***	***86***	***80***	***44***	***103***	***692***	***96***	***104***	***25***	

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2032) - 100% Development

INTERSECTION: **Summary**

Dennis Chavez Bd. / 98th St.

(5)	0.65			0.65			0.65			0.65			PHF
10.0% Truck	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	188	445	0	0	439	116	0	0	0	481	0	251	
2032 (NO BUILD - A.M.)	*200*	*474*	*0*	*0*	*698*	*184*	*0*	*0*	*0*	*790*	*0*	*412*	
2032 (BUILD - A.M.)	***209***	***641***	***49***	***63***	***781***	***184***	***136***	***89***	***118***	***790***	***99***	***415***	
	0.50			0.50			0.50			0.50			PHF
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	186	333	0	0	267	211	0	0	0	183	0	90	
2032 (NO BUILD - P.M.)	*198*	*355*	*0*	*0*	*425*	*336*	*0*	*0*	*0*	*301*	*0*	*148*	
2032 (BUILD - P.M.)	***204***	***490***	***151***	***164***	***610***	***336***	***94***	***217***	***130***	***301***	***209***	***158***	

Dennis Chavez Bd. / Unser Bd.

(6)	0.92			0.92			0.92			0.92			PHF
10.0% Truck	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Unser Bd.)			Southbound (Unser Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	74	846	0	0	398	311	0	0	0	581	0	89	
2032 (NO BUILD - A.M.)	*119*	*1,372*	*0*	*0*	*650*	*507*	*0*	*0*	*0*	*941*	*0*	*145*	
2032 (BUILD - A.M.)	***146***	***1,616***	***14***	***180***	***737***	***507***	***37***	***85***	***513***	***941***	***42***	***171***	
	0.91			0.91			0.91			0.91			PHF
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Unser Bd.)			Southbound (Unser Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	74	491	0	0	674	629	0	0	0	479	0	44	
2032 (NO BUILD - P.M.)	*119*	*803*	*0*	*0*	*1,094*	*1,021*	*0*	*0*	*0*	*779*	*0*	*71*	
2032 (BUILD - P.M.)	***176***	***970***	***41***	***561***	***1,361***	***1,021***	***26***	***86***	***347***	***779***	***113***	***128***	

Dennis Chavez Bd. / Condershire Dr.

(7)	0.99			0.99			0.99			0.99			PHF
10.0% Truck	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Condershire Dr.)			Southbound (Condershire Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	16	1,356	25	2	662	6	21	1	11	5	1	23	
2032 (NO BUILD - A.M.)	*26*	*2,195*	*44*	*15*	*1,071*	*10*	*44*	*2*	*52*	*9*	*2*	*37*	
2032 (BUILD - A.M.)	***29***	***2,942***	***50***	***25***	***1,332***	***10***	***44***	***2***	***89***	***9***	***2***	***41***	
	0.97			0.97			0.97			0.97			PHF
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Condershire Dr.)			Southbound (Condershire Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	33	793	40	8	1,295	16	37	0	15	3	1	75	
2032 (NO BUILD - P.M.)	*53*	*1,284*	*76*	*53*	*2,096*	*26*	*66*	*0*	*46*	*5*	*2*	*121*	
2032 (BUILD - P.M.)	***60***	***1,787***	***80***	***85***	***2,910***	***26***	***66***	***0***	***69***	***5***	***2***	***128***	

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2032) - 100% Development

INTERSECTION: **Summary**

Rio Bravo Sq. / Coors Bd.

(8)

10.0% Truck

	0.96			0.96			0.96			0.96			PHF
	Eastbound (Rio Bravo Sq.)			Westbound (Rio Bravo Sq.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	5	0	9	0	0	0	27	583	0	0	464	23	
2032 (NO BUILD - A.M.)	*5*	*0*	*10*	*0*	*0*	*0*	*29*	*893*	*0*	*0*	*521*	*25*	
2032 (BUILD - A.M.)	***5***	***0***	***10***	***0***	***0***	***0***	***29***	***1,177***	***0***	***0***	***622***	***25***	

	0.95			0.95			0.95			0.95			PHF
	Eastbound (Rio Bravo Sq.)			Westbound (Rio Bravo Sq.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	45	0	109	0	0	0	78	1,004	0	0	749	36	
2032 (NO BUILD - P.M.)	*48*	*0*	*116*	*0*	*0*	*0*	*83*	*1,530*	*0*	*0*	*1,123*	*39*	
2032 (BUILD - P.M.)	***48***	***0***	***116***	***0***	***0***	***0***	***84***	***1,724***	***0***	***0***	***1,435***	***39***	

Gibson Bd. / 98th St.

(9)

10.0% Truck

	0.82			0.82			0.82			0.82			PHF
	Eastbound (Gibson Bd.)			Westbound (Gibson Bd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	154	101	18	11	37	10	17	339	48	7	202	18	
2032 (NO BUILD - A.M.)	*205*	*134*	*25*	*13*	*42*	*11*	*21*	*404*	*57*	*9*	*256*	*23*	
2032 (BUILD - A.M.)	***205***	***134***	***34***	***24***	***42***	***11***	***28***	***478***	***64***	***9***	***323***	***23***	

	0.93			0.93			0.93			0.93			PHF
	Eastbound (Gibson Bd.)			Westbound (Gibson Bd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	111	60	30	37	135	31	48	317	35	36	467	118	
2032 (NO BUILD - P.M.)	*147*	*79*	*40*	*42*	*153*	*35*	*57*	*378*	*41*	*45*	*591*	*150*	
2032 (BUILD - P.M.)	***147***	***79***	***60***	***65***	***153***	***35***	***79***	***521***	***67***	***45***	***738***	***150***	

Blake Rd. / 98th St.

(10)

10.0% Truck

	0.83			0.83			0.83			0.83			PHF
	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	22	20	66	27	17	28	23	284	26	22	208	3	
2032 (NO BUILD - A.M.)	*24*	*21*	*71*	*35*	*23*	*37*	*39*	*476*	*44*	*27*	*248*	*4*	
2032 (BUILD - A.M.)	***24***	***21***	***75***	***35***	***23***	***37***	***42***	***565***	***44***	***27***	***337***	***4***	

	0.96			0.96			0.96			0.96			PHF
	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (98th St.)			Southbound (98th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	18	21	41	69	26	55	52	329	22	66	353	30	
2032 (NO BUILD - P.M.)	*19*	*22*	*44*	*91*	*34*	*74*	*87*	*552*	*37*	*79*	*421*	*36*	
2032 (BUILD - P.M.)	***19***	***22***	***52***	***91***	***34***	***74***	***96***	***743***	***37***	***79***	***611***	***36***	

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2032) - 100% Development

INTERSECTION: **Summary**

Gun Club Rd. / Karrol St. (11) 10.0% Truck

	0.81			0.81			0.81			0.81		PHF
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Karrol St.)			Southbound (Karrol St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	3	15	0	6	3	9	0	7	23	12	8	0
2032 (NO BUILD - A.M.)	*3*	*16*	*0*	*10*	*5*	*17*	*0*	*7*	*25*	*17*	*9*	*0*
2032 (BUILD - A.M.)	***3***	***22***	***1***	***10***	***17***	***17***	***2***	***8***	***25***	***17***	***13***	***0***

	0.90			0.90			0.90			0.90		PHF
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Karrol St.)			Southbound (Karrol St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	2	9	0	24	11	33	0	9	11	15	7	5
2032 (NO BUILD - P.M.)	*2*	*10*	*0*	*39*	*17*	*58*	*0*	*10*	*12*	*20*	*7*	*5*
2032 (BUILD - P.M.)	***2***	***37***	***5***	***39***	***40***	***58***	***4***	***15***	***12***	***20***	***9***	***5***

Don Felipe Rd. / Coors Bd. (12) 10.0% Truck

	0.90			0.90			0.90			0.90		PHF
	Eastbound (Don Felipe Rd.)			Westbound (Don Felipe Rd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	17	2	3	13	1	70	0	569	16	43	454	6
2032 (NO BUILD - A.M.)	*18*	*2*	*3*	*14*	*1*	*75*	*0*	*606*	*17*	*49*	*524*	*7*
2032 (BUILD - A.M.)	***18***	***2***	***3***	***14***	***1***	***82***	***0***	***624***	***17***	***60***	***556***	***7***

	0.89			0.89			0.89			0.89		PHF
	Eastbound (Don Felipe Rd.)			Westbound (Don Felipe Rd.)			Northbound (Coors Bd.)			Southbound (Coors Bd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	9	1	4	8	6	24	6	621	6	34	682	29
2032 (NO BUILD - P.M.)	*10*	*1*	*4*	*9*	*6*	*26*	*6*	*661*	*6*	*40*	*787*	*34*
2032 (BUILD - P.M.)	***10***	***1***	***4***	***9***	***6***	***44***	***6***	***706***	***6***	***56***	***823***	***34***

Gun Club Rd. / Unser Connection (13) 10.0% Truck

	0.89			0.89			0.89			0.89		PHF
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			NB (Unser Connection)			SB (Unser Connection)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0
2032 (NO BUILD - A.M.)	*0*	*19*	*0*	*0*	*22*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2032 (BUILD - A.M.)	***0***	***19***	***0***	***0***	***22***	***20***	***0***	***0***	***0***	***25***	***0***	***0***

	0.91			0.91			0.91			0.91		PHF
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			NB (Unser Connection)			SB (Unser Connection)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0
2032 (NO BUILD - P.M.)	*0*	*12*	*0*	*0*	*37*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2032 (BUILD - P.M.)	***0***	***12***	***0***	***0***	***37***	***46***	***0***	***0***	***0***	***43***	***0***	***0***

Future Connection / Karrol St. (14) 10.0% Truck

	0.65			0.65			0.65			0.65		PHF
	EB (Future Connection)			WB (Future Connection)			Northbound (Karrol St.)			Southbound (Karrol St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0
2032 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*90*	*0*	*0*	*50*	*0*
2032 (BUILD - A.M.)	***8***	***0***	***0***	***0***	***0***	***0***	***5***	***90***	***0***	***0***	***50***	***0***

	0.50			0.50			0.50			0.50		PHF
	EB (Future Connection)			WB (Future Connection)			Northbound (Karrol St.)			Southbound (Karrol St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0
2032 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*100*	*0*	*0*	*110*	*0*
2032 (BUILD - P.M.)	***11***	***0***	***0***	***0***	***0***	***0***	***13***	***100***	***0***	***0***	***110***	***0***

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2032) - 100% Development

INTERSECTION: **Summary**

Meade Ave. / Karroll St.

(15)

10.0% Truck

	0.65			0.65			0.65			0.65			PHF
	Eastbound (Meade Ave.)			Westbound (Meade Ave.)			Northbound (Karroll St.)			Southbound (Karroll St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0	
2032 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*90*	*0*	*0*	*50*	*0*	
2032 (BUILD - A.M.)	***8***	***0***	***0***	***0***	***0***	***0***	***5***	***90***	***0***	***0***	***50***	***0***	

	0.50			0.50			0.50			0.50			PHF
	Eastbound (Meade Ave.)			Westbound (Meade Ave.)			Northbound (Karroll St.)			Southbound (Karroll St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2019)	0	0	0	0	0	0	0	0	0	0	0	0	
2032 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*100*	*0*	*0*	*110*	*0*	
2032 (BUILD - P.M.)	***11***	***0***	***0***	***0***	***0***	***0***	***13***	***100***	***0***	***0***	***110***	***0***	

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Gun Club Rd. / Coors Bd.

INTERSECTION: E-W Street: **Gun Club Rd.** (1)

N-S Street: **Coors Bd.**

Year of Existing Counts 2018

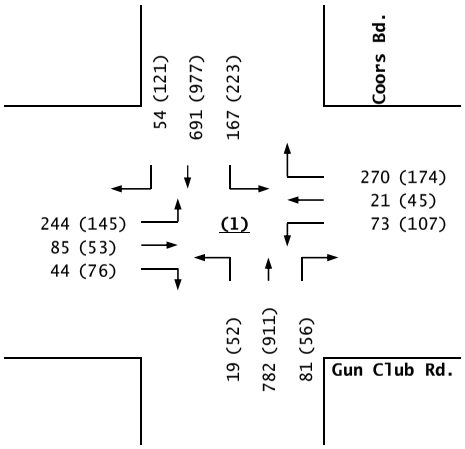
Horizon Year **2032**

Growth Rates	**5.00%**			**0.50%**			**1.20%**			**1.20%**		
	Eastbound (Gun Club Rd.)			**Westbound (Gun Club Rd.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	140	50	24	68	20	248	15	657	69	134	532	37
Background Traffic Growth	98	35	17	5	1	17	3	110	12	23	89	6
Subtotal	238	85	41	73	21	265	18	767	81	157	621	43
Las Estancias	5	0	0	0	0	5	0	15	0	10	70	10
Sunrise Village	1	0	3	0	0	0	1	0	0	0	0	1
Subtotal (NO BUILD - A.M.)	***244***	***85***	***44***	***73***	***21***	***270***	***19***	***782***	***81***	***167***	***691***	***54***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***4.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***4.05%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***7.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	***7.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***4.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***5.56%***	*0.00%*
Total Trips Generated	0	0	6	0	0	3	12	12	0	9	40	0
Total AM Peak Hour BUILD Volumes	**244**	**85**	**50**	**73**	**21**	**273**	**31**	**794**	**81**	**176**	**731**	**54**

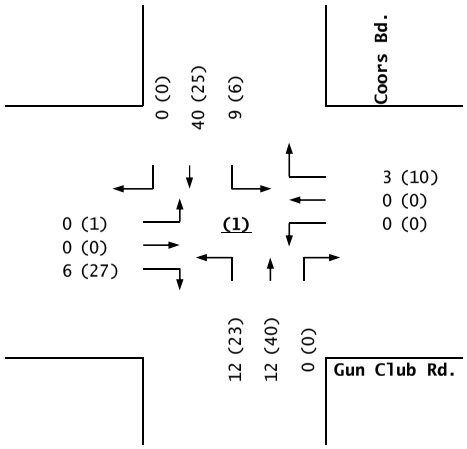
	Eastbound (Gun Club Rd.)			**Westbound (Gun Club Rd.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	76	31	43	100	42	149	41	694	48	191	742	103
Background Traffic Growth	53	22	30	7	3	10	7	117	8	32	125	17
Subtotal	129	53	73	107	45	159	48	811	56	223	867	120
Las Estancias	15	0	0	0	0	15	0	100	0	0	110	0
Sunrise Village	1	0	3	0	0	0	4	0	0	0	0	1
Subtotal (NO BUILD - P.M.)	***145***	***53***	***76***	***107***	***45***	***174***	***52***	***911***	***56***	***223***	***977***	***121***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***4.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***4.05%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***7.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	***7.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***4.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***5.56%***	*0.00%*
Total Trips Generated	1	0	27	0	0	10	23	40	0	6	25	0
Total PM Peak Hour BUILD Volumes	**146**	**53**	**103**	**107**	**45**	**184**	**75**	**951**	**56**	**229**	**1,002**	**121**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

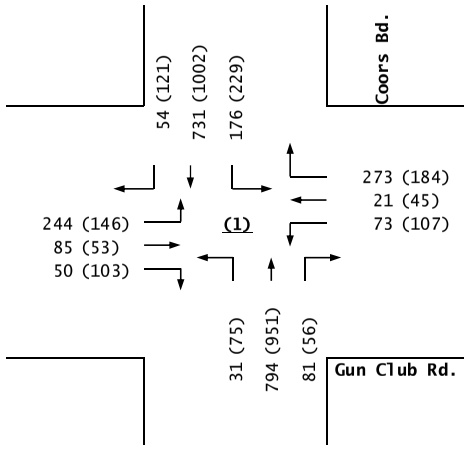
2032
NO BUILD



Trips



2032
BUILD



Gun Club Rd. / Coors Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Dennis Chavez Bd. / Coors Bd.

INTERSECTION: E-W Street: **Dennis Chavez Bd.** (2)

N-S Street: **Coors Bd.**

Year of Existing Counts 2018

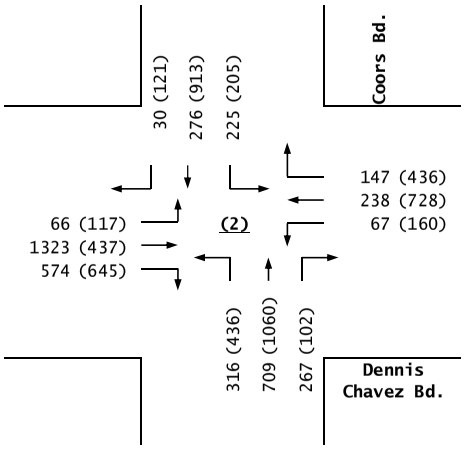
Horizon Year **2032**

Growth Rates	**5.00%**			**0.60%**			**1.20%**			**0.50%**		
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	35	765	331	62	213	136	244	436	229	210	235	26
Background Traffic Growth	25	536	232	5	18	11	41	73	38	15	16	2
Subtotal	60	1,301	563	67	231	147	285	509	267	225	251	28
Las Estancias	0	0	4	0	0	0	28	200	0	0	25	0
Sunrise Village	6	22	7	0	7	0	3	0	0	0	0	2
Subtotal (NO BUILD - A.M.)	***66***	***1,323***	***574***	***67***	***238***	***147***	***316***	***709***	***267***	***225***	***276***	***30***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***47.31%***	*0.00%*	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.07%***
Percent Residential Trips Generated(Exiting)	***30.07%***	***47.31%***	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.76%***	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.77%***
Percent Commercial Trips Generated(Exiting)	***5.77%***	***6.76%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***47.31%***	*0.00%*	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.07%***
Percent School Diverted Trips Generated (Exiting)	***30.07%***	***47.31%***	***6.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	284	445	51	0	155	0	19	0	0	0	0	101
Total AM Peak Hour BUILD Volumes	**350**	**1,768**	**625**	**67**	**393**	**147**	**335**	**709**	**267**	**225**	**276**	**131**

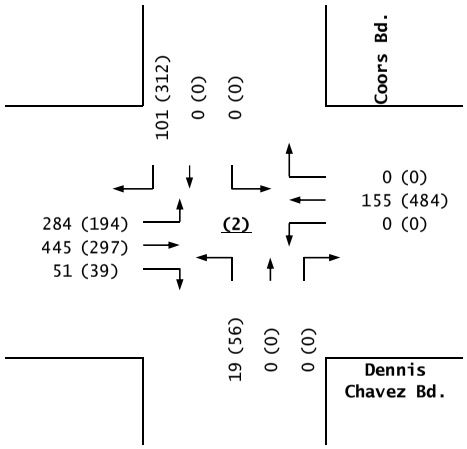
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	67	249	347	148	649	402	328	608	87	192	554	107
Background Traffic Growth	47	174	243	12	55	34	55	102	15	13	39	7
Subtotal	114	423	590	160	704	436	383	710	102	205	593	114
Las Estancias	0	0	50	0	0	0	45	350	0	0	320	0
Sunrise Village	3	14	5	0	24	0	8	0	0	0	0	7
Subtotal (NO BUILD - P.M.)	***117***	***437***	***645***	***160***	***728***	***436***	***436***	***1,060***	***102***	***205***	***913***	***121***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***47.31%***	*0.00%*	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.07%***
Percent Residential Trips Generated(Exiting)	***30.07%***	***47.31%***	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.76%***	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.77%***
Percent Commercial Trips Generated(Exiting)	***5.77%***	***6.76%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***47.31%***	*0.00%*	***5.03%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.07%***
Percent School Diverted Trips Generated (Exiting)	***30.07%***	***47.31%***	***6.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	194	297	39	0	484	0	56	0	0	0	0	312
Total PM Peak Hour BUILD Volumes	**311**	**734**	**684**	**160**	**1,212**	**436**	**492**	**1,060**	**102**	**205**	**913**	**433**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

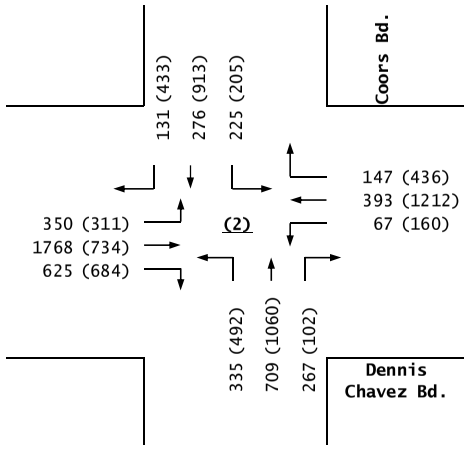
2032
NO BUILD



Trips



2032
BUILD



Dennis Chavez Bd. / Coors Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Blake Rd. / Unser Bd.

INTERSECTION: E-W Street: **Blake Rd.** (3)

N-S Street: **Unser Bd.**

Year of Existing Counts 2018

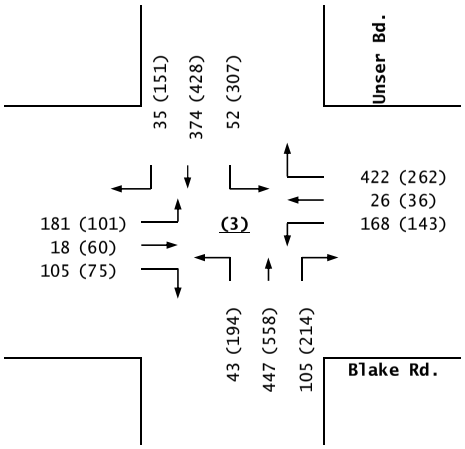
Horizon Year **2032**

Growth Rates	**2.60%**			**5.00%**			**5.00%**			**1.10%**		
	Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (Unser Bd.)**			**Southbound (Unser Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	133	13	77	99	15	248	25	263	62	45	324	30
Background Traffic Growth	48	5	28	69	11	174	18	184	43	7	50	5
Subtotal (NO BUILD - A.M.)	***181***	***18***	***105***	***168***	***26***	***422***	***43***	***447***	***105***	***52***	***374***	***35***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.05%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.32%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.05%***	***9.32%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***1.28%***	***9.40%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.28%***	***9.35%***	***9.40%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.05%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.32%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.05%***	***9.32%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	2	17	0	0	1	95	14	0	44	0
Total AM Peak Hour BUILD Volumes	**181**	**18**	**107**	**185**	**26**	**422**	**44**	**542**	**119**	**52**	**418**	**35**

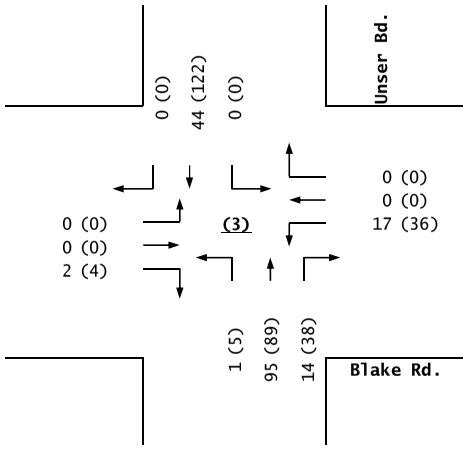
	Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (Unser Bd.)**			**Southbound (Unser Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	74	44	55	84	21	154	114	328	126	266	371	131
Background Traffic Growth	27	16	20	59	15	108	80	230	88	41	57	20
Subtotal	101	60	75	143	36	262	194	558	214	307	428	151
Subtotal (NO BUILD - P.M.)	***101***	***60***	***75***	***143***	***36***	***262***	***194***	***558***	***214***	***307***	***428***	***151***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.05%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.32%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.05%***	***9.32%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***1.28%***	***9.40%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.28%***	***9.35%***	***9.40%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.05%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.32%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.05%***	***9.32%***	***0.46%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	4	36	0	0	5	89	38	0	122	0
Total PM Peak Hour BUILD Volumes	**101**	**60**	**79**	**179**	**36**	**262**	**199**	**647**	**252**	**307**	**550**	**151**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

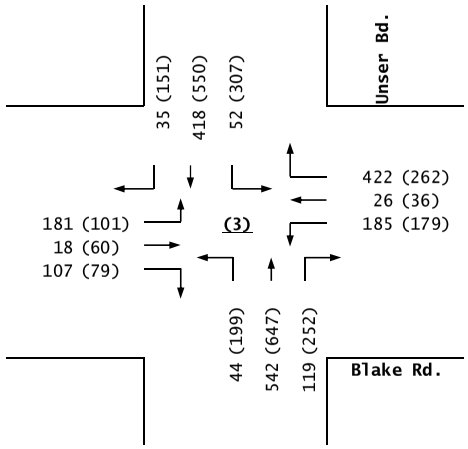
2032
NO BUILD



Trips



2032
BUILD



Blake Rd. / Unser Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Dennis Chavez Bd. / 118th St.

INTERSECTION: E-W Street: **Dennis Chavez Bd.** (4)

N-S Street: **118th St.**

Year of Existing Counts 2017

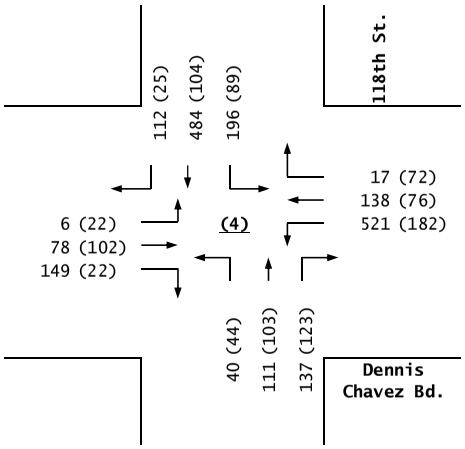
Horizon Year **2032**

Growth Rates	**0.50%**			**0.50%**			**0.50%**			**3.70%**		
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (118th St.)**			**Southbound (118th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	6	73	139	485	128	16	37	103	401	126	311	72
Background Traffic Growth	0	5	10	36	10	1	3	8	30	70	173	40
Subtotal	6	78	149	521	138	17	40	111	431	196	484	112
Atrisco Heritage Academy HS	0	0	0	0	0	0	0	0	***-294***	0	0	0
Subtotal (NO BUILD - A.M.)	***6***	***78***	***149***	***521***	***138***	***17***	***40***	***111***	***137***	***196***	***484***	***112***
Percent Residential Trips Generated(Entering)	*0.00%*	***0.82%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***0.06%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***0.82%***	***0.06%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.55%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.54%***	***2.13%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***0.54%***	***1.55%***	***2.13%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.82%***	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	***0.06%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	5	0	215	7	2	0	0	216	4	0	0
Total AM Peak Hour BUILD Volumes	**6**	**83**	**149**	**736**	**145**	**19**	**40**	**111**	**353**	**200**	**484**	**112**

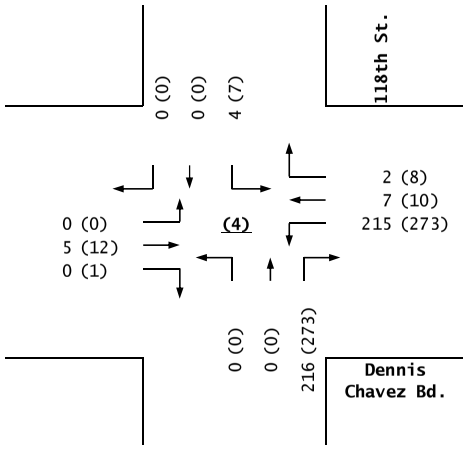
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (118th St.)**			**Southbound (118th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	95	20	169	71	67	41	96	390	57	67	16
Background Traffic Growth	2	7	2	13	5	5	3	7	29	32	37	9
Subtotal	22	102	22	182	76	72	44	103	419	89	104	25
Atrisco Heritage Academy HS	0	0	0	0	0	0	0	0	***-296***	0	0	0
Subtotal (NO BUILD - P.M.)	***22***	***102***	***22***	***182***	***76***	***72***	***44***	***103***	***123***	***89***	***104***	***25***
Percent Residential Trips Generated(Entering)	*0.00%*	***0.82%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***0.06%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***0.82%***	***0.06%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.55%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.54%***	***2.13%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***0.54%***	***1.55%***	***2.13%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.82%***	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	***0.06%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	12	1	273	10	8	0	0	273	7	0	0
Total PM Peak Hour BUILD Volumes	**22**	**114**	**23**	**455**	**86**	**80**	**44**	**103**	**396**	**96**	**104**	**25**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

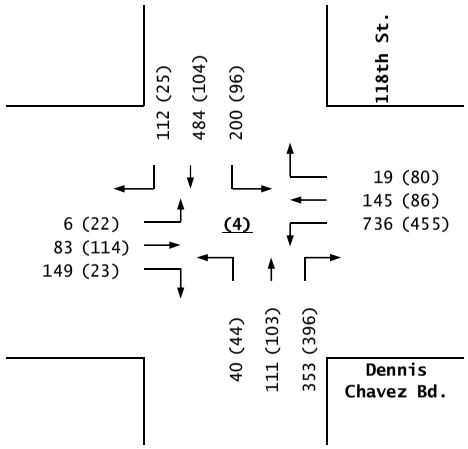
2032
NO BUILD



Trips



2032
BUILD



Dennis Chavez Bd. / 118th St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Dennis Chavez Bd. / 98th St.

INTERSECTION: E-W Street: **Dennis Chavez Bd.** (5)

N-S Street: **98th St.**

Year of Existing Counts 2017

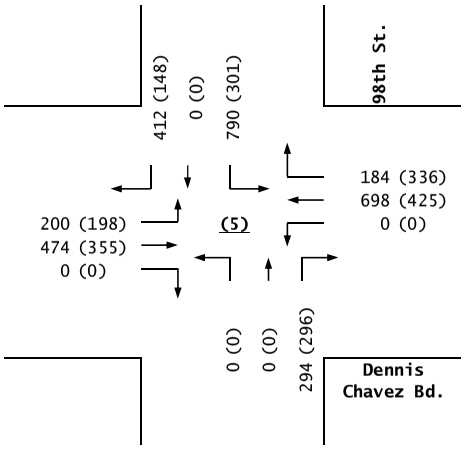
Horizon Year **2032**

Growth Rates	**0.50%**			**5.00%**			**0.50%**			**5.50%**		
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (98th St.)**			**Southbound (98th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	186	441	0	0	399	105	0	0	0	433	0	226
Background Traffic Growth	14	33	0	0	299	79	0	0	0	357	0	186
Subtotal	200	474	0	0	698	184	0	0	0	790	0	412
Atrisco Heritage Academy HS	0	0	0	0	0	0	0	0	294	0	0	0
Subtotal (NO BUILD - A.M.)	***200***	***474***	***0***	***0***	***698***	***184***	***0***	***0***	***294***	***790***	***0***	***412***
Percent Residential Trips Generated(Entering)	*0.00%*	***0.50%***	***0.40%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.78%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.40%***	***5.78%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.00%***	***3.22%***	***17.25%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***49.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***3.22%***	***49.35%***	***17.25%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	***20.00%***	***80.00%***	*0.00%*	***94.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.78%***
Percent School Diverted Trips Generated (Exiting)	***5.78%***	***94.22%***	*0.00%*	*0.00%*	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	9	167	49	63	83	0	136	89	118	0	99	3
Total AM Peak Hour BUILD Volumes	**209**	**641**	**49**	**63**	**781**	**184**	**136**	**89**	**412**	**790**	**99**	**415**

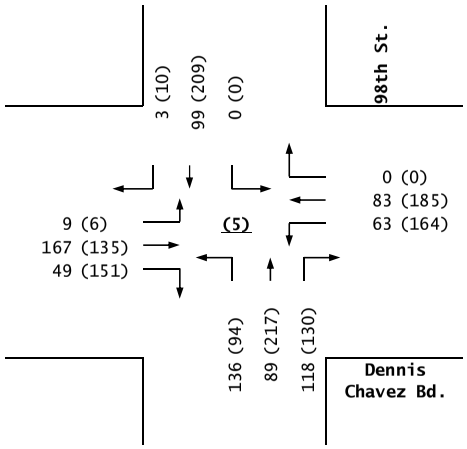
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (98th St.)**			**Southbound (98th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	184	330	0	0	243	192	0	0	0	165	0	81
Background Traffic Growth	14	25	0	0	182	144	0	0	0	136	0	67
Subtotal	198	355	0	0	425	336	0	0	0	301	0	148
Atrisco Heritage Academy HS	0	0	0	0	0	0	0	0	296	0	0	0
Subtotal (NO BUILD - P.M.)	***198***	***355***	***0***	***0***	***425***	***336***	***0***	***0***	***296***	***301***	***0***	***148***
Percent Residential Trips Generated(Entering)	*0.00%*	***0.50%***	***0.40%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.78%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.40%***	***5.78%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.00%***	***3.22%***	***17.25%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***49.35%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***3.22%***	***49.35%***	***17.25%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	***20.00%***	***80.00%***	*0.00%*	***94.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.78%***
Percent School Diverted Trips Generated (Exiting)	***5.78%***	***94.22%***	*0.00%*	*0.00%*	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	135	151	164	185	0	94	217	130	0	209	10
Total PM Peak Hour BUILD Volumes	**204**	**490**	**151**	**164**	**610**	**336**	**94**	**217**	**426**	**301**	**209**	**158**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

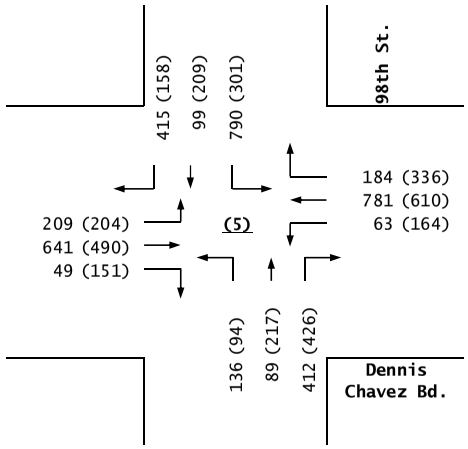
2032
NO BUILD



Trips



2032
BUILD



Dennis Chavez Bd. / 98th St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Dennis Chavez Bd. / Unser Bd.

INTERSECTION: E-W Street: **Dennis Chavez Bd.** (6)

N-S Street: **Unser Bd.**

Year of Existing Counts 2018

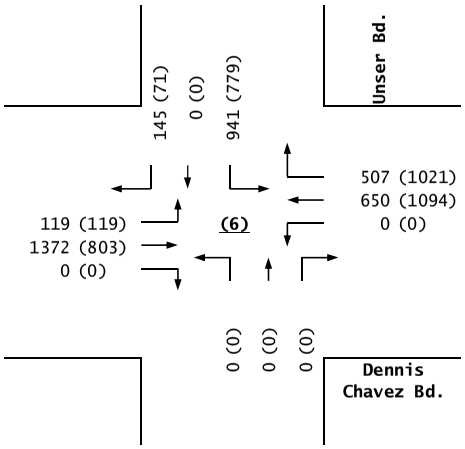
Horizon Year **2032**

Growth Rates	**5.00%**			**5.00%**			**0.50%**			**5.00%**		
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (Unser Bd.)**			**Southbound (Unser Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	70	806	0	0	379	296	0	0	0	553	0	85
Background Traffic Growth	49	564	0	0	265	207	0	0	0	387	0	60
Subtotal	119	1,370	0	0	644	503	0	0	0	940	0	145
Sunrise Village	0	2	0	0	6	4	0	0	0	1	0	0
Subtotal (NO BUILD - A.M.)	***119***	***1,372***	***0***	***0***	***650***	***507***	***0***	***0***	***0***	***941***	***0***	***145***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.50%***	***66.00%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.98%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***9.98%***	***66.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***1.00%***	***9.05%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***12.25%***
Percent Commercial Trips Generated(Exiting)	***12.25%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	***10.00%***	***9.05%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***20.00%***	*0.00%*	***84.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent School Diverted Trips Generated (Exiting)	***9.98%***	***84.82%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	27	244	14	180	87	0	37	85	513	0	42	26
Total AM Peak Hour BUILD Volumes	**146**	**1,616**	**14**	**180**	**737**	**507**	**37**	**85**	**513**	**941**	**42**	**171**

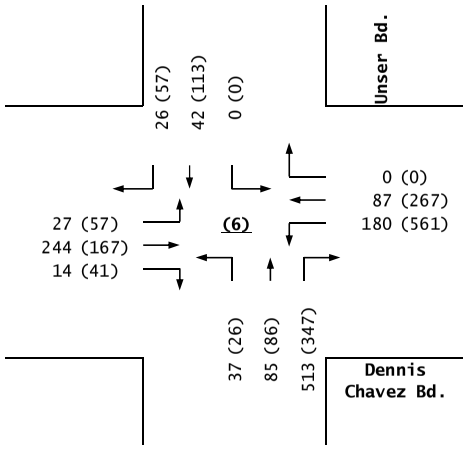
	Eastbound (Dennis Chavez Bd.)			**Westbound (Dennis Chavez Bd.)**			**Northbound (Unser Bd.)**			**Southbound (Unser Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	70	468	0	0	642	599	0	0	0	456	0	42
Background Traffic Growth	49	328	0	0	449	419	0	0	0	319	0	29
Subtotal	119	796	0	0	1,091	1,018	0	0	0	775	0	71
Sunrise Village	0	7	0	0	3	3	0	0	0	4	0	0
Subtotal (NO BUILD - P.M.)	***119***	***803***	***0***	***0***	***1,094***	***1,021***	***0***	***0***	***0***	***779***	***0***	***71***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.50%***	***66.00%***	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.98%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***13.34%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.50%***	***9.98%***	***66.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***1.00%***	***9.05%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***12.25%***
Percent Commercial Trips Generated(Exiting)	***12.25%***	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	***10.00%***	***9.05%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***20.00%***	*0.00%*	***84.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent School Diverted Trips Generated (Exiting)	***9.98%***	***84.82%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	57	167	41	561	267	0	26	86	347	0	113	57
Total PM Peak Hour BUILD Volumes	**176**	**970**	**41**	**561**	**1,361**	**1,021**	**26**	**86**	**347**	**779**	**113**	**128**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

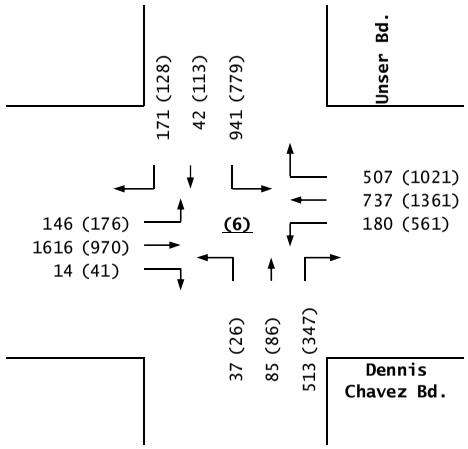
2032
NO BUILD



Trips



2032
BUILD



Dennis Chavez Bd. / Unser Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Dennis Chavez Bd. / Condershire Dr.

INTERSECTION: E-W Street: **Dennis Chavez Bd.** (7)

N-S Street: **Condershire Dr.**

Year of Existing Counts 2018

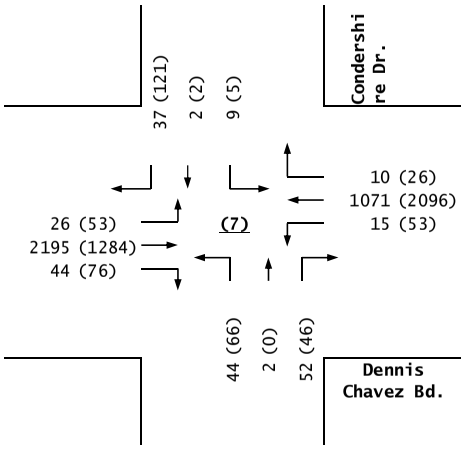
Horizon Year **2032**

	Growth Rates	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Condershire Dr.)			Southbound (Condershire Dr.)		
		5.00%			5.00%			5.00%			5.00%		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		15	1,291	24	2	630	6	20	1	10	5	1	22
Background Traffic Growth		11	904	17	1	441	4	14	1	7	4	1	15
Subtotal		26	2,195	41	3	1,071	10	34	2	17	9	2	37
Sunrise Village		0	0	3	12	0	0	10	0	35	0	0	0
Subtotal (NO BUILD - A.M.)		***26***	***2,195***	***44***	***15***	***1,071***	***10***	***44***	***2***	***52***	***9***	***2***	***37***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	***4.00%***	***78.41%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.23%***
Percent Residential Trips Generated(Exiting)		***0.23%***	***78.41%***	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.53%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.52%***
Percent Commercial Trips Generated(Exiting)		***1.52%***	***12.53%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***83.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.23%***
Percent School Diverted Trips Generated (Exiting)		***0.23%***	***83.89%***	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		3	747	6	10	261	0	0	0	37	0	0	4
Total AM Peak Hour BUILD Volumes		**29**	**2,942**	**50**	**25**	**1,332**	**10**	**44**	**2**	**89**	**9**	**2**	**41**

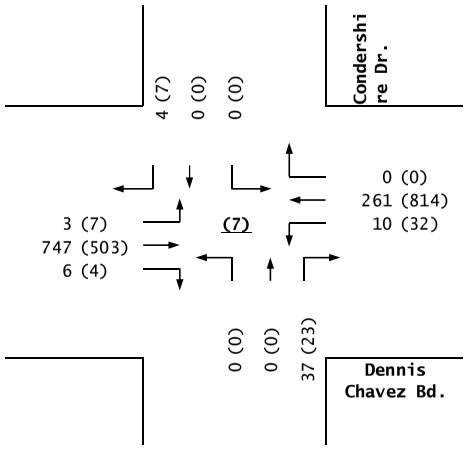
	Eastbound (Dennis Chavez Bd.)			Westbound (Dennis Chavez Bd.)			Northbound (Condershire Dr.)			Southbound (Condershire Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	31	755	38	8	1,233	15	35	0	14	3	1	71
Background Traffic Growth	22	529	27	6	863	11	25	0	10	2	1	50
Subtotal	53	1,284	65	14	2,096	26	60	0	24	5	2	121
Sunrise Village	0	0	11	39	0	0	6	0	22	0	0	0
Subtotal (NO BUILD - P.M.)	***53***	***1,284***	***76***	***53***	***2,096***	***26***	***66***	***0***	***46***	***5***	***2***	***121***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	***4.00%***	***78.41%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.23%***
Percent Residential Trips Generated(Exiting)	***0.23%***	***78.41%***	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.53%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.52%***
Percent Commercial Trips Generated(Exiting)	***1.52%***	***12.53%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***83.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.23%***
Percent School Diverted Trips Generated (Exiting)	***0.23%***	***83.89%***	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	7	503	4	32	814	0	0	0	23	0	0	7
Total PM Peak Hour BUILD Volumes	**60**	**1,787**	**80**	**85**	**2,910**	**26**	**66**	**0**	**69**	**5**	**2**	**128**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

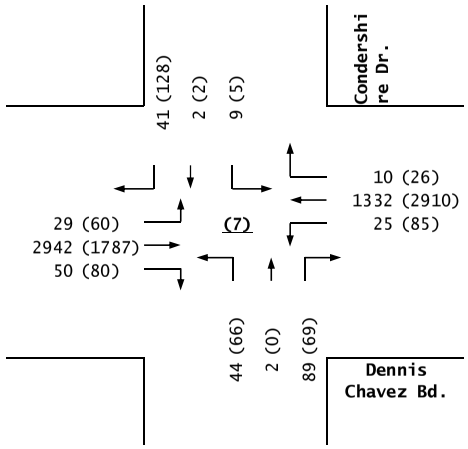
2032
NO BUILD



Trips



2032
BUILD



Dennis Chavez Bd. / Condershire Dr.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Rio Bravo Sq. / Coors Bd.

INTERSECTION: E-W Street: **Rio Bravo Sq.** (8)

N-S Street: **Coors Bd.**

Year of Existing Counts 2018

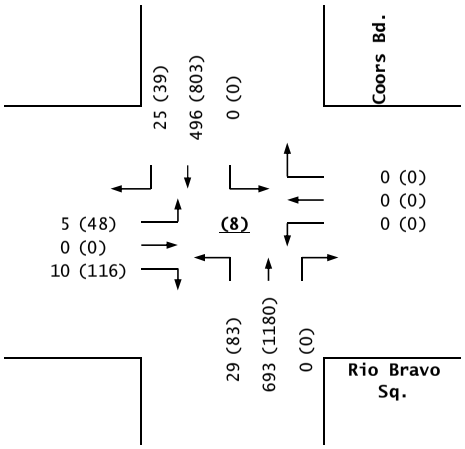
Horizon Year **2032**

Growth Rates	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Rio Bravo Sq.)			**Westbound (Rio Bravo Sq.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	5	0	9	0	0	0	27	580	0	0	462	23
Background Traffic Growth	0	0	1	0	0	0	2	41	0	0	32	2
Subtotal (NO BUILD - A.M.)	***5***	***0***	***10***	***0***	***0***	***0***	***29***	***693***	***0***	***0***	***496***	***25***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.05%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***30.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.63%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.14%***	***5.63%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.05%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***30.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	284	0	0	101	0
Total AM Peak Hour BUILD Volumes	**5**	**0**	**10**	**0**	**0**	**0**	**29**	**977**	**0**	**0**	**597**	**25**

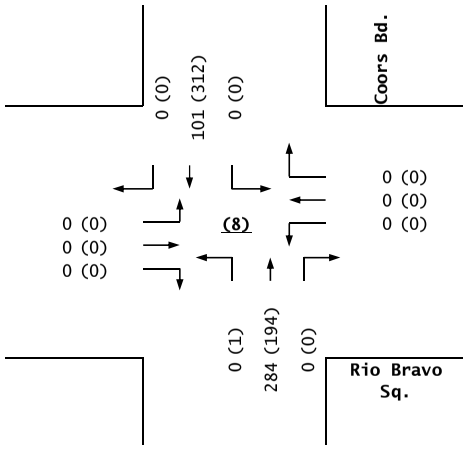
	Eastbound (Rio Bravo Sq.)			**Westbound (Rio Bravo Sq.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	45	0	108	0	0	0	78	999	0	0	745	36
Background Traffic Growth	3	0	8	0	0	0	5	70	0	0	52	3
Subtotal	48	0	116	0	0	0	83	1,069	0	0	797	39
Subtotal (NO BUILD - P.M.)	***48***	***0***	***116***	***0***	***0***	***0***	***83***	***1,180***	***0***	***0***	***803***	***39***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.05%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***30.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.63%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.14%***	***5.63%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.02%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.05%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.02%***	***30.05%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	1	194	0	0	312	0
Total PM Peak Hour BUILD Volumes	**48**	**0**	**116**	**0**	**0**	**0**	**84**	**1,374**	**0**	**0**	**1,115**	**39**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

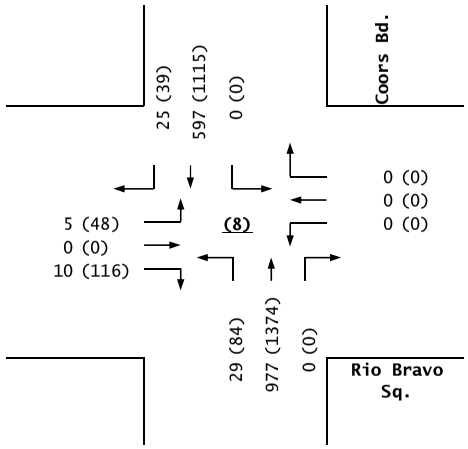
2032
NO BUILD



Trips



2032
BUILD



Rio Bravo Sq. / Coors Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Gibson Bd. / 98th St.

INTERSECTION: E-W Street: **Gibson Bd.** (9)

N-S Street: **98th St.**

Year of Existing Counts 2018

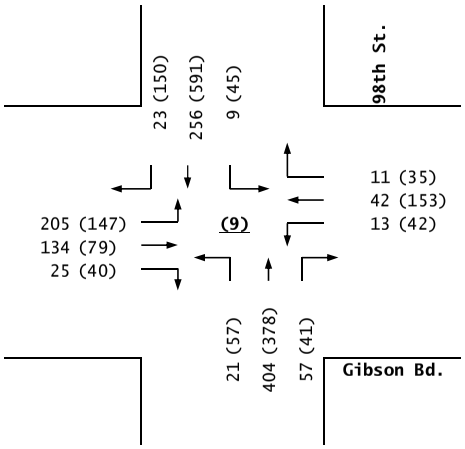
Horizon Year **2032**

Growth Rates	**2.60%**			**1.00%**			**1.50%**			**2.10%**		
	Eastbound (Gibson Bd.)			**Westbound (Gibson Bd.)**			**Northbound (98th St.)**			**Southbound (98th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	150	98	18	11	37	10	17	334	47	7	198	18
Background Traffic Growth	55	36	7	2	5	1	4	70	10	2	58	5
Subtotal (NO BUILD - A.M.)	***205***	***134***	***25***	***13***	***42***	***11***	***21***	***404***	***57***	***9***	***256***	***23***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.20%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.11%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.20%***	***5.11%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***5.40%***	***6.57%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***29.57%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.40%***	***29.57%***	***6.57%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.20%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.11%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.20%***	***5.11%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	9	11	0	0	7	74	7	0	67	0
Total AM Peak Hour BUILD Volumes	**205**	**134**	**34**	**24**	**42**	**11**	**28**	**478**	**64**	**9**	**323**	**23**

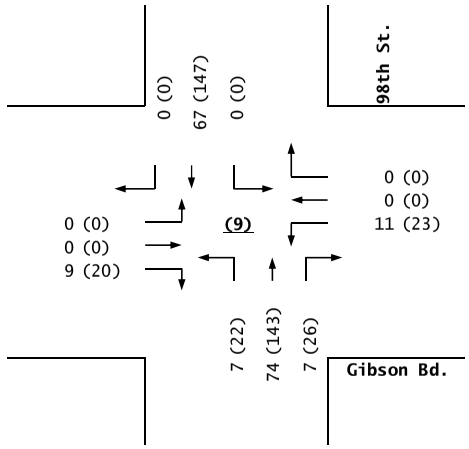
	Eastbound (Gibson Bd.)			**Westbound (Gibson Bd.)**			**Northbound (98th St.)**			**Southbound (98th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	108	58	29	37	134	31	47	312	34	35	457	116
Background Traffic Growth	39	21	11	5	19	4	10	66	7	10	134	34
Subtotal	147	79	40	42	153	35	57	378	41	45	591	150
Subtotal (NO BUILD - P.M.)	***147***	***79***	***40***	***42***	***153***	***35***	***57***	***378***	***41***	***45***	***591***	***150***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.20%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.11%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.20%***	***5.11%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***5.40%***	***6.57%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***29.57%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.40%***	***29.57%***	***6.57%***	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.20%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.11%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.20%***	***5.11%***	***0.14%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	20	23	0	0	22	143	26	0	147	0
Total PM Peak Hour BUILD Volumes	**147**	**79**	**60**	**65**	**153**	**35**	**79**	**521**	**67**	**45**	**738**	**150**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

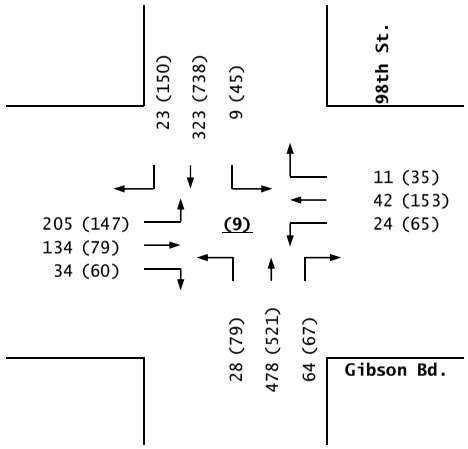
2032
NO BUILD



Trips



2032
BUILD



Gibson Bd. / 98th St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Blake Rd. / 98th St.

INTERSECTION: E-W Street: **Blake Rd.** (10)

N-S Street: **98th St.**

Year of Existing Counts 2018

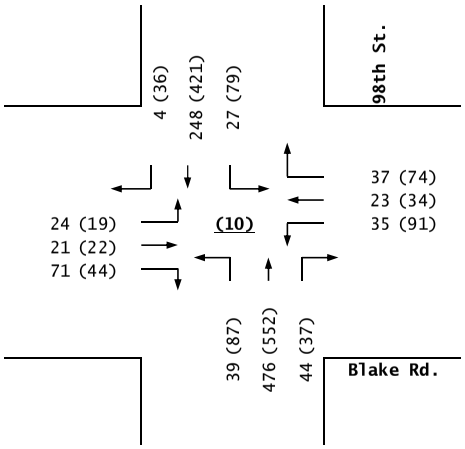
Horizon Year **2032**

Growth Rates	**0.50%**			**2.60%**			**5.50%**			**1.50%**		
	Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (98th St.)**			**Southbound (98th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	22	20	66	26	17	27	22	269	25	22	205	3
Background Traffic Growth	2	1	5	9	6	10	17	207	19	5	43	1
Subtotal (NO BUILD - A.M.)	***24***	***21***	***71***	***35***	***23***	***37***	***39***	***476***	***44***	***27***	***248***	***4***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.11%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.45%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.11%***	***5.45%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***2.09%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***41.54%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.09%***	***41.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.11%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.45%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.11%***	***5.45%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	4	0	0	0	3	89	0	0	89	0
Total AM Peak Hour BUILD Volumes	**24**	**21**	**75**	**35**	**23**	**37**	**42**	**565**	**44**	**27**	**337**	**4**

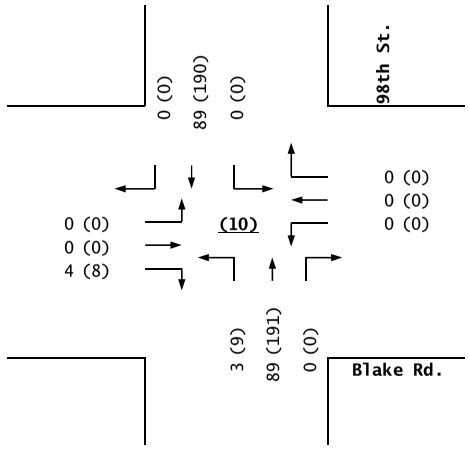
	Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (98th St.)**			**Southbound (98th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	18	21	41	67	25	54	49	312	21	65	348	30
Background Traffic Growth	1	1	3	24	9	20	38	240	16	14	73	6
Subtotal	19	22	44	91	34	74	87	552	37	79	421	36
Subtotal (NO BUILD - P.M.)	***19***	***22***	***44***	***91***	***34***	***74***	***87***	***552***	***37***	***79***	***421***	***36***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***0.11%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.45%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.11%***	***5.45%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***2.09%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***41.54%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.09%***	***41.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	***0.11%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.45%***	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.11%***	***5.45%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	8	0	0	0	9	191	0	0	190	0
Total PM Peak Hour BUILD Volumes	**19**	**22**	**52**	**91**	**34**	**74**	**96**	**743**	**37**	**79**	**611**	**36**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

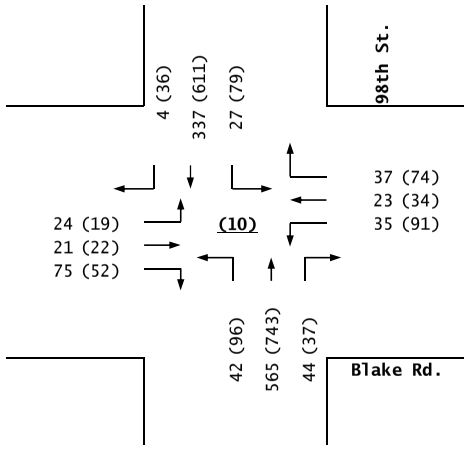
2032
NO BUILD



Trips



2032
BUILD



Blake Rd. / 98th St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Gun Club Rd. / Karrol St.

INTERSECTION: E-W Street: **Gun Club Rd.** (11)

N-S Street: **Karrol St.**

Year of Existing Counts 2018

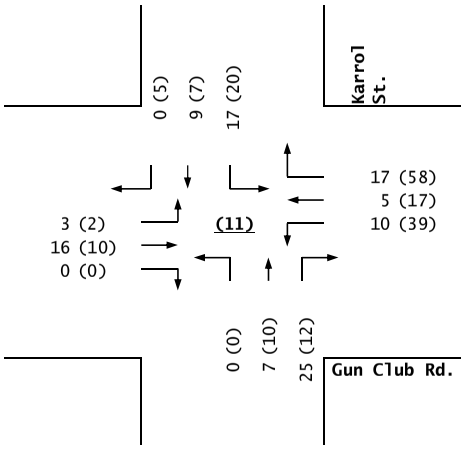
Horizon Year **2032**

	Growth Rates	0.50%			5.00%			0.50%			0.50%		
		Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Karrol St.)			Southbound (Karrol St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		3	15	0	6	3	9	0	7	23	12	8	0
Background Traffic Growth		0	1	0	4	2	6	0	0	2	1	1	0
Subtotal		3	16	0	10	5	15	0	7	25	13	9	0
Sunrise Village		0	0	0	0	0	2	0	0	0	4	0	0
Subtotal (NO BUILD - A.M.)		***3***	***16***	***0***	***10***	***5***	***17***	***0***	***7***	***25***	***17***	***9***	***0***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***7.02%***	*0.00%*	***1.20%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	***7.02%***	***1.20%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*
Total Trips Generated		0	6	1	0	12	0	2	1	0	0	4	0
Subtotal AM Pk Hr. BUILD Volumes		**3**	**22**	**1**	**10**	**17**	**17**	**2**	**8**	**25**	**17**	**13**	**0**
Pass-by Trip Adjustments		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes		**3**	**22**	**1**	**10**	**17**	**17**	**2**	**8**	**25**	**17**	**13**	**0**

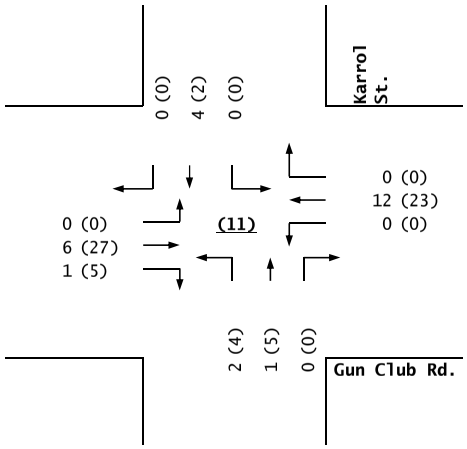
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			Northbound (Karrol St.)			Southbound (Karrol St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	9	0	23	10	31	0	9	11	15	7	5
Background Traffic Growth	0	1	0	16	7	22	0	1	1	1	0	0
Subtotal	2	10	0	39	17	53	0	10	12	16	7	5
Sunrise Village	0	0	0	0	0	5	0	0	0	4	0	0
Subtotal (NO BUILD - P.M.)	***2***	***10***	***0***	***39***	***17***	***58***	***0***	***10***	***12***	***20***	***7***	***5***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***7.02%***	*0.00%*	***1.20%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***7.02%***	***1.20%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.44%***	*0.00%*
Total Trips Generated	0	27	5	0	23	0	4	5	0	0	2	0
Total PM Peak Hour BUILD Volumes	**2**	**37**	**5**	**39**	**40**	**58**	**4**	**15**	**12**	**20**	**9**	**5**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

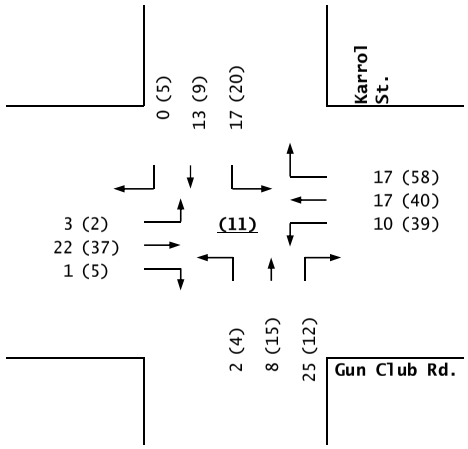
2032
NO BUILD



Trips



2032
BUILD



Gun Club Rd. / Karrol St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Don Felipe Rd. / Coors Bd.

INTERSECTION: E-W Street: **Don Felipe Rd.** (12)

N-S Street: **Coors Bd.**

Year of Existing Counts 2018

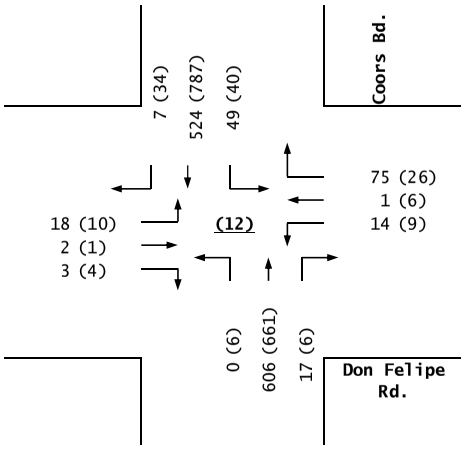
Horizon Year **2032**

Growth Rates	**0.50%**			**0.50%**			**0.50%**			**1.20%**		
	Eastbound (Don Felipe Rd.)			**Westbound (Don Felipe Rd.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	2	3	13	1	70	0	566	16	42	449	6
Background Traffic Growth	1	0	0	1	0	5	0	40	1	7	75	1
Subtotal (NO BUILD - A.M.)	***18***	***2***	***3***	***14***	***1***	***75***	***0***	***606***	***17***	***49***	***524***	***7***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***3.07%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***3.07%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.48%***	*0.00%*	***4.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.48%***	***4.54%***	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***3.07%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***3.07%***	*0.00%*
Total Trips Generated	0	0	0	0	0	7	0	18	0	11	32	0
Total AM Peak Hour BUILD Volumes	**18**	**2**	**3**	**14**	**1**	**82**	**0**	**624**	**17**	**60**	**556**	**7**

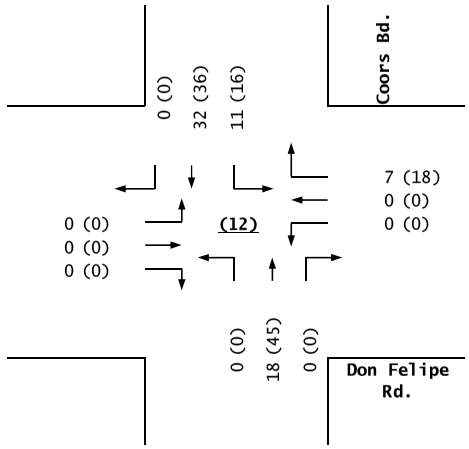
	Eastbound (Don Felipe Rd.)			**Westbound (Don Felipe Rd.)**			**Northbound (Coors Bd.)**			**Southbound (Coors Bd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	1	4	8	6	24	6	618	6	34	674	29
Background Traffic Growth	1	0	0	1	0	2	0	43	0	6	113	5
Subtotal	10	1	4	9	6	26	6	661	6	40	787	34
Subtotal (NO BUILD - P.M.)	***10***	***1***	***4***	***9***	***6***	***26***	***6***	***661***	***6***	***40***	***787***	***34***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***3.07%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***3.07%***	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.48%***	*0.00%*	***4.54%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.48%***	***4.54%***	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	*0.00%*	***3.07%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.98%***	***3.07%***	*0.00%*
Total Trips Generated	0	0	0	0	0	18	0	45	0	16	36	0
Total PM Peak Hour BUILD Volumes	**10**	**1**	**4**	**9**	**6**	**44**	**6**	**706**	**6**	**56**	**823**	**34**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

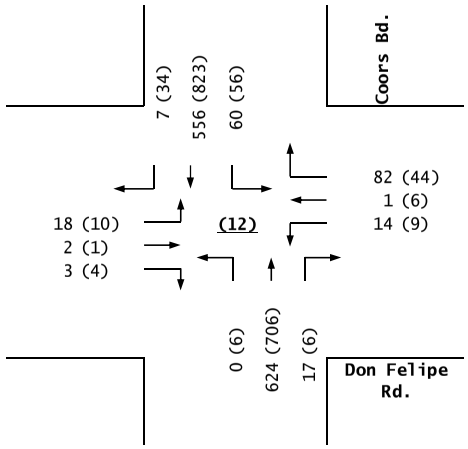
2032
NO BUILD



Trips



2032
BUILD



Don Felipe Rd. / Coors Bd.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Gun Club Rd. / Unser Connection

INTERSECTION: E-W Street: **Gun Club Rd.** (13)

N-S Street: **Unser Connection**

Year of Existing Counts 2018

Horizon Year **2032**

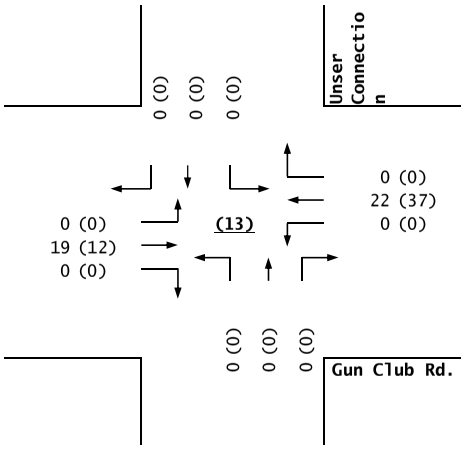
Growth Rates **0.00%** **0.00%** **0.00%** **0.00%**

	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			NB (Unser Connection)			SB (Unser Connection)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***19***	***0***	***0***	***22***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.22%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.22%***	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	20	0	0	0	25	0	0
Total AM Peak Hour BUILD Volumes	**0**	**19**	**0**	**0**	**22**	**20**	**0**	**0**	**0**	**25**	**0**	**0**

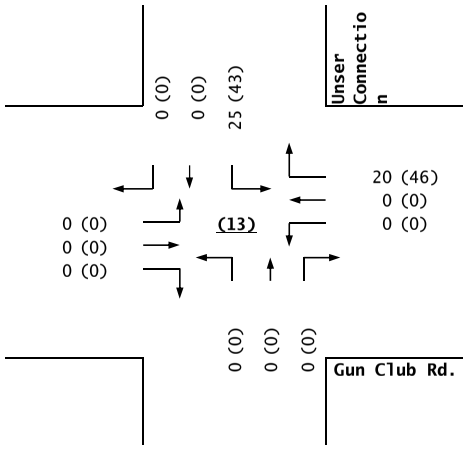
	Eastbound (Gun Club Rd.)			Westbound (Gun Club Rd.)			NB (Unser Connection)			SB (Unser Connection)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***12***	***0***	***0***	***37***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.22%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.22%***	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	46	0	0	0	43	0	0
Total PM Peak Hour BUILD Volumes	**0**	**12**	**0**	**0**	**37**	**46**	**0**	**0**	**0**	**43**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

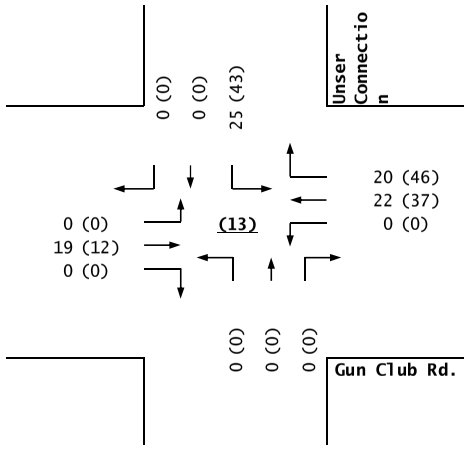
2032
NO BUILD



Trips



2032
BUILD



Gun Club Rd. / Unser Connection

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Future Connection / Karrol St.

INTERSECTION: E-W Street: **Future Connection** (14)

N-S Street: **Karrol St.**

Year of Existing Counts 2017

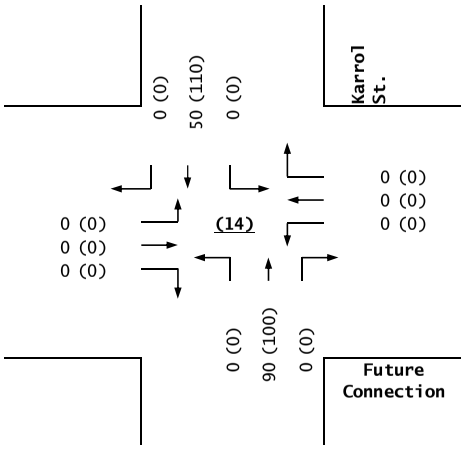
Horizon Year **2032**

Growth Rates	0.00%			0.00%			0.00%			0.00%		
	EB (Future Connection)			**WB (Future Connection)**			**Northbound (Karrol St.)**			**Southbound (Karrol St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***90***	***0***	***0***	***50***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	8	0	0	0	0	0	5	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**8**	**0**	**0**	**0**	**0**	**0**	**5**	**90**	**0**	**0**	**50**	**0**

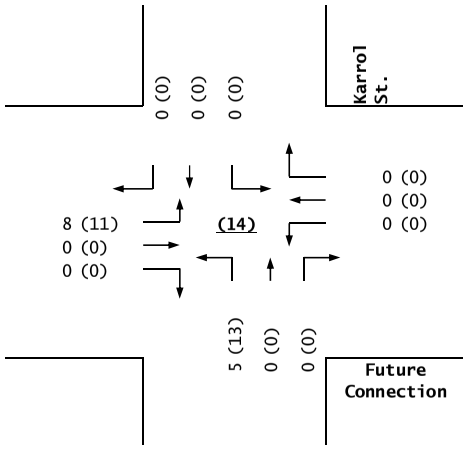
	EB (Future Connection)			**WB (Future Connection)**			**Northbound (Karrol St.)**			**Southbound (Karrol St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***100***	***0***	***0***	***110***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	11	0	0	0	0	0	13	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**11**	**0**	**0**	**0**	**0**	**0**	**13**	**100**	**0**	**0**	**110**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

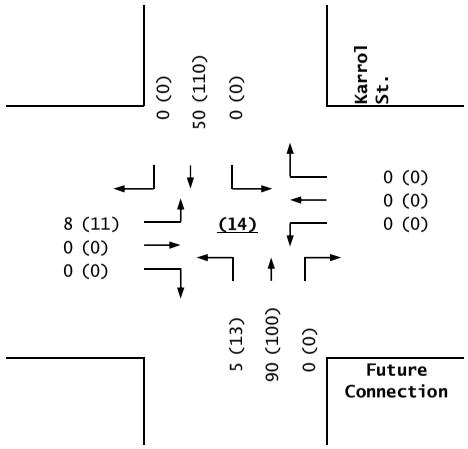
2032
NO BUILD



Trips



2032
BUILD



Future Connection / Karrol St.

Ceja Vista Development (Dennis Chavez Bd. / 98th St.)

Projected Turning Movements Worksheet

Meade Ave. / Karroll St.

INTERSECTION: E-W Street: **Meade Ave.** (15)

N-S Street: **Karroll St.**

Year of Existing Counts 2017

Horizon Year **2032**

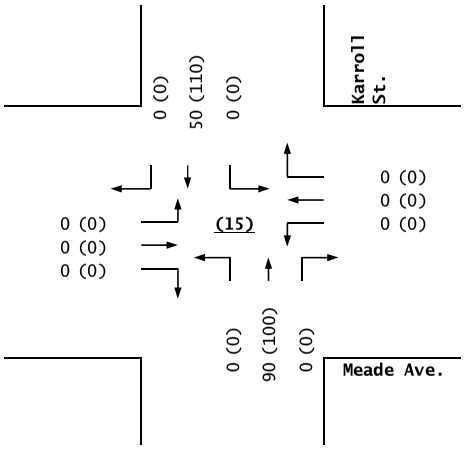
Growth Rates 0.00% 0.00% 0.00% 0.00%

	Eastbound (Meade Ave.)			Westbound (Meade Ave.)			Northbound (Karroll St.)			Southbound (Karroll St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***90***	***0***	***0***	***50***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	8	0	0	0	0	0	5	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**8**	**0**	**0**	**0**	**0**	**0**	**5**	**90**	**0**	**0**	**50**	**0**

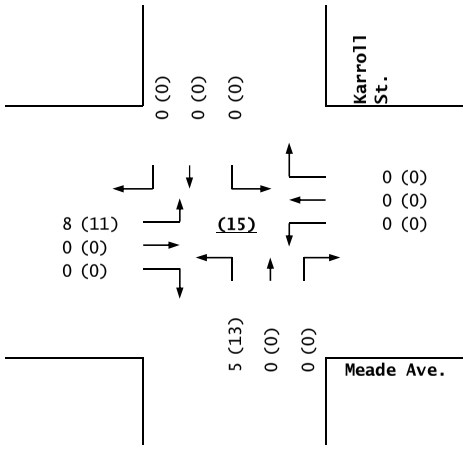
	Eastbound (Meade Ave.)			Westbound (Meade Ave.)			Northbound (Karroll St.)			Southbound (Karroll St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***100***	***0***	***0***	***110***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	***1.92%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent School Diverted Trips Generated (Exiting)	***0.70%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	11	0	0	0	0	0	13	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**11**	**0**	**0**	**0**	**0**	**0**	**13**	**100**	**0**	**0**	**110**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**249**	**765**	A.M.	100% Residential Development
	805	**473**	P.M.	
Number of Commercial Trips Generated	**173**	**91**	A.M.	100% Commercial Development
	329	**386**	P.M.	
Number of Diverted School Trips	**53**	**162**	A.M.	100% Residential Development
	171	**100**	P.M.	

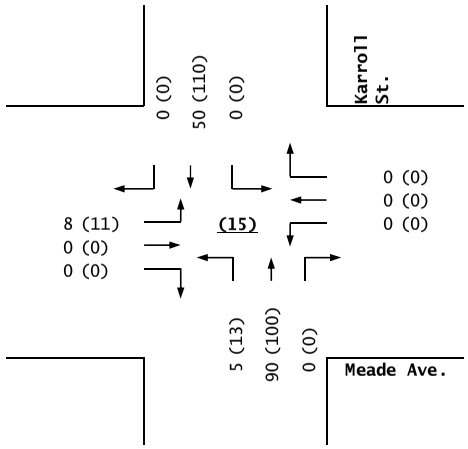
2032
NO BUILD



Trips



2032
BUILD

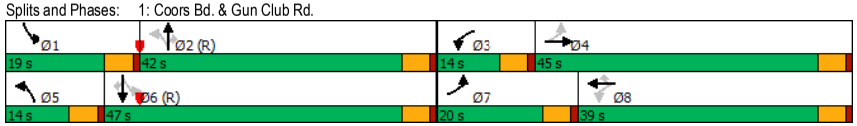


Meade Ave. / Karroll St.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	140	50	68	20	248	15	657	69	134	532	37
Future Volume (vph)	140	50	68	20	248	15	657	69	134	532	37
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	20.0	45.0	14.0	39.0	39.0	14.0	42.0	42.0	19.0	47.0	47.0
Total Split (%)	16.7%	37.5%	11.7%	32.5%	32.5%	11.7%	35.0%	35.0%	15.8%	39.2%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effct Green (s)	28.1	14.2	18.1	8.8	8.8	71.6	65.7	65.7	80.4	70.5	70.5
Actuated g/C Ratio	0.23	0.12	0.15	0.07	0.07	0.60	0.55	0.55	0.67	0.59	0.59
v/c Ratio	0.49	0.36	0.32	0.16	0.74	0.03	0.38	0.08	0.31	0.28	0.04
Control Delay	42.1	38.8	38.2	52.4	18.7	9.4	18.0	0.2	6.9	10.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	38.8	38.2	52.4	18.7	9.4	18.0	0.2	6.9	10.3	0.1
LOS	D	D	D	D	B	A	B	A	A	B	A
Approach Delay		41.0		24.7			16.2			9.1	
Approach LOS		D		C			B			A	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 36 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.74		
Intersection Signal Delay: 17.8	Intersection LOS: B	
Intersection Capacity Utilization 53.8%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 1: Coors Bd. & Gun Club Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	50	24	68	20	248	15	657	69	134	532	37
Future Volume (veh/h)	140	50	24	68	20	248	15	657	69	134	532	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	154	55	26	75	22	273	16	722	76	147	585	41
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	408	271	128	398	357	303	464	1752	781	412	1811	808
Arrive On Green	0.09	0.23	0.23	0.05	0.19	0.19	0.04	0.50	0.50	0.06	0.51	0.51
Sat Flow, veh/h	1767	1191	563	1767	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	154	0	81	75	22	273	16	722	76	147	585	41
Grp Sat Flow(s),veh/h/ln	1767	0	1754	1767	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	8.2	0.0	4.5	4.0	1.2	20.4	0.5	15.6	3.1	4.8	11.6	1.6
Cycle Q Clear(g_c), s	8.2	0.0	4.5	4.0	1.2	20.4	0.5	15.6	3.1	4.8	11.6	1.6
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	408	0	399	398	357	303	464	1752	781	412	1811	808
V/C Ratio(X)	0.38	0.00	0.20	0.19	0.06	0.90	0.03	0.41	0.10	0.36	0.32	0.05
Avail Cap(c_a), veh/h	478	0	585	441	526	446	523	1752	781	514	1811	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	33.4	0.0	37.5	35.9	39.6	47.3	13.3	19.1	16.0	14.2	17.0	14.6
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.2	0.1	15.7	0.0	0.7	0.2	0.5	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	1.9	1.7	0.5	9.0	0.2	6.0	1.1	1.8	4.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	37.8	36.1	39.7	63.1	13.3	19.8	16.2	14.7	17.5	14.7
LnGrp LOS	C	A	D	D	D	E	B	B	B	B	B	B
Approach Vol, veh/h		235			370			814			773	
Approach Delay, s/veh		35.3			56.2			19.4			16.8	
Approach LOS		D			E			B			B	

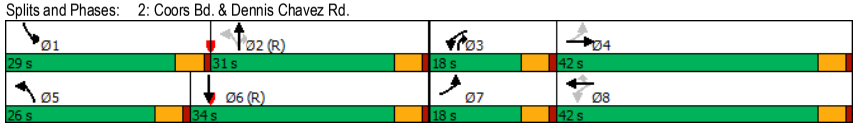
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	64.6	11.1	32.3	10.0	66.6	15.2	28.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	37.0	9.0	40.0	9.0	42.0	15.0	34.0
Max Q Clear Time (g_c+I1), s	6.8	17.6	6.0	6.5	2.5	13.6	10.2	22.4
Green Ext Time (p_c), s	0.2	4.4	0.0	0.4	0.0	3.7	0.1	0.8

Intersection Summary		
HCM 6th Ctrl Delay		26.4
HCM 6th LOS		C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	35	765	62	213	136	244	436	229	210	235
Future Volume (vph)	35	765	62	213	136	244	436	229	210	235
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	7	4	3	8	8	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	42.0	18.0	42.0	42.0	26.0	31.0	18.0	29.0	34.0
Total Split (%)	15.0%	35.0%	15.0%	35.0%	35.0%	21.7%	25.8%	15.0%	24.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	55.8	49.0	57.8	50.0	50.0	47.4	30.2	43.0	13.0	26.0
Actuated g/C Ratio	0.46	0.41	0.48	0.42	0.42	0.40	0.25	0.36	0.11	0.22
v/c Ratio	0.07	0.82	0.35	0.29	0.19	0.56	0.51	0.38	0.60	0.36
Control Delay	16.4	36.5	21.4	25.8	4.8	24.4	34.6	12.2	57.5	40.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	36.5	21.4	25.8	4.8	24.4	34.6	12.2	57.5	40.1
LOS	B	D	C	C	A	C	C	B	E	D
Approach Delay		35.9		18.2			26.2			47.8
Approach LOS		D		B			C			D

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 106 (88%), Referenced to phase 2:NBTL and 6:SBT, Start of Green		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.82		
Intersection Signal Delay: 32.3	Intersection LOS: C	
Intersection Capacity Utilization 73.4%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	765	331	62	213	136	244	436	229	210	235	26
Future Volume (veh/h)	35	765	331	62	213	136	244	436	229	210	235	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	36	797	0	65	222	0	254	454	239	219	245	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	320	918		167	487		656	1569	769	288	1377	150
Arrive On Green	0.04	0.26	0.00	0.04	0.26	0.00	0.10	0.45	0.45	0.08	0.43	0.43
Sat Flow, veh/h	1767	3618	0	1767	1856	1572	1767	3526	1572	3428	3205	350
Grp Volume(v), veh/h	36	797	0	65	222	0	254	454	239	219	134	138
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1856	1572	1767	1763	1572	1714	1763	1793
Q Serve(g_s), s	1.7	25.9	0.0	3.2	12.0	0.0	9.5	9.8	11.0	7.5	5.6	5.7
Cycle Q Clear(g_c), s	1.7	25.9	0.0	3.2	12.0	0.0	9.5	9.8	11.0	7.5	5.6	5.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	320	918		167	487		656	1569	769	288	757	770
V/C Ratio(X)	0.11	0.87		0.39	0.46		0.39	0.29	0.31	0.76	0.18	0.18
Avail Cap(c_a), veh/h	438	1087		282	572		789	1569	769	686	757	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	42.4	0.0	33.3	37.1	0.0	15.7	21.2	18.5	53.8	21.1	21.2
Incr Delay (d2), s/veh	0.2	6.7	0.0	1.5	0.7	0.0	0.3	0.4	0.9	4.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	11.7	0.0	1.4	5.4	0.0	3.7	4.0	4.0	3.3	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	49.1	0.0	34.7	37.7	0.0	16.0	21.6	19.4	57.9	21.6	21.7
LnGrp LOS	C	D		C	D		B	C	B	E	C	C
Approach Vol, veh/h		833	A		287	A		947			491	
Approach Delay, s/veh		48.3			37.1			19.6			37.8	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	58.4	10.2	36.3	17.0	56.5	10.0	36.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	24.0	26.0	13.0	37.0	21.0	29.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	9.5	13.0	5.2	27.9	11.5	7.7	3.7	14.0
Green Ext Time (p_c), s	0.6	2.9	0.1	3.3	0.5	1.3	0.0	1.1

Intersection Summary		
HCM 6th Ctrl Delay	34.4	
HCM 6th LOS	C	

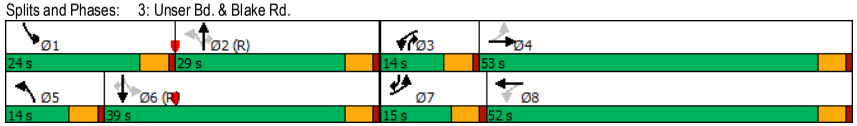
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	133	13	99	15	25	263	62	45	324	30
Future Volume (vph)	133	13	99	15	25	263	62	45	324	30
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	15.0	53.0	14.0	52.0	14.0	29.0	14.0	24.0	39.0	15.0
Total Split (%)	12.5%	44.2%	11.7%	43.3%	11.7%	24.2%	11.7%	20.0%	32.5%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	26.6	12.3	21.1	9.5	75.6	69.4	85.9	76.7	69.9	89.2
Actuated g/C Ratio	0.22	0.10	0.18	0.08	0.63	0.58	0.72	0.64	0.58	0.74
v/c Ratio	0.55	0.42	0.41	0.77	0.04	0.15	0.06	0.07	0.18	0.03
Control Delay	43.9	18.0	39.7	21.6	9.2	13.6	0.6	9.0	13.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	18.0	39.7	21.6	9.2	13.6	0.6	9.0	13.5	0.5
LOS	D	B	D	C	A	B	A	A	B	A
Approach Delay		33.4		26.5		11.0			12.0	
Approach LOS		C		C		B			B	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 94 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.77		
Intersection Signal Delay: 19.2	Intersection LOS: B	
Intersection Capacity Utilization 53.3%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 3: Unser Bd. & Blake Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	13	77	99	15	248	25	263	62	45	324	30
Future Volume (veh/h)	133	13	77	99	15	248	25	263	62	45	324	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	149	15	87	111	17	279	28	296	70	51	364	34
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	238	54	313	401	19	317	565	1756	886	589	1756	912
Arrive On Green	0.08	0.23	0.23	0.07	0.21	0.21	0.04	0.50	0.50	0.04	0.50	0.50
Sat Flow, veh/h	1767	237	1372	1767	91	1495	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	149	0	102	111	0	296	28	296	70	51	364	34
Grp Sat Flow(s),veh/h/ln	1767	0	1609	1767	0	1586	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	7.8	0.0	6.3	5.8	0.0	21.7	0.9	5.5	2.4	1.6	6.9	1.1
Cycle Q Clear(g_c), s	7.8	0.0	6.3	5.8	0.0	21.7	0.9	5.5	2.4	1.6	6.9	1.1
Prop In Lane	1.00		0.85	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	0	367	401	0	336	565	1756	886	589	1756	912
V/C Ratio(X)	0.63	0.00	0.28	0.28	0.00	0.88	0.05	0.17	0.08	0.09	0.21	0.04
Avail Cap(c_a), veh/h	241	0	643	418	0	621	623	1756	886	795	1756	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	38.2	33.5	0.0	45.8	13.1	16.5	12.0	13.2	16.9	10.8
Incr Delay (d2), s/veh	5.0	0.0	0.4	0.4	0.0	7.5	0.0	0.2	0.2	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	2.5	2.5	0.0	9.0	0.3	2.2	0.8	0.6	2.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.0	38.6	33.9	0.0	53.3	13.2	16.7	12.1	13.3	17.1	10.9
LnGrp LOS	D	A	D	C	A	D	B	B	B	B	B	B
Approach Vol, veh/h		251			407			394			449	
Approach Delay, s/veh		39.4			48.0			15.6			16.2	
Approach LOS		D			D			B			B	

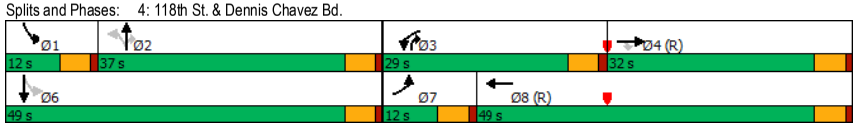
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	64.8	12.8	32.4	10.0	64.8	14.8	30.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	19.0	24.0	9.0	48.0	9.0	34.0	10.0	47.0
Max Q Clear Time (g_c+I1), s	3.6	7.5	7.8	8.3	2.9	8.9	9.8	23.7
Green Ext Time (p_c), s	0.1	1.7	0.0	0.6	0.0	2.3	0.0	1.7

Intersection Summary		
HCM 6th Ctrl Delay		28.6
HCM 6th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	73	140	487	129	37	104	403	131	323
Future Volume (vph)	6	73	140	487	129	37	104	403	131	323
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	12.0	32.0	32.0	29.0	49.0	37.0	37.0	29.0	12.0	49.0
Total Split (%)	10.9%	29.1%	29.1%	26.4%	44.5%	33.6%	33.6%	26.4%	10.9%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	None	Min
Act Effct Green (s)	6.1	20.8	20.8	30.9	45.6	24.7	24.7	60.6	43.3	43.3
Actuated g/C Ratio	0.06	0.19	0.19	0.28	0.41	0.22	0.22	0.55	0.39	0.39
v/c Ratio	0.09	0.32	0.50	0.79	0.30	0.56	0.39	0.56	0.45	0.86
Control Delay	51.0	43.9	15.8	50.9	16.5	58.4	37.8	3.8	24.7	41.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	43.9	15.8	50.9	16.5	58.4	37.8	3.8	24.7	41.8
LOS	D	D	B	D	B	E	D	A	C	D
Approach Delay		26.1			43.0		14.0			37.6
Approach LOS		C			D		B			D

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 25 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.86		
Intersection Signal Delay: 31.4	Intersection LOS: C	
Intersection Capacity Utilization 58.8%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	73	140	487	129	16	37	104	403	131	323	75
Future Volume (veh/h)	6	73	140	487	129	16	37	104	403	131	323	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	9	112	215	749	198	25	57	160	620	202	497	115
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	455	386	748	675	85	137	540	801	332	583	135
Arrive On Green	0.05	0.25	0.25	0.22	0.42	0.42	0.29	0.29	0.29	0.06	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	3428	1615	204	803	1856	1572	1767	1458	337
Grp Volume(v), veh/h	9	112	215	749	0	223	57	160	620	202	0	612
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1819	803	1856	1572	1767	0	1795
Q Serve(g_s), s	0.5	5.3	13.1	24.0	0.0	8.9	7.6	7.4	32.0	7.0	0.0	34.1
Cycle Q Clear(g_c), s	0.5	5.3	13.1	24.0	0.0	8.9	29.8	7.4	32.0	7.0	0.0	34.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	455	386	748	0	761	137	540	801	332	0	718
V/C Ratio(X)	0.11	0.25	0.56	1.00	0.00	0.29	0.41	0.30	0.77	0.61	0.00	0.85
Avail Cap(c_a), veh/h	112	455	386	748	0	761	137	540	801	332	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.00	0.63	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	33.3	36.3	43.0	0.0	21.2	49.1	30.3	21.9	27.1	0.0	30.0
Incr Delay (d2), s/veh	0.6	1.3	5.7	26.4	0.0	0.6	2.0	0.3	4.8	3.2	0.0	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.5	5.5	12.5	0.0	3.7	1.6	3.2	12.8	1.2	0.0	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	34.6	42.0	69.4	0.0	21.8	51.1	30.6	26.6	30.3	0.0	39.8
LnGrp LOS	D	C	D	F	A	C	D	C	C	C	A	D
Approach Vol, veh/h		336			972			837			814	
Approach Delay, s/veh		39.8			58.5			29.1			37.4	
Approach LOS		D			E			C			D	

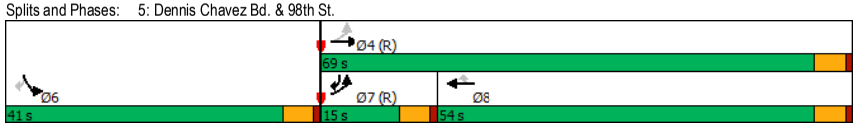
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	29.0	32.0		49.0	10.0	51.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	32.0	24.0	27.0		44.0	7.0	44.0				
Max Q Clear Time (g_c+I1), s	9.0	34.0	26.0	15.1		36.1	2.5	10.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0		2.3	0.0	1.2				

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	187	443	419	110	457	238
Future Volume (vph)	187	443	419	110	457	238
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	10.0
Total Split (s)	15.0	69.0	54.0	54.0	41.0	15.0
Total Split (%)	13.6%	62.7%	49.1%	49.1%	37.3%	13.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	Min	Min	Min	C-Min
Act Effct Green (s)	58.8	58.8	43.8	43.8	41.2	56.2
Actuated g/C Ratio	0.53	0.53	0.40	0.40	0.37	0.51
v/c Ratio	1.19	0.69	0.88	0.23	1.07	0.42
Control Delay	141.7	26.6	33.5	1.1	91.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	141.7	26.6	33.5	1.1	91.1	11.3
LOS	F	C	C	A	F	B
Approach Delay		60.8	26.7		63.8	
Approach LOS		E	C		E	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 36 (33%), Referenced to phase 4:EBTL and 7:EBL, Start of Green		
Natural Cycle: 100		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.19		
Intersection Signal Delay: 52.2	Intersection LOS: D	
Intersection Capacity Utilization 70.2%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	443	419	110	457	238
Future Volume (veh/h)	187	443	419	110	457	238
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	288	682	645	169	703	366
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	406	1080	674	571	578	787
Arrive On Green	0.17	0.58	0.73	0.73	0.33	0.33
Sat Flow, veh/h	1767	1856	1856	1572	1767	1572
Grp Volume(v), veh/h	288	682	645	169	703	366
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1767	1572
Q Serve(g_s), s	10.3	26.7	34.3	4.1	36.0	16.7
Cycle Q Clear(g_c), s	10.3	26.7	34.3	4.1	36.0	16.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	406	1080	674	571	578	787
V/C Ratio(X)	0.71	0.63	0.96	0.30	1.22	0.47
Avail Cap(c_a), veh/h	406	1080	827	700	578	787
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	22.7	15.2	14.2	10.1	37.0	17.9
Incr Delay (d2), s/veh	4.9	2.4	18.0	0.3	112.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	10.6	8.5	1.2	32.6	16.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.6	17.6	32.3	10.4	149.2	18.3
LnGrp LOS	C	B	C	B	F	B
Approach Vol, veh/h		970	814		1069	
Approach Delay, s/veh		20.6	27.7		104.4	
Approach LOS		C	C		F	

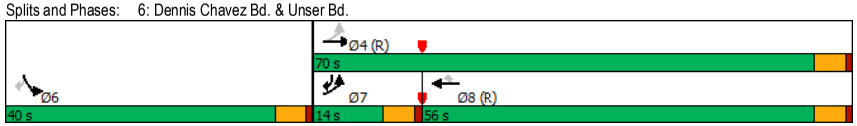
Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				69.0		41.0	24.0	45.0
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				64.0		36.0	10.0	49.0
Max Q Clear Time (g_c+I1), s				28.7		38.0	12.3	36.3
Green Ext Time (p_c), s				4.7		0.0	0.0	3.7

Intersection Summary		
HCM 6th Ctrl Delay	54.0	
HCM 6th LOS	D	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	70	806	379	296	553	85
Future Volume (vph)	70	806	379	296	553	85
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	10.0
Total Split (s)	14.0	70.0	56.0	56.0	40.0	14.0
Total Split (%)	12.7%	63.6%	50.9%	50.9%	36.4%	12.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	Min	C-Min	C-Min	C-Min	Min	Min
Act Effct Green (s)	60.1	60.1	47.6	47.6	39.9	52.4
Actuated g/C Ratio	0.55	0.55	0.43	0.43	0.36	0.48
v/c Ratio	0.18	0.87	0.52	0.37	0.95	0.12
Control Delay	10.2	22.0	24.8	3.2	61.2	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	22.0	24.8	3.2	61.2	4.1
LOS	B	C	C	A	E	A
Approach Delay		21.1	15.3		53.6	
Approach LOS		C	B		D	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 19 (17%), Referenced to phase 4:EBTL and 8:WBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.95		
Intersection Signal Delay: 28.8	Intersection LOS: C	
Intersection Capacity Utilization 81.4%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	806	379	296	553	85
Future Volume (veh/h)	70	806	379	296	553	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	76	876	412	322	601	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	402	1096	928	786	562	572
Arrive On Green	0.03	0.40	0.50	0.50	0.32	0.32
Sat Flow, veh/h	1767	1856	1856	1572	1767	1572
Grp Volume(v), veh/h	76	876	412	322	601	92
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1767	1572
Q Serve(g_s), s	2.2	45.9	15.7	14.2	35.0	4.3
Cycle Q Clear(g_c), s	2.2	45.9	15.7	14.2	35.0	4.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	402	1096	928	786	562	572
V/C Ratio(X)	0.19	0.80	0.44	0.41	1.07	0.16
Avail Cap(c_a), veh/h	466	1096	928	786	562	572
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	27.5	17.7	17.3	37.5	23.7
Incr Delay (d2), s/veh	0.1	2.2	1.5	1.6	57.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	21.2	6.6	5.1	23.3	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.8	29.6	19.2	18.9	95.2	23.8
LnGrp LOS	B	C	B	B	F	C
Approach Vol, veh/h		952	734		693	
Approach Delay, s/veh		28.3	19.1		85.7	
Approach LOS		C	B		F	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				70.0		40.0	10.0	60.0
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				65.0		35.0	9.0	51.0
Max Q Clear Time (g_c+I1), s				47.9		37.0	4.2	17.7
Green Ext Time (p_c), s				5.6		0.0	0.1	3.6

Intersection Summary		
HCM 6th Ctrl Delay	42.2	
HCM 6th LOS	D	

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1291	24	2	630	6	20	1	10	5	1	22
Future Vol, veh/h	15	1291	24	2	630	6	20	1	10	5	1	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	1304	24	2	636	6	20	1	10	5	1	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	642	0	0	1328	0	0	2001	1992	1316	1995	2001	639
Stage 1	-	-	-	-	-	-	1346	1346	-	643	643	-
Stage 2	-	-	-	-	-	-	655	646	-	1352	1358	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	938	-	-	517	-	-	44	60	192	45	59	474
Stage 1	-	-	-	-	-	-	186	219	-	460	467	-
Stage 2	-	-	-	-	-	-	453	465	-	184	216	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	938	-	-	517	-	-	39	56	192	40	55	474
Mov Cap-2 Maneuver	-	-	-	-	-	-	39	56	-	40	55	-
Stage 1	-	-	-	-	-	-	174	205	-	431	464	-
Stage 2	-	-	-	-	-	-	428	462	-	163	203	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	143.8	32.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	53	938	-	-	517	-	-	42	474
HCM Lane V/C Ratio	0.591	0.016	-	-	0.004	-	-	0.144	0.047
HCM Control Delay (s)	143.8	8.9	0	-	12	0	-	104.7	13
HCM Lane LOS	F	A	A	-	B	A	-	F	B
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	0.5	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	9	27	580	462	23
Future Vol, veh/h	5	9	27	580	462	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	85	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	9	28	604	481	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	839	241	505	0	-	0
Stage 1	481	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	302	757	1049	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	757	1049	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1049	-	294	757	-	-
HCM Lane V/C Ratio	0.027	-	0.018	0.012	-	-
HCM Control Delay (s)	8.5	-	17.5	9.8	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	98	18	11	37	10	17	334	47	7	198	18
Future Vol, veh/h	150	98	18	11	37	10	17	334	47	7	198	18
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	183	120	22	13	45	12	21	407	57	9	241	22
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	13	10.8	14.2	12.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	70%	0%	100%	64%	0%	100%	55%	0%	100%
Vol Right, %	0%	0%	30%	0%	0%	36%	0%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	223	158	150	65	51	11	25	22	7	132
LT Vol	17	0	0	150	0	0	11	0	0	7	0
Through Vol	0	223	111	0	65	33	0	25	12	0	132
RT Vol	0	0	47	0	0	18	0	0	10	0	0
Lane Flow Rate	21	272	193	183	80	62	13	30	27	9	161
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.041	0.497	0.342	0.379	0.154	0.115	0.031	0.064	0.056	0.018	0.313
Departure Headway (Hd)	7.085	6.585	6.377	7.468	6.968	6.719	8.206	7.706	7.392	7.489	6.989
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	503	546	560	479	512	530	439	468	488	475	512
Service Time	4.86	4.36	4.152	5.251	4.751	4.502	5.906	5.406	5.092	5.274	4.774
HCM Lane V/C Ratio	0.042	0.498	0.345	0.382	0.156	0.117	0.03	0.064	0.055	0.019	0.314
HCM Control Delay	10.2	15.8	12.5	14.8	11	10.4	11.2	10.9	10.5	10.4	13
HCM Lane LOS	B	C	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.1	2.7	1.5	1.7	0.5	0.4	0.1	0.2	0.2	0.1	1.3

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	20	66	26	17	27	22	269	25	22	205	3
Future Vol, veh/h	22	20	66	26	17	27	22	269	25	22	205	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	27	24	80	31	20	33	27	324	30	27	247	4
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	10.2	10	11.3	10.8
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	78%	0%	23%	0%	39%	0%	100%	96%
Vol Right, %	0%	0%	22%	0%	77%	0%	61%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	179	115	22	86	26	44	22	137	71
LT Vol	22	0	0	22	0	26	0	22	0	0
Through Vol	0	179	90	0	20	0	17	0	137	68
RT Vol	0	0	25	0	66	0	27	0	0	3
Lane Flow Rate	27	216	138	27	104	31	53	27	165	86
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.048	0.359	0.224	0.053	0.176	0.063	0.093	0.049	0.283	0.147
Departure Headway (Hd)	6.488	5.984	5.83	7.149	6.109	7.26	6.328	6.682	6.178	6.148
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	552	601	615	500	586	493	565	536	581	583
Service Time	4.228	3.723	3.569	4.898	3.859	5.015	4.082	4.425	3.92	3.891
HCM Lane V/C Ratio	0.049	0.359	0.224	0.054	0.177	0.063	0.094	0.05	0.284	0.148
HCM Control Delay	9.6	12.1	10.3	10.3	10.2	10.5	9.7	9.8	11.4	10
HCM Lane LOS	A	B	B	B	B	B	A	A	B	A
HCM 95th-tile Q	0.2	1.6	0.9	0.2	0.6	0.2	0.3	0.2	1.2	0.5

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	15	1	6	3	9	1	7	23	12	8	1
Future Vol, veh/h	3	15	1	6	3	9	1	7	23	12	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	19	1	7	4	11	1	9	28	15	10	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	20	0	0	53	53	20	66	48	10
Stage 1	-	-	-	-	-	-	24	24	-	24	24	-
Stage 2	-	-	-	-	-	-	29	29	-	42	24	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1596	-	-	1590	-	-	943	836	1055	925	842	1068
Stage 1	-	-	-	-	-	-	991	873	-	991	873	-
Stage 2	-	-	-	-	-	-	985	869	-	970	873	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1596	-	-	1590	-	-	930	832	1055	890	838	1068
Mov Cap-2 Maneuver	-	-	-	-	-	-	930	832	-	890	838	-
Stage 1	-	-	-	-	-	-	990	872	-	990	870	-
Stage 2	-	-	-	-	-	-	969	866	-	934	872	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	2.4	8.8	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	991	1596	-	-	1590	-	-	876
HCM Lane V/C Ratio	0.039	0.001	-	-	0.005	-	-	0.03
HCM Control Delay (s)	8.8	7.3	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	2	3	13	1	70	1	566	16	42	449	6
Future Vol, veh/h	17	2	3	13	1	70	1	566	16	42	449	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	130	-	-	110	-	45	110	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	100	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	2	3	14	1	78	1	629	16	47	499	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	910	1240	250	976	1231	315	506	0	0	645	0	0
Stage 1	593	593	-	631	631	-	-	-	-	-	-	-
Stage 2	317	647	-	345	600	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	228	172	747	204	175	678	1048	-	-	929	-	-
Stage 1	456	489	-	433	470	-	-	-	-	-	-	-
Stage 2	666	462	-	641	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	163	747	193	166	678	1048	-	-	929	-	-
Mov Cap-2 Maneuver	193	163	-	193	166	-	-	-	-	-	-	-
Stage 1	456	464	-	433	470	-	-	-	-	-	-	-
Stage 2	588	462	-	603	461	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.7	13.5	0	0.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1048	-	-	193	307	193	650	929	-	-
HCM Lane V/C Ratio	0.001	-	-	0.049	0.018	0.075	0.121	0.05	-	-
HCM Control Delay (s)	8.4	-	-	24.6	16.9	25.2	11.3	9.1	-	-
HCM Lane LOS	A	-	-	C	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.2	0.4	0.2	-	-

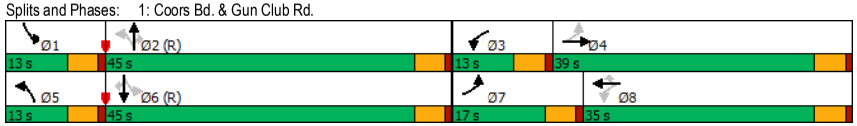
Timings
1: Coors Bd. & Gun Club Rd.

Terry O. Brown, PE
07/27/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	76	31	100	42	149	41	694	48	191	742	103
Future Volume (vph)	76	31	100	42	149	41	694	48	191	742	103
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	17.0	39.0	13.0	35.0	35.0	13.0	45.0	45.0	13.0	45.0	45.0
Total Split (%)	15.5%	35.5%	11.8%	31.8%	31.8%	11.8%	40.9%	40.9%	11.8%	40.9%	40.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effct Green (s)	17.5	8.0	20.4	11.3	11.3	65.1	58.7	58.7	76.0	65.1	65.1
Actuated g/C Ratio	0.16	0.07	0.19	0.10	0.10	0.59	0.53	0.53	0.69	0.59	0.59
v/c Ratio	0.32	0.47	0.40	0.23	0.52	0.10	0.39	0.06	0.39	0.37	0.11
Control Delay	37.5	33.0	39.4	49.2	13.8	7.8	17.2	0.1	8.8	13.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	33.0	39.4	49.2	13.8	7.8	17.2	0.1	8.8	13.3	2.2
LOS	D	C	D	D	B	A	B	A	A	B	A
Approach Delay		35.3		27.7			15.7			11.4	
Approach LOS		D		C			B			B	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.52		
Intersection Signal Delay: 16.5	Intersection LOS: B	
Intersection Capacity Utilization 54.5%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 1: Coors Bd. & Gun Club Rd.



HCM 6th Signalized Intersection Summary
1: Coors Bd. & Gun Club Rd.

Terry O. Brown, PE
07/27/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	31	43	100	42	149	41	694	48	191	742	103
Future Volume (veh/h)	76	31	43	100	42	149	41	694	48	191	742	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	79	32	45	104	44	155	43	723	50	199	773	107
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	275	72	101	267	222	188	451	2051	915	506	2115	943
Arrive On Green	0.05	0.10	0.10	0.07	0.12	0.12	0.05	0.58	0.58	0.06	0.60	0.60
Sat Flow, veh/h	1767	698	981	1767	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	79	0	77	104	44	155	43	723	50	199	773	107
Grp Sat Flow(s),veh/h/ln	1767	0	1679	1767	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	4.3	0.0	4.7	5.7	2.4	10.6	1.0	11.9	1.5	5.0	12.4	3.2
Cycle Q Clear(g_c), s	4.3	0.0	4.7	5.7	2.4	10.6	1.0	11.9	1.5	5.0	12.4	3.2
Prop In Lane	1.00		0.58	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	0	173	267	222	188	451	2051	915	506	2115	943
V/C Ratio(X)	0.29	0.00	0.45	0.39	0.20	0.82	0.10	0.35	0.05	0.39	0.37	0.11
Avail Cap(c_a), veh/h	374	0	519	272	506	429	499	2051	915	522	2115	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.51	0.51	0.51
Uniform Delay (d), s/veh	41.0	0.0	46.4	40.1	43.6	47.3	8.4	12.1	9.9	8.7	11.3	9.4
Incr Delay (d2), s/veh	0.6	0.0	1.8	0.9	0.4	8.7	0.1	0.5	0.1	0.3	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.0	2.5	1.1	4.5	0.3	4.1	0.5	1.6	4.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	0.0	48.2	41.0	44.1	55.9	8.5	12.6	10.1	8.9	11.5	9.6
LnGrp LOS	D	A	D	D	D	E	A	B	B	A	B	A
Approach Vol, veh/h		156			303			816			1079	
Approach Delay, s/veh		44.9			49.1			12.2			10.9	
Approach LOS		D			D			B			B	

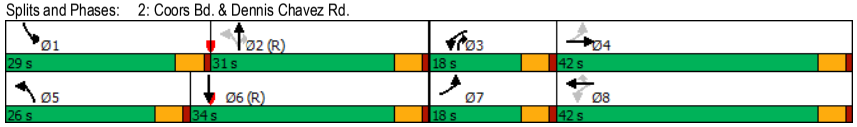
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	69.0	12.7	16.3	10.0	71.0	10.8	18.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	40.0	8.0	34.0	8.0	40.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	7.0	13.9	7.7	6.7	3.0	14.4	6.3	12.6
Green Ext Time (p_c), s	0.1	4.6	0.0	0.3	0.0	5.2	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	67	249	148	649	402	328	608	87	192	554
Future Volume (vph)	67	249	148	649	402	328	608	87	192	554
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	7	4	3	8	8	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	42.0	18.0	42.0	42.0	26.0	31.0	18.0	29.0	34.0
Total Split (%)	15.0%	35.0%	15.0%	35.0%	35.0%	21.7%	25.8%	15.0%	24.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	49.6	40.6	53.9	42.8	42.8	53.3	35.8	52.0	12.4	27.5
Actuated g/C Ratio	0.41	0.34	0.45	0.36	0.36	0.44	0.30	0.43	0.10	0.23
v/c Ratio	0.37	0.49	0.46	1.04	0.56	0.95	0.61	0.13	0.57	0.87
Control Delay	24.2	17.5	23.6	84.6	11.4	69.0	39.2	4.4	57.5	56.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	17.5	23.6	84.6	11.4	69.0	39.2	4.4	57.5	56.0
LOS	C	B	C	F	B	E	D	A	E	E
Approach Delay		18.2		52.5			45.8			56.4
Approach LOS		B		D			D			E

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 100 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.04		
Intersection Signal Delay: 45.5	Intersection LOS: D	
Intersection Capacity Utilization 91.9%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	249	347	148	649	402	328	608	87	192	554	107
Future Volume (veh/h)	67	249	347	148	649	402	328	608	87	192	554	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	71	262	0	156	683	0	345	640	92	202	583	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	141	968		440	572		440	1412	755	270	992	192
Arrive On Green	0.05	0.27	0.00	0.08	0.31	0.00	0.14	0.40	0.40	0.08	0.34	0.34
Sat Flow, veh/h	1767	3618	0	1767	1856	1572	1767	3526	1572	3428	2946	570
Grp Volume(v), veh/h	71	262	0	156	683	0	345	640	92	202	348	348
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1856	1572	1767	1763	1572	1714	1763	1753
Q Serve(g_s), s	3.4	7.0	0.0	7.4	37.0	0.0	14.7	16.0	3.9	6.9	19.6	19.7
Cycle Q Clear(g_c), s	3.4	7.0	0.0	7.4	37.0	0.0	14.7	16.0	3.9	6.9	19.6	19.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	141	968		440	572		440	1412	755	270	594	590
V/C Ratio(X)	0.50	0.27		0.35	1.19		0.78	0.45	0.12	0.75	0.59	0.59
Avail Cap(c_a), veh/h	251	1087		491	572		498	1412	755	686	594	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	34.1	0.0	27.0	41.5	0.0	22.6	26.3	17.2	54.1	32.9	32.9
Incr Delay (d2), s/veh	2.8	0.1	0.0	0.5	103.5	0.0	6.6	1.0	0.3	4.1	4.2	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.9	0.0	3.1	32.6	0.0	6.5	6.6	1.4	3.1	8.7	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	34.3	0.0	27.5	145.0	0.0	29.2	27.3	17.5	58.2	37.1	37.2
LnGrp LOS	D	C		C	F		C	C	B	E	D	D
Approach Vol, veh/h		333	A		839	A		1077			898	
Approach Delay, s/veh		34.7			123.2			27.1			41.9	
Approach LOS		C			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	53.1	14.5	38.0	22.1	45.4	10.5	42.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	24.0	26.0	13.0	37.0	21.0	29.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	8.9	18.0	9.4	9.0	16.7	21.7	5.4	39.0
Green Ext Time (p_c), s	0.5	2.6	0.1	1.5	0.4	2.3	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.7
HCM 6th LOS	E

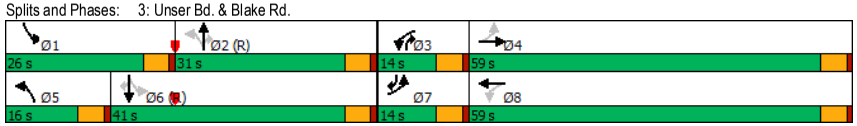
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	74	44	84	21	114	328	126	266	371	131
Future Volume (vph)	74	44	84	21	114	328	126	266	371	131
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	14.0	59.0	14.0	59.0	16.0	31.0	14.0	26.0	41.0	14.0
Total Split (%)	10.8%	45.4%	10.8%	45.4%	12.3%	23.8%	10.8%	20.0%	31.5%	10.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	20.0	9.7	21.4	10.4	77.6	69.1	85.2	94.3	80.8	96.2
Actuated g/C Ratio	0.15	0.07	0.16	0.08	0.60	0.53	0.66	0.73	0.62	0.74
v/c Ratio	0.41	0.60	0.42	0.68	0.20	0.19	0.13	0.37	0.19	0.12
Control Delay	48.3	41.7	48.3	23.9	8.6	18.2	2.2	8.2	11.9	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	41.7	48.3	23.9	8.6	18.2	2.2	8.2	11.9	1.3
LOS	D	D	D	C	A	B	A	A	B	A
Approach Delay		44.5		31.8		12.7			8.8	
Approach LOS		D		C		B			A	

Intersection Summary		
Cycle Length: 130		
Actuated Cycle Length: 130		
Offset: 81 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.68		
Intersection Signal Delay: 16.9	Intersection LOS: B	
Intersection Capacity Utilization 55.2%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: Unser Bd. & Blake Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	44	55	84	21	154	114	328	126	266	371	131
Future Volume (veh/h)	74	44	55	84	21	154	114	328	126	266	371	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	81	48	60	92	23	169	125	360	138	292	408	144
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	180	102	127	259	27	199	606	1990	981	667	2132	1036
Arrive On Green	0.05	0.14	0.14	0.06	0.14	0.14	0.05	0.56	0.56	0.09	0.60	0.60
Sat Flow, veh/h	1767	750	937	1767	192	1410	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	81	0	108	92	0	192	125	360	138	292	408	144
Grp Sat Flow(s),veh/h/ln	1767	0	1687	1767	0	1602	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	5.1	0.0	7.7	5.7	0.0	15.2	3.9	6.4	4.7	8.6	6.7	4.5
Cycle Q Clear(g_c), s	5.1	0.0	7.7	5.7	0.0	15.2	3.9	6.4	4.7	8.6	6.7	4.5
Prop In Lane	1.00		0.56	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	180	0	229	259	0	226	606	1990	981	667	2132	1036
V/C Ratio(X)	0.45	0.00	0.47	0.36	0.00	0.85	0.21	0.18	0.14	0.44	0.19	0.14
Avail Cap(c_a), veh/h	206	0	701	276	0	665	674	1990	981	800	2132	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	51.9	44.6	0.0	54.5	10.6	13.7	10.1	9.1	11.5	8.3
Incr Delay (d2), s/veh	1.8	0.0	1.5	0.8	0.0	8.6	0.2	0.2	0.3	0.5	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	3.3	2.5	0.0	6.5	1.4	2.5	1.6	3.0	2.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	0.0	53.4	45.4	0.0	63.1	10.8	13.9	10.4	9.5	11.7	8.6
LnGrp LOS	D	A	D	D	A	E	B	B	B	A	B	A
Approach Vol, veh/h		189			284			623			844	
Approach Delay, s/veh		50.8			57.4			12.5			10.4	
Approach LOS		D			E			B			B	

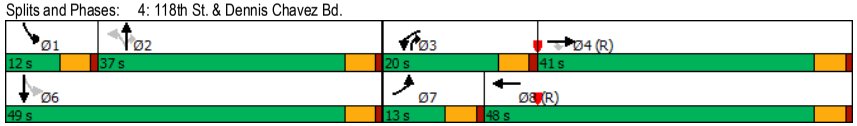
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	78.4	12.8	22.7	11.0	83.6	12.1	23.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	26.0	9.0	54.0	11.0	36.0	9.0	54.0
Max Q Clear Time (g_c+I1), s	10.6	8.4	7.7	9.7	5.9	8.7	7.1	17.2
Green Ext Time (p_c), s	0.6	2.3	0.0	0.6	0.1	3.0	0.0	1.1

Intersection Summary		
HCM 6th Ctrl Delay	21.9	
HCM 6th LOS	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	106	22	174	73	41	97	394	63	74
Future Volume (vph)	22	106	22	174	73	41	97	394	63	74
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	13.0	41.0	41.0	20.0	48.0	37.0	37.0	20.0	12.0	49.0
Total Split (%)	11.8%	37.3%	37.3%	18.2%	43.6%	33.6%	33.6%	18.2%	10.9%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	None	Min
Act Effct Green (s)	8.2	44.1	44.1	18.0	53.9	16.9	16.9	39.9	32.9	32.9
Actuated g/C Ratio	0.07	0.40	0.40	0.16	0.49	0.15	0.15	0.36	0.30	0.30
v/c Ratio	0.34	0.29	0.06	0.62	0.33	0.45	0.69	0.91	0.44	0.34
Control Delay	54.6	27.4	0.1	61.1	4.4	49.1	56.0	27.8	32.3	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	27.4	0.1	61.1	4.4	49.1	56.0	27.8	32.3	28.2
LOS	D	C	A	E	A	D	E	C	C	C
Approach Delay		27.4			35.6		34.6			29.9
Approach LOS		C			D		C			C

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.91		
Intersection Signal Delay: 33.3	Intersection LOS: C	
Intersection Capacity Utilization 46.6%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	106	22	174	73	69	41	97	394	63	74	18
Future Volume (veh/h)	22	106	22	174	73	69	41	97	394	63	74	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	44	212	44	348	146	138	82	194	788	126	148	36
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	638	540	411	367	347	412	540	646	296	577	140
Arrive On Green	0.05	0.34	0.34	0.12	0.42	0.42	0.29	0.29	0.29	0.06	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	3428	877	829	1190	1856	1572	1767	1442	351
Grp Volume(v), veh/h	44	212	44	348	0	284	82	194	788	126	0	184
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1706	1190	1856	1572	1767	0	1792
Q Serve(g_s), s	2.7	9.3	2.1	10.9	0.0	12.8	5.8	9.1	32.0	5.3	0.0	7.6
Cycle Q Clear(g_c), s	2.7	9.3	2.1	10.9	0.0	12.8	5.8	9.1	32.0	5.3	0.0	7.6
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	80	638	540	411	0	714	412	540	646	296	0	717
V/C Ratio(X)	0.55	0.33	0.08	0.85	0.00	0.40	0.20	0.36	1.22	0.43	0.00	0.26
Avail Cap(c_a), veh/h	129	638	540	467	0	714	412	540	646	296	0	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.00	0.73	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.4	26.8	24.4	47.4	0.0	22.3	29.7	30.9	32.4	24.0	0.0	22.1
Incr Delay (d2), s/veh	5.7	1.4	0.3	9.3	0.0	1.2	0.2	0.4	112.4	1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.2	0.8	5.0	0.0	5.1	1.6	4.0	36.0	2.2	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	28.2	24.7	56.7	0.0	23.5	29.9	31.3	144.8	25.0	0.0	22.3
LnGrp LOS	E	C	C	E	A	C	C	C	F	C	A	C
Approach Vol, veh/h		300			632			1064			310	
Approach Delay, s/veh		31.9			41.8			115.2			23.4	
Approach LOS		C			D			F			C	

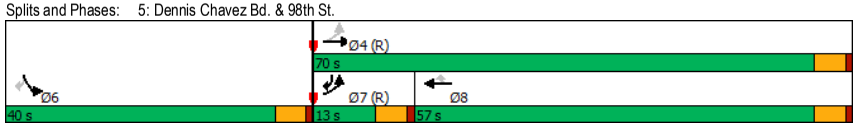
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	18.2	42.8		49.0	10.0	51.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	32.0	15.0	36.0		44.0	8.0	43.0				
Max Q Clear Time (g_c+I1), s	7.3	34.0	12.9	11.3		9.6	4.7	14.8				
Green Ext Time (p_c), s	0.0	0.0	0.3	1.2		1.0	0.0	1.6				

Intersection Summary	
HCM 6th Ctrl Delay	71.9
HCM 6th LOS	E

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	185	332	255	202	174	85
Future Volume (vph)	185	332	255	202	174	85
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	10.0
Total Split (s)	13.0	70.0	57.0	57.0	40.0	13.0
Total Split (%)	11.8%	63.6%	51.8%	51.8%	36.4%	11.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	Min	Min	Min	C-Min
Act Effct Green (s)	72.9	72.9	38.7	38.7	27.1	61.3
Actuated g/C Ratio	0.66	0.66	0.35	0.35	0.25	0.56
v/c Ratio	0.63	0.54	0.79	0.50	0.81	0.18
Control Delay	19.7	10.6	24.8	5.0	53.2	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	10.6	24.8	5.0	53.2	3.0
LOS	B	B	C	A	D	A
Approach Delay		13.8	16.1		36.7	
Approach LOS		B	B		D	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 8 (7%), Referenced to phase 4:EBTL and 7:EBL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.81		
Intersection Signal Delay: 19.5	Intersection LOS: B	
Intersection Capacity Utilization 45.8%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	185	332	255	202	174	85
Future Volume (veh/h)	185	332	255	202	174	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	370	664	510	404	348	170
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	657	1277	608	515	391	843
Arrive On Green	0.32	0.69	0.11	0.11	0.22	0.22
Sat Flow, veh/h	1767	1856	1856	1572	1767	1572
Grp Volume(v), veh/h	370	664	510	404	348	170
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1767	1572
Q Serve(g_s), s	12.0	19.1	29.7	27.5	21.0	6.2
Cycle Q Clear(g_c), s	12.0	19.1	29.7	27.5	21.0	6.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	657	1277	608	515	391	843
V/C Ratio(X)	0.56	0.52	0.84	0.78	0.89	0.20
Avail Cap(c_a), veh/h	657	1277	877	743	562	996
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.59	1.00	1.00
Uniform Delay (d), s/veh	17.8	8.3	46.2	45.3	41.6	13.3
Incr Delay (d2), s/veh	0.7	0.9	3.0	2.1	12.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	6.5	15.1	11.8	10.1	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.5	9.2	49.2	47.4	53.7	13.4
LnGrp LOS	B	A	D	D	D	B
Approach Vol, veh/h		1034	914		518	
Approach Delay, s/veh		12.6	48.4		40.5	
Approach LOS		B	D		D	

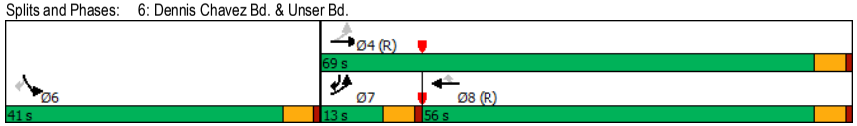
Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				80.7		29.3	39.7	41.0
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				65.0		35.0	8.0	52.0
Max Q Clear Time (g_c+I1), s				21.1		23.0	14.0	31.7
Green Ext Time (p_c), s				4.6		1.3	0.0	4.4

Intersection Summary		
HCM 6th Ctrl Delay	31.7	
HCM 6th LOS	C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	70	468	642	599	456	42
Future Volume (vph)	70	468	642	599	456	42
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	10.0
Total Split (s)	13.0	69.0	56.0	56.0	41.0	13.0
Total Split (%)	11.8%	62.7%	50.9%	50.9%	37.3%	11.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	Min	C-Min	C-Min	C-Min	Min	Min
Act Effct Green (s)	65.9	65.9	53.6	53.6	34.1	46.4
Actuated g/C Ratio	0.60	0.60	0.49	0.49	0.31	0.42
v/c Ratio	0.29	0.47	0.78	0.60	0.92	0.07
Control Delay	13.1	15.9	31.9	3.9	60.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	15.9	31.9	3.9	60.5	5.4
LOS	B	B	C	A	E	A
Approach Delay		15.5	18.4		55.9	
Approach LOS		B	B		E	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 78 (71%), Referenced to phase 4:EBTL and 8:WBT, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.92		
Intersection Signal Delay: 25.9	Intersection LOS: C	
Intersection Capacity Utilization 75.7%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	468	642	599	456	42
Future Volume (veh/h)	70	468	642	599	456	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	77	514	705	658	501	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	233	1128	960	813	532	545
Arrive On Green	0.09	1.00	0.52	0.52	0.30	0.30
Sat Flow, veh/h	1767	1856	1856	1572	1767	1572
Grp Volume(v), veh/h	77	514	705	658	501	46
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1767	1572
Q Serve(g_s), s	2.1	0.0	32.5	38.2	30.4	2.2
Cycle Q Clear(g_c), s	2.1	0.0	32.5	38.2	30.4	2.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	233	1128	960	813	532	545
V/C Ratio(X)	0.33	0.46	0.73	0.81	0.94	0.08
Avail Cap(c_a), veh/h	282	1128	960	813	578	586
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	20.7	22.0	37.5	24.2
Incr Delay (d2), s/veh	0.6	1.0	5.0	8.5	23.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.3	14.1	14.6	15.8	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.6	1.0	25.7	30.6	60.5	24.3
LnGrp LOS	B	A	C	C	E	C
Approach Vol, veh/h		591	1363		547	
Approach Delay, s/veh		3.0	28.0		57.5	
Approach LOS		A	C		E	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				71.9		38.1	10.0	61.9
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				64.0		36.0	8.0	51.0
Max Q Clear Time (g_c+I1), s				2.0		32.4	4.1	40.2
Green Ext Time (p_c), s				3.3		0.7	0.0	5.2

Intersection Summary		
HCM 6th Ctrl Delay		28.6
HCM 6th LOS		C

Intersection	
Int Delay, s/veh	20.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	755	38	8	1233	15	35	1	14	3	1	71
Future Vol, veh/h	31	755	38	8	1233	15	35	1	14	3	1	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	32	778	39	8	1271	15	36	1	14	3	1	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1286	0	0	817	0	0	2194	2164	798	2164	2176	1279
Stage 1	-	-	-	-	-	-	862	862	-	1295	1295	-
Stage 2	-	-	-	-	-	-	1332	1302	-	869	881	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	536	-	-	807	-	-	~ 32	47	384	34	46	202
Stage 1	-	-	-	-	-	-	348	371	-	199	232	-
Stage 2	-	-	-	-	-	-	189	230	-	345	363	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	536	-	-	807	-	-	~ 18	40	384	29	40	202
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	40	-	29	40	-
Stage 1	-	-	-	-	-	-	310	330	-	177	224	-
Stage 2	-	-	-	-	-	-	116	222	-	295	323	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	$ 824.6	38.2
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	25	536	-	-	807	-	-	31	202
HCM Lane V/C Ratio	2.062	0.06	-	-	0.01	-	-	0.133	0.362
HCM Control Delay (s)	$ 824.6	12.1	0	-	9.5	0	-	138.2	32.6
HCM Lane LOS	F	B	A	-	A	A	-	F	D
HCM 95th %tile Q(veh)	6.4	0.2	-	-	0	-	-	0.4	1.6

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

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	108	78	999	745	36
Future Vol, veh/h	48	108	78	999	745	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	85	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	51	114	82	1052	784	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1474	392	822	0	-	0
Stage 1	784	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	116	604	797	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	604	797	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	366	-	-	-	-	-
Stage 2	456	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.7	0.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	797	-	104	604	-	-
HCM Lane V/C Ratio	0.103	-	0.486	0.188	-	-
HCM Control Delay (s)	10	-	68.7	12.3	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	0.7	-	-

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	58	29	37	134	31	47	312	34	35	457	116
Future Vol, veh/h	108	58	29	37	134	31	47	312	34	35	457	116
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	116	62	31	40	144	33	51	335	37	38	491	125
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	13.9	13.2	15.8	21.1
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	75%	0%	100%	40%	0%	100%	59%	0%	100%
Vol Right, %	0%	0%	25%	0%	0%	60%	0%	0%	41%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	208	138	108	39	48	37	89	76	35	305
LT Vol	47	0	0	108	0	0	37	0	0	35	0
Through Vol	0	208	104	0	39	19	0	89	45	0	305
RT Vol	0	0	34	0	0	29	0	0	31	0	0
Lane Flow Rate	51	224	148	116	42	52	40	96	81	38	328
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.117	0.486	0.315	0.289	0.098	0.116	0.099	0.226	0.185	0.083	0.673
Departure Headway (Hd)	8.324	7.824	7.652	8.973	8.473	8.053	8.971	8.471	8.184	7.899	7.399
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	430	461	469	399	422	444	399	424	438	453	488
Service Time	6.082	5.582	5.41	6.74	6.24	5.82	6.735	6.235	5.949	5.649	5.149
HCM Lane V/C Ratio	0.119	0.486	0.316	0.291	0.1	0.117	0.1	0.226	0.185	0.084	0.672
HCM Control Delay	12.2	17.8	13.9	15.4	12.2	11.9	12.7	13.7	12.8	11.4	24.1
HCM Lane LOS	B	C	B	C	B	B	B	B	B	B	C
HCM 95th-tile Q	0.4	2.6	1.3	1.2	0.3	0.4	0.3	0.9	0.7	0.3	4.9

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	21	41	67	25	54	49	312	21	65	348	30
Future Vol, veh/h	18	21	41	67	25	54	49	312	21	65	348	30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	19	22	43	70	26	56	51	325	22	68	363	31
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	10.9	11.3	12.4	12.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	83%	0%	34%	0%	32%	0%	100%	79%
Vol Right, %	0%	0%	17%	0%	66%	0%	68%	0%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	208	125	18	62	67	79	65	232	146
LT Vol	49	0	0	18	0	67	0	65	0	0
Through Vol	0	208	104	0	21	0	25	0	232	116
RT Vol	0	0	21	0	41	0	54	0	0	30
Lane Flow Rate	51	217	130	19	65	70	82	68	242	152
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.1	0.394	0.232	0.041	0.125	0.15	0.155	0.13	0.432	0.266
Departure Headway (Hd)	7.053	6.547	6.428	7.955	6.987	7.742	6.76	6.938	6.432	6.287
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	506	548	556	448	510	461	527	515	558	569
Service Time	4.824	4.318	4.199	5.75	4.781	5.526	4.543	4.704	4.198	4.053
HCM Lane V/C Ratio	0.101	0.396	0.234	0.042	0.127	0.152	0.156	0.132	0.434	0.267
HCM Control Delay	10.6	13.6	11.2	11.1	10.8	11.9	10.8	10.7	14	11.3
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.3	1.9	0.9	0.1	0.4	0.5	0.5	0.4	2.2	1.1

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	9	1	23	10	31	1	9	11	15	7	5
Future Vol, veh/h	2	9	1	23	10	31	1	9	11	15	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	10	1	26	11	34	1	10	12	17	8	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	11	0	0	100	110	11	104	93	28
Stage 1	-	-	-	-	-	-	13	13	-	80	80	-
Stage 2	-	-	-	-	-	-	87	97	-	24	13	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1557	-	-	1602	-	-	879	778	1067	874	795	1044
Stage 1	-	-	-	-	-	-	1005	883	-	926	826	-
Stage 2	-	-	-	-	-	-	918	813	-	991	883	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1557	-	-	1602	-	-	856	764	1067	843	781	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	856	764	-	843	781	-
Stage 1	-	-	-	-	-	-	1004	882	-	925	812	-
Stage 2	-	-	-	-	-	-	889	799	-	968	882	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	2.6	9.1	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	903	1557	-	-	1602	-	-	856
HCM Lane V/C Ratio	0.026	0.001	-	-	0.016	-	-	0.035
HCM Control Delay (s)	9.1	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	4	8	6	24	6	618	6	34	674	29
Future Vol, veh/h	9	1	4	8	6	24	6	618	6	34	674	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	130	-	-	110	-	45	110	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	1	4	9	7	27	7	694	7	38	757	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1198	1548	379	1163	1574	347	790	0	0	701	0	0
Stage 1	833	833	-	708	708	-	-	-	-	-	-	-
Stage 2	365	715	-	455	866	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	140	112	616	149	108	646	819	-	-	885	-	-
Stage 1	327	379	-	389	433	-	-	-	-	-	-	-
Stage 2	624	430	-	552	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	106	616	141	102	646	819	-	-	885	-	-
Mov Cap-2 Maneuver	123	106	-	141	102	-	-	-	-	-	-	-
Stage 1	324	363	-	385	429	-	-	-	-	-	-	-
Stage 2	584	426	-	523	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.6	20.9	0.1	0.4
HCM LOS	D	C		

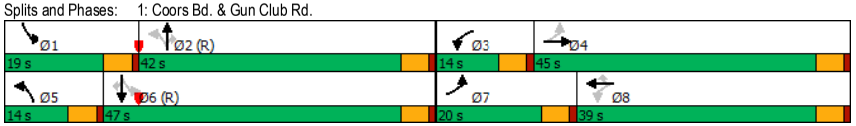
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	819	-	-	123	314	141	313	885	-	-
HCM Lane V/C Ratio	0.008	-	-	0.041	0.018	0.064	0.108	0.043	-	-
HCM Control Delay (s)	9.4	-	-	35.5	16.7	32.3	17.9	9.3	-	-
HCM Lane LOS	A	-	-	E	C	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	0.4	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	174	60	69	20	258	17	704	72	150	628	50
Future Volume (vph)	174	60	69	20	258	17	704	72	150	628	50
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	20.0	45.0	14.0	39.0	39.0	14.0	42.0	42.0	19.0	47.0	47.0
Total Split (%)	16.7%	37.5%	11.7%	32.5%	32.5%	11.7%	35.0%	35.0%	15.8%	39.2%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 36 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coors Bd. & Gun Club Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	60	32	69	20	258	17	704	72	150	628	50
Future Volume (veh/h)	174	60	32	69	20	258	17	704	72	150	628	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	191	66	35	76	22	284	19	774	79	165	690	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	440	285	151	406	370	314	395	1646	734	381	1734	773
Arrive On Green	0.10	0.25	0.25	0.05	0.20	0.20	0.04	0.47	0.47	0.07	0.49	0.49
Sat Flow, veh/h	1767	1141	605	1767	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	191	0	101	76	22	284	19	774	79	165	690	55
Grp Sat Flow(s),veh/h/ln	1767	0	1747	1767	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	9.9	0.0	5.5	4.0	1.2	21.2	0.6	18.0	3.4	5.8	14.8	2.2
Cycle Q Clear(g_c), s	9.9	0.0	5.5	4.0	1.2	21.2	0.6	18.0	3.4	5.8	14.8	2.2
Prop In Lane	1.00		0.35	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	0	435	406	370	314	395	1646	734	381	1734	773
V/C Ratio(X)	0.43	0.00	0.23	0.19	0.06	0.91	0.05	0.47	0.11	0.43	0.40	0.07
Avail Cap(c_a), veh/h	483	0	582	449	526	446	454	1646	734	470	1734	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	31.5	0.0	35.9	35.3	38.9	46.9	15.2	21.8	17.9	16.2	19.3	16.1
Incr Delay (d2), s/veh	0.7	0.0	0.3	0.2	0.1	16.9	0.0	1.0	0.3	0.7	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	0.0	4.2	3.1	0.9	14.5	0.4	11.4	2.2	3.9	9.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	36.2	35.5	39.0	63.9	15.3	22.8	18.2	17.0	19.9	16.2
LnGrp LOS	C	A	D	D	D	E	B	C	B	B	B	B
Approach Vol, veh/h		292			382			872			910	
Approach Delay, s/veh		33.5			56.8			22.2			19.2	
Approach LOS		C			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	61.0	11.1	34.9	10.0	64.0	17.1	28.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	37.0	9.0	40.0	9.0	42.0	15.0	34.0
Max Q Clear Time (g_c+I1), s	7.8	20.0	6.0	7.5	2.6	16.8	11.9	23.2
Green Ext Time (p_c), s	0.2	4.5	0.0	0.5	0.0	4.4	0.1	0.8

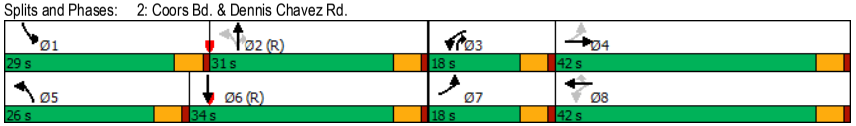
Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	48	940	63	225	139	287	657	240	214	265
Future Volume (vph)	48	940	63	225	139	287	657	240	214	265
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	7	4	3	8	8	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	42.0	18.0	42.0	42.0	26.0	31.0	18.0	29.0	34.0
Total Split (%)	15.0%	35.0%	15.0%	35.0%	35.0%	21.7%	25.8%	15.0%	24.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	940	408	63	225	139	287	657	240	214	265	29
Future Volume (veh/h)	48	940	408	63	225	139	287	657	240	214	265	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	50	979	0	66	234	0	299	684	250	223	276	30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	360	1054		152	557		605	1433	706	292	1187	128
Arrive On Green	0.04	0.30	0.00	0.04	0.30	0.00	0.12	0.41	0.41	0.09	0.37	0.37
Sat Flow, veh/h	1767	3618	0	1767	1856	1572	1767	3526	1572	3428	3210	346
Grp Volume(v), veh/h	50	979	0	66	234	0	299	684	250	223	150	156
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1856	1572	1767	1763	1572	1714	1763	1793
Q Serve(g_s), s	2.3	32.3	0.0	3.1	12.1	0.0	12.1	17.1	12.5	7.6	7.1	7.2
Cycle Q Clear(g_c), s	2.3	32.3	0.0	3.1	12.1	0.0	12.1	17.1	12.5	7.6	7.1	7.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	360	1054		152	557		605	1433	706	292	652	663
V/C Ratio(X)	0.14	0.93		0.43	0.42		0.49	0.48	0.35	0.76	0.23	0.23
Avail Cap(c_a), veh/h	478	1087		268	572		699	1433	706	686	652	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	40.8	0.0	31.9	33.6	0.0	18.2	26.2	21.6	53.7	26.1	26.1
Incr Delay (d2), s/veh	0.2	13.3	0.0	1.9	0.5	0.0	0.5	1.0	1.2	4.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	21.8	0.0	2.4	9.2	0.0	8.0	11.1	7.9	6.1	5.4	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	54.1	0.0	33.9	34.1	0.0	18.8	27.2	22.8	57.8	26.9	26.9
LnGrp LOS	C	D		C	C		B	C	C	E	C	C
Approach Vol, veh/h		1029	A		300	A		1233			529	
Approach Delay, s/veh		52.8			34.1			24.3			39.9	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	53.8	10.1	40.9	19.6	49.4	10.0	41.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	24.0	26.0	13.0	37.0	21.0	29.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	9.6	19.1	5.1	34.3	14.1	9.2	4.3	14.1
Green Ext Time (p_c), s	0.6	2.9	0.1	1.5	0.5	1.5	0.0	1.1

Intersection Summary		
HCM 6th Ctrl Delay		37.4
HCM 6th LOS		D

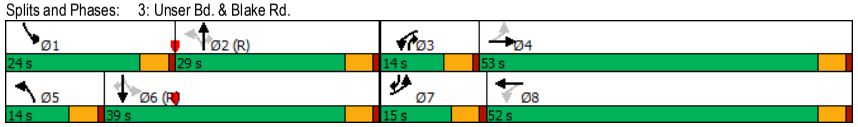
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	147	14	119	18	30	316	74	47	338	31
Future Volume (vph)	147	14	119	18	30	316	74	47	338	31
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	15.0	53.0	14.0	52.0	14.0	29.0	14.0	24.0	39.0	15.0
Total Split (%)	12.5%	44.2%	11.7%	43.3%	11.7%	24.2%	11.7%	20.0%	32.5%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	27.4	12.4	23.0	10.2	74.3	67.9	85.7	75.3	68.4	88.4
Actuated g/C Ratio	0.23	0.10	0.19	0.08	0.62	0.57	0.71	0.63	0.57	0.74
v/c Ratio	0.59	0.44	0.46	0.80	0.05	0.18	0.07	0.08	0.19	0.03
Control Delay	44.0	17.7	39.6	21.3	9.8	14.7	1.0	9.7	14.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	17.7	39.6	21.3	9.8	14.7	1.0	9.7	14.4	0.6
LOS	D	B	D	C	A	B	A	A	B	A
Approach Delay		33.4		26.3		11.9			12.9	
Approach LOS		C		C		B			B	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.80		
Intersection Signal Delay: 19.8	Intersection LOS: B	
Intersection Capacity Utilization 57.7%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: Unser Bd. & Blake Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	14	85	119	18	298	30	316	74	47	338	31
Future Volume (veh/h)	147	14	85	119	18	298	30	316	74	47	338	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	165	16	96	134	20	335	34	355	83	53	380	35
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	241	60	359	449	22	374	512	1617	835	509	1617	852
Arrive On Green	0.08	0.26	0.26	0.07	0.25	0.25	0.04	0.46	0.46	0.04	0.46	0.46
Sat Flow, veh/h	1767	230	1378	1767	89	1497	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	165	0	112	134	0	355	34	355	83	53	380	35
Grp Sat Flow(s),veh/h/ln	1767	0	1608	1767	0	1586	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	8.2	0.0	6.6	6.7	0.0	26.0	1.2	7.3	3.1	1.9	7.8	1.3
Cycle Q Clear(g_c), s	8.2	0.0	6.6	6.7	0.0	26.0	1.2	7.3	3.1	1.9	7.8	1.3
Prop In Lane	1.00		0.86	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	0	419	449	0	396	512	1617	835	509	1617	852
V/C Ratio(X)	0.68	0.00	0.27	0.30	0.00	0.90	0.07	0.22	0.10	0.10	0.24	0.04
Avail Cap(c_a), veh/h	241	0	643	454	0	621	571	1617	835	715	1617	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	35.2	30.0	0.0	43.5	15.5	19.6	13.9	15.7	19.7	12.9
Incr Delay (d2), s/veh	7.7	0.0	0.3	0.4	0.0	10.5	0.1	0.3	0.2	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	4.6	5.0	0.0	16.4	0.8	5.3	2.0	1.3	5.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	0.0	35.6	30.3	0.0	54.0	15.6	19.9	14.2	15.8	20.1	13.0
LnGrp LOS	D	A	D	C	A	D	B	B	B	B	C	B
Approach Vol, veh/h		277			489			472			468	
Approach Delay, s/veh		38.5			47.5			18.6			19.0	
Approach LOS		D			D			B			B	

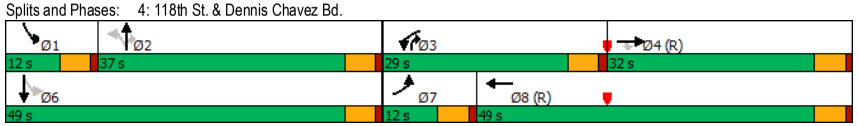
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	60.0	13.7	36.3	10.0	60.0	15.0	35.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	19.0	24.0	9.0	48.0	9.0	34.0	10.0	47.0
Max Q Clear Time (g_c+I1), s	3.9	9.3	8.7	8.6	3.2	9.8	10.2	28.0
Green Ext Time (p_c), s	0.1	2.0	0.0	0.6	0.0	2.3	0.0	2.0

Intersection Summary		
HCM 6th Ctrl Delay		30.2
HCM 6th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	75	142	497	131	38	106	411	149	369
Future Volume (vph)	6	75	142	497	131	38	106	411	149	369
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	12.0	32.0	32.0	29.0	49.0	37.0	37.0	29.0	12.0	49.0
Total Split (%)	10.9%	29.1%	29.1%	26.4%	44.5%	33.6%	33.6%	26.4%	10.9%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	None	Min
Act Effct Green (s)	6.1	14.9	14.9	27.8	36.6	34.1	34.1	66.9	52.3	52.3
Actuated g/C Ratio	0.06	0.14	0.14	0.25	0.33	0.31	0.31	0.61	0.48	0.48
v/c Ratio	0.09	0.46	0.61	0.89	0.37	0.42	0.28	0.54	0.41	0.81
Control Delay	51.0	50.7	19.9	46.7	24.1	40.5	29.9	3.9	19.2	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	50.7	19.9	46.7	24.1	40.5	29.9	3.9	19.2	32.7
LOS	D	D	B	D	C	D	C	A	B	C
Approach Delay		31.1			41.5		11.3			29.3
Approach LOS		C			D		B			C

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 25.3 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 28.5		Intersection LOS: C	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	75	142	497	131	16	38	106	411	149	369	85
Future Volume (veh/h)	6	75	142	497	131	16	38	106	411	149	369	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	9	115	218	765	202	25	58	163	632	229	568	131
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	455	386	748	677	84	78	540	801	329	583	135
Arrive On Green	0.05	0.25	0.25	0.22	0.42	0.42	0.29	0.29	0.29	0.06	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	3428	1619	200	741	1856	1572	1767	1459	336
Grp Volume(v), veh/h	9	115	218	765	0	227	58	163	632	229	0	699
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1819	741	1856	1572	1767	0	1795
Q Serve(g_s), s	0.5	5.5	13.4	24.0	0.0	9.1	1.9	7.5	32.0	7.0	0.0	42.1
Cycle Q Clear(g_c), s	0.5	5.5	13.4	24.0	0.0	9.1	32.0	7.5	32.0	7.0	0.0	42.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	455	386	748	0	761	78	540	801	329	0	718
V/C Ratio(X)	0.11	0.25	0.56	1.02	0.00	0.30	0.74	0.30	0.79	0.70	0.00	0.97
Avail Cap(c_a), veh/h	112	455	386	748	0	761	78	540	801	329	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.20	0.00	0.20	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	33.4	36.4	43.0	0.0	21.3	54.8	30.3	22.2	29.1	0.0	32.4
Incr Delay (d2), s/veh	0.6	1.3	5.9	20.9	0.0	0.2	30.8	0.3	5.3	6.3	0.0	27.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	4.6	9.4	14.6	0.0	5.1	4.0	5.9	19.2	4.3	0.0	30.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	34.7	42.2	63.9	0.0	21.5	85.6	30.6	27.5	35.5	0.0	59.5
LnGrp LOS	D	C	D	F	A	C	F	C	C	D	A	E
Approach Vol, veh/h		342			992			853			928	
Approach Delay, s/veh		39.9			54.2			32.1			53.5	
Approach LOS		D			D			C			D	

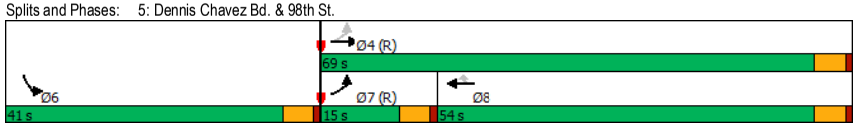
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	29.0	32.0		49.0	10.0	51.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	32.0	24.0	27.0		44.0	7.0	44.0				
Max Q Clear Time (g_c+I1), s	9.0	34.0	26.0	15.4		44.1	2.5	11.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0		0.0	0.0	1.2				

Intersection Summary			
HCM 6th Ctrl Delay		46.4	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	191	452	499	131	552
Future Volume (vph)	191	452	499	131	552
Turn Type	pm+pt	NA	NA	Perm	Prot
Protected Phases	7	4	8		6
Permitted Phases	4			8	
Detector Phase	7	4	8	8	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	69.0	54.0	54.0	41.0
Total Split (%)	13.6%	62.7%	49.1%	49.1%	37.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	Min	Min	Min
Act Effct Green (s)	63.0	63.0	48.0	48.0	37.0
Actuated g/C Ratio	0.57	0.57	0.44	0.44	0.34
v/c Ratio	1.30	0.66	0.96	0.25	2.19
Control Delay	188.2	24.1	42.6	1.0	564.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	188.2	24.1	42.6	1.0	564.5
LOS	F	C	D	A	F
Approach Delay		72.9	33.9		564.5
Approach LOS		E	C		F

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 36.3 (33%), Referenced to phase 4:EBTL and 7:EBL, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 2.19		
Intersection Signal Delay: 256.6	Intersection LOS: F	
Intersection Capacity Utilization 97.5%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	191	452	499	131	552	288
Future Volume (veh/h)	191	452	499	131	552	288
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	294	695	768	202	849	443
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	294	1080	781	661	364	190
Arrive On Green	0.12	0.58	0.84	0.84	0.33	0.33
Sat Flow, veh/h	1767	1856	1856	1572	1113	581
Grp Volume(v), veh/h	294	695	768	202	1293	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1695	0
Q Serve(g_s), s	12.7	27.5	42.0	3.0	36.0	0.0
Cycle Q Clear(g_c), s	12.7	27.5	42.0	3.0	36.0	0.0
Prop In Lane	1.00			1.00	0.66	0.34
Lane Grp Cap(c), veh/h	294	1080	781	661	555	0
V/C Ratio(X)	1.00	0.64	0.98	0.31	2.33	0.00
Avail Cap(c_a), veh/h	294	1080	827	700	555	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.86	1.00	0.00
Uniform Delay (d), s/veh	31.6	15.4	8.4	5.3	37.0	0.0
Incr Delay (d2), s/veh	48.8	2.6	24.6	0.2	604.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	16.0	13.2	1.5	170.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	80.4	17.9	32.9	5.5	641.3	0.0
LnGrp LOS	F	B	C	A	F	A
Approach Vol, veh/h		989	970		1293	
Approach Delay, s/veh		36.5	27.2		641.3	
Approach LOS		D	C		F	

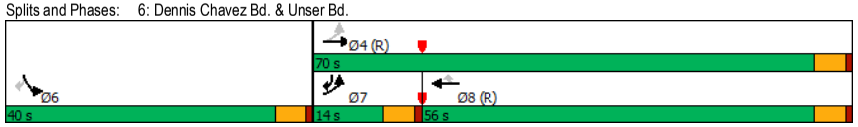
Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			69.0		41.0	17.7	51.3
Change Period (Y+Rc), s			5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s			64.0		36.0	10.0	49.0
Max Q Clear Time (g_c+I1), s			29.5		38.0	14.7	44.0
Green Ext Time (p_c), s			4.9		0.0	0.0	2.5

Intersection Summary		
HCM 6th Ctrl Delay	274.2	
HCM 6th LOS	F	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	84	969	461	359	665	102
Future Volume (vph)	84	969	461	359	665	102
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	10.0
Total Split (s)	14.0	70.0	56.0	56.0	40.0	14.0
Total Split (%)	12.7%	63.6%	50.9%	50.9%	36.4%	12.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	Min	C-Min	C-Min	C-Min	Min	Min
Act Effct Green (s)	64.7	64.7	51.9	51.9	35.3	48.1
Actuated g/C Ratio	0.59	0.59	0.47	0.47	0.32	0.44
v/c Ratio	0.23	0.97	0.58	0.41	1.29	0.15
Control Delay	8.6	20.2	24.5	3.2	174.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	20.2	24.5	3.2	174.6	5.0
LOS	A	C	C	A	F	A
Approach Delay		19.3	15.2		152.0	
Approach LOS		B	B		F	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 19.8 (18%), Referenced to phase 4:EBTL and 8:WBT, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.29		
Intersection Signal Delay: 56.6	Intersection LOS: E	
Intersection Capacity Utilization 96.2%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	969	461	359	665	102
Future Volume (veh/h)	84	969	461	359	665	102
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	91	1053	501	390	723	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	341	1096	928	786	562	572
Arrive On Green	0.03	0.40	0.50	0.50	0.32	0.32
Sat Flow, veh/h	1767	1856	1856	1572	1767	1572
Grp Volume(v), veh/h	91	1053	501	390	723	111
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1767	1572
Q Serve(g_s), s	2.6	60.8	20.3	18.1	35.0	5.3
Cycle Q Clear(g_c), s	2.6	60.8	20.3	18.1	35.0	5.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	341	1096	928	786	562	572
V/C Ratio(X)	0.27	0.96	0.54	0.50	1.29	0.19
Avail Cap(c_a), veh/h	405	1096	928	786	562	572
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	32.0	18.8	18.3	37.5	24.0
Incr Delay (d2), s/veh	0.0	3.1	2.3	2.2	141.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	30.8	13.4	10.8	53.6	9.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	35.0	21.1	20.5	179.2	24.1
LnGrp LOS	B	D	C	C	F	C
Approach Vol, veh/h		1144	891		834	
Approach Delay, s/veh		33.4	20.8		158.6	
Approach LOS		C	C		F	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				70.0		40.0	10.0	60.0
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				65.0		35.0	9.0	51.0
Max Q Clear Time (g_c+I1), s				62.8		37.0	4.6	22.3
Green Ext Time (p_c), s				1.4		0.0	0.1	4.6

Intersection Summary		
HCM 6th Ctrl Delay	65.9	
HCM 6th LOS	E	

Intersection	
Int Delay, s/veh	32.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			↰	↱
Traffic Vol, veh/h	18	1549	32	14	756	7	34	1	47	6	1	26
Future Vol, veh/h	18	1549	32	14	756	7	34	1	47	6	1	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	18	1565	32	14	764	7	34	1	47	6	1	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	771	0	0	1597	0	0	2426	2416	1581	2437	2429	768
Stage 1	-	-	-	-	-	-	1617	1617	-	796	796	-
Stage 2	-	-	-	-	-	-	809	799	-	1641	1633	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	839	-	-	407	-	-	~ 22	32	133	22	32	400
Stage 1	-	-	-	-	-	-	130	161	-	379	398	-
Stage 2	-	-	-	-	-	-	373	396	-	126	158	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	839	-	-	407	-	-	~ 16	24	133	11	24	400
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 16	24	-	11	24	-
Stage 1	-	-	-	-	-	-	105	129	-	305	374	-
Stage 2	-	-	-	-	-	-	327	372	-	65	127	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	$ 942.3	119.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	33	839	-	-	407	-	-	12	400
HCM Lane V/C Ratio	2.51	0.022	-	-	0.035	-	-	0.589	0.066
HCM Control Delay (s)	$ 942.3	9.4	0	-	14.2	0	-	$ 509.4	14.6
HCM Lane LOS	F	A	A	-	B	A	-	F	B
HCM 95th %tile Q(veh)	9.5	0.1	-	-	0.1	-	-	1.3	0.2

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	9	28	616	474	23
Future Vol, veh/h	5	9	28	616	474	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	85	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	9	29	642	494	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	873	247	518	0	-	0
Stage 1	494	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	288	750	1037	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	280	750	1037	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	659	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1037	-	280	750	-	-
HCM Lane V/C Ratio	0.028	-	0.019	0.013	-	-
HCM Control Delay (s)	8.6	-	18.1	9.9	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	166	108	20	11	38	10	18	354	50	8	215	20
Future Vol, veh/h	166	108	20	11	38	10	18	354	50	8	215	20
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	202	132	24	13	46	12	22	432	61	10	262	24
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	14	11.2	15.5	13.1
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	70%	0%	100%	64%	0%	100%	56%	0%	100%
Vol Right, %	0%	0%	30%	0%	0%	36%	0%	0%	44%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	236	168	166	72	56	11	25	23	8	143
LT Vol	18	0	0	166	0	0	11	0	0	8	0
Through Vol	0	236	118	0	72	36	0	25	13	0	143
RT Vol	0	0	50	0	0	20	0	0	10	0	0
Lane Flow Rate	22	288	205	202	88	68	13	31	28	10	175
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.044	0.543	0.374	0.43	0.174	0.131	0.032	0.069	0.059	0.021	0.355
Departure Headway (Hd)	7.389	6.889	6.681	7.76	7.26	7.01	8.507	8.007	7.698	7.805	7.305
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	527	543	468	497	514	423	450	467	461	495
Service Time	5.089	4.589	4.381	5.46	4.96	4.71	6.218	5.718	5.409	5.505	5.005
HCM Lane V/C Ratio	0.045	0.546	0.378	0.432	0.177	0.132	0.031	0.069	0.06	0.022	0.354
HCM Control Delay	10.4	17.5	13.3	16.2	11.5	10.8	11.5	11.3	10.9	10.7	14
HCM Lane LOS	B	C	B	C	B	B	B	B	B	B	B
HCM 95th-tile Q	0.1	3.2	1.7	2.1	0.6	0.4	0.1	0.2	0.2	0.1	1.6

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	20	67	29	19	30	27	328	31	23	217	3
Future Vol, veh/h	22	20	67	29	19	30	27	328	31	23	217	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	27	24	81	35	23	36	33	395	37	28	261	4
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	10.7	10.5	12.5	11.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	78%	0%	23%	0%	39%	0%	100%	96%
Vol Right, %	0%	0%	22%	0%	77%	0%	61%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	219	140	22	87	29	49	23	145	75
LT Vol	27	0	0	22	0	29	0	23	0	0
Through Vol	0	219	109	0	20	0	19	0	145	72
RT Vol	0	0	31	0	67	0	30	0	0	3
Lane Flow Rate	33	263	169	27	105	35	59	28	174	91
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.06	0.448	0.28	0.055	0.187	0.073	0.109	0.053	0.312	0.162
Departure Headway (Hd)	6.62	6.116	5.959	7.466	6.424	7.561	6.629	6.94	6.435	6.407
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	588	602	478	557	472	538	515	558	558
Service Time	4.369	3.865	3.708	5.234	4.191	5.332	4.4	4.699	4.193	4.165
HCM Lane V/C Ratio	0.061	0.447	0.281	0.056	0.189	0.074	0.11	0.054	0.312	0.163
HCM Control Delay	9.8	13.8	11	10.7	10.7	10.9	10.2	10.1	12.1	10.4
HCM Lane LOS	A	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.2	2.3	1.1	0.2	0.7	0.2	0.4	0.2	1.3	0.6

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	15	1	7	4	13	1	7	23	16	8	1
Future Vol, veh/h	3	15	1	7	4	13	1	7	23	16	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	19	1	9	5	16	1	9	28	20	10	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	21	0	0	20	0	0	61	63	20	73	55	13
Stage 1	-	-	-	-	-	-	24	24	-	31	31	-
Stage 2	-	-	-	-	-	-	37	39	-	42	24	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1588	-	-	1590	-	-	932	826	1055	915	834	1064
Stage 1	-	-	-	-	-	-	991	873	-	983	867	-
Stage 2	-	-	-	-	-	-	976	860	-	970	873	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1588	-	-	1590	-	-	917	820	1055	878	828	1064
Mov Cap-2 Maneuver	-	-	-	-	-	-	917	820	-	878	828	-
Stage 1	-	-	-	-	-	-	990	872	-	982	862	-
Stage 2	-	-	-	-	-	-	958	855	-	934	872	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	2.1	8.8	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	986	1588	-	-	1590	-	-	867
HCM Lane V/C Ratio	0.039	0.001	-	-	0.005	-	-	0.036
HCM Control Delay (s)	8.8	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	2	3	13	1	71	1	577	16	44	471	6
Future Vol, veh/h	17	2	3	13	1	71	1	577	16	44	471	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	130	-	-	110	-	45	110	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	100	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	2	3	14	1	79	1	641	16	49	523	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	944	1280	262	1004	1271	321	530	0	0	657	0	0
Stage 1	621	621	-	643	643	-	-	-	-	-	-	-
Stage 2	323	659	-	361	628	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	215	163	734	195	165	672	1026	-	-	920	-	-
Stage 1	439	475	-	426	464	-	-	-	-	-	-	-
Stage 2	660	456	-	627	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	154	734	185	156	672	1026	-	-	920	-	-
Mov Cap-2 Maneuver	301	265	-	306	279	-	-	-	-	-	-	-
Stage 1	439	450	-	426	464	-	-	-	-	-	-	-
Stage 2	581	456	-	588	447	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	12.1	0	0.8
HCM LOS	C	B		

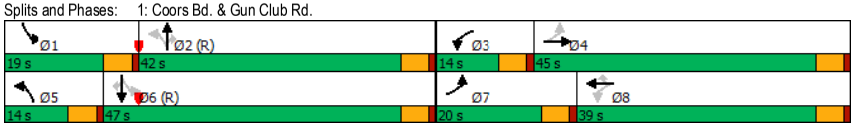
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1026	-	-	301	430	306	659	920	-	-
HCM Lane V/C Ratio	0.001	-	-	0.031	0.013	0.047	0.121	0.053	-	-
HCM Control Delay (s)	8.5	-	-	17.3	13.5	17.3	11.2	9.1	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	0.4	0.2	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	174	60	69	20	261	29	716	72	159	668	50
Future Volume (vph)	174	60	69	20	261	29	716	72	159	668	50
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	20.0	45.0	14.0	39.0	39.0	14.0	42.0	42.0	19.0	47.0	47.0
Total Split (%)	16.7%	37.5%	11.7%	32.5%	32.5%	11.7%	35.0%	35.0%	15.8%	39.2%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 36 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coors Bd. & Gun Club Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	60	38	69	20	261	29	716	72	159	668	50
Future Volume (veh/h)	174	60	38	69	20	261	29	716	72	159	668	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	191	66	42	76	22	287	32	787	79	175	734	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	441	266	169	406	374	317	376	1629	727	378	1728	771
Arrive On Green	0.10	0.25	0.25	0.05	0.20	0.20	0.04	0.46	0.46	0.07	0.49	0.49
Sat Flow, veh/h	1767	1060	674	1767	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	191	0	108	76	22	287	32	787	79	175	734	55
Grp Sat Flow(s),veh/h/ln	1767	0	1734	1767	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	9.9	0.0	6.0	4.0	1.1	21.4	1.1	18.5	3.4	6.1	16.1	2.2
Cycle Q Clear(g_c), s	9.9	0.0	6.0	4.0	1.1	21.4	1.1	18.5	3.4	6.1	16.1	2.2
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	0	435	406	374	317	376	1629	727	378	1728	771
V/C Ratio(X)	0.43	0.00	0.25	0.19	0.06	0.91	0.09	0.48	0.11	0.46	0.42	0.07
Avail Cap(c_a), veh/h	485	0	578	449	526	446	435	1629	727	461	1728	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	31.3	0.0	35.9	35.1	38.7	46.8	15.8	22.3	18.3	16.5	19.7	16.2
Incr Delay (d2), s/veh	0.7	0.0	0.3	0.2	0.1	17.3	0.1	1.0	0.3	0.8	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	0.0	4.5	3.1	0.9	14.7	0.8	11.7	2.3	4.2	10.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	0.0	36.2	35.3	38.8	64.1	15.8	23.4	18.6	17.3	20.4	16.3
LnGrp LOS	C	A	D	D	D	E	B	C	B	B	C	B
Approach Vol, veh/h		299			385			898			964	
Approach Delay, s/veh		33.5			57.0			22.7			19.6	
Approach LOS		C			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	60.5	11.1	35.1	10.0	63.8	17.0	29.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	37.0	9.0	40.0	9.0	42.0	15.0	34.0
Max Q Clear Time (g_c+I1), s	8.1	20.5	6.0	8.0	3.1	18.1	11.9	23.4
Green Ext Time (p_c), s	0.2	4.5	0.0	0.5	0.0	4.6	0.1	0.8

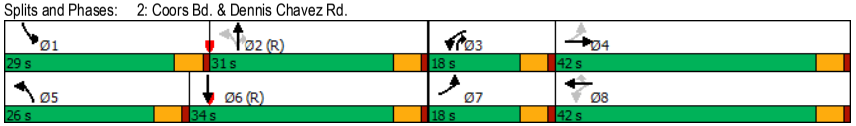
Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	332	1385	63	380	139	306	657	240	214	265
Future Volume (vph)	332	1385	63	380	139	306	657	240	214	265
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	7	4	3	8	8	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	42.0	18.0	42.0	42.0	26.0	31.0	18.0	29.0	34.0
Total Split (%)	15.0%	35.0%	15.0%	35.0%	35.0%	21.7%	25.8%	15.0%	24.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	332	1385	459	63	380	139	306	657	240	214	265	130
Future Volume (veh/h)	332	1385	459	63	380	139	306	657	240	214	265	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	346	1443	0	66	396	0	319	684	250	223	276	135
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	290	1087		139	454		542	1393	692	292	808	385
Arrive On Green	0.11	0.31	0.00	0.04	0.24	0.00	0.13	0.40	0.40	0.09	0.35	0.35
Sat Flow, veh/h	1767	3618	0	1767	1856	1572	1767	3526	1572	3428	2317	1103
Grp Volume(v), veh/h	346	1443	0	66	396	0	319	684	250	223	208	203
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1856	1572	1767	1763	1572	1714	1763	1657
Q Serve(g_s), s	13.0	37.0	0.0	3.3	24.6	0.0	13.3	17.5	12.7	7.6	10.5	10.9
Cycle Q Clear(g_c), s	13.0	37.0	0.0	3.3	24.6	0.0	13.3	17.5	12.7	7.6	10.5	10.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	290	1087		139	454		542	1393	692	292	615	578
V/C Ratio(X)	1.19	1.33		0.47	0.87		0.59	0.49	0.36	0.76	0.34	0.35
Avail Cap(c_a), veh/h	290	1087		251	572		619	1393	692	686	615	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	41.5	0.0	35.1	43.5	0.0	19.6	27.2	22.4	53.7	28.8	29.0
Incr Delay (d2), s/veh	114.9	153.8	0.0	2.5	11.6	0.0	1.0	1.0	1.2	4.1	1.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.3	57.2	0.0	2.7	18.1	0.0	8.7	11.3	8.0	6.1	8.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	149.6	195.3	0.0	37.6	55.1	0.0	20.5	28.3	23.6	57.8	30.3	30.7
LnGrp LOS	F	F		D	E		C	C	C	E	C	C
Approach Vol, veh/h		1789	A		462	A		1253			634	
Approach Delay, s/veh		186.5			52.6			25.4			40.1	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	52.4	10.4	42.0	20.8	46.9	18.0	34.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	24.0	26.0	13.0	37.0	21.0	29.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	9.6	19.5	5.3	39.0	15.3	12.9	15.0	26.6
Green Ext Time (p_c), s	0.6	2.8	0.1	0.0	0.5	2.0	0.0	1.5

Intersection Summary		
HCM 6th Ctrl Delay		100.3
HCM 6th LOS		F

Notes

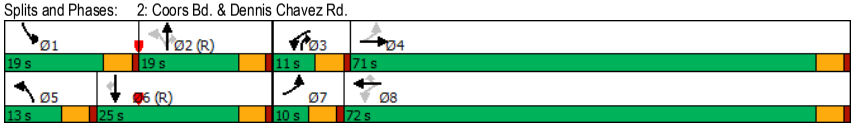
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	332	1385	63	380	139	278	457	240	214	240	130
Future Volume (vph)	332	1385	63	380	139	278	457	240	214	240	130
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	3	1	6	
Permitted Phases	4		8		8	2		2			6
Detector Phase	7	4	3	8	8	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0	21.0
Total Split (s)	10.0	71.0	11.0	72.0	72.0	13.0	19.0	11.0	19.0	25.0	25.0
Total Split (%)	8.3%	59.2%	9.2%	60.0%	60.0%	10.8%	15.8%	9.2%	15.8%	20.8%	20.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	332	1385	455	63	380	139	278	457	240	214	240	130
Future Volume (veh/h)	332	1385	455	63	380	139	278	457	240	214	240	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	346	1443	0	66	396	0	290	476	250	223	250	135
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	1027	1653		171	1653		731	846	443	284	903	403
Arrive On Green	0.04	0.47	0.00	0.04	0.47	0.00	0.07	0.24	0.24	0.08	0.26	0.26
Sat Flow, veh/h	3428	3618	0	1767	3526	1572	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	346	1443	0	66	396	0	290	476	250	223	250	135
Grp Sat Flow(s),veh/h/ln	1714	1763	0	1767	1763	1572	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	5.0	44.2	0.0	2.3	8.1	0.0	7.7	14.2	16.3	7.7	6.8	8.4
Cycle Q Clear(g_c), s	5.0	44.2	0.0	2.3	8.1	0.0	7.7	14.2	16.3	7.7	6.8	8.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1027	1653		171	1653		731	846	443	284	903	403
V/C Ratio(X)	0.34	0.87		0.39	0.24		0.40	0.56	0.56	0.79	0.28	0.34
Avail Cap(c_a), veh/h	1027	1939		185	1968		731	846	443	400	903	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	28.6	0.0	24.8	19.1	0.0	31.6	40.1	36.8	54.0	35.7	36.3
Incr Delay (d2), s/veh	0.2	4.2	0.0	1.4	0.1	0.0	0.3	2.3	4.3	6.7	0.8	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	25.3	0.0	1.7	5.7	0.0	5.6	10.0	10.4	6.3	5.3	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	32.8	0.0	26.3	19.1	0.0	31.9	42.3	41.2	60.7	36.5	38.6
LnGrp LOS	B	C		C	B		C	D	D	E	D	D
Approach Vol, veh/h		1789	A		462	A		1016			608	
Approach Delay, s/veh		29.9			20.2			39.1			45.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	33.8	10.0	61.3	13.0	35.7	10.0	61.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	14.0	6.0	66.0	8.0	20.0	5.0	67.0
Max Q Clear Time (g_c+I1), s	9.7	18.3	4.3	46.2	9.7	10.4	7.0	10.1
Green Ext Time (p_c), s	0.3	0.0	0.0	10.1	0.0	1.3	0.0	2.6

Intersection Summary

HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

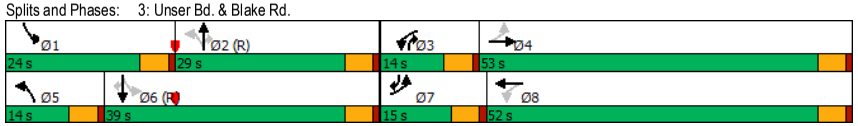
Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	147	14	136	18	31	411	88	47	382	31
Future Volume (vph)	147	14	136	18	31	411	88	47	382	31
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	15.0	53.0	14.0	52.0	14.0	29.0	14.0	24.0	39.0	15.0
Total Split (%)	12.5%	44.2%	11.7%	43.3%	11.7%	24.2%	11.7%	20.0%	32.5%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	25.5	11.3	23.3	10.2	75.1	68.7	86.9	76.0	69.2	88.4
Actuated g/C Ratio	0.21	0.09	0.19	0.08	0.63	0.57	0.72	0.63	0.58	0.74
v/c Ratio	0.61	0.48	0.54	0.80	0.06	0.23	0.08	0.09	0.21	0.03
Control Delay	46.3	19.0	43.0	21.3	9.2	14.4	1.4	9.1	14.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	19.0	43.0	21.3	9.2	14.4	1.4	9.1	14.0	0.6
LOS	D	B	D	C	A	B	A	A	B	A
Approach Delay		35.1		27.8		12.0			12.6	
Approach LOS		D		C		B			B	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.80		
Intersection Signal Delay: 19.8	Intersection LOS: B	
Intersection Capacity Utilization 59.7%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: Unser Bd. & Blake Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	14	87	136	18	298	31	411	88	47	382	31
Future Volume (veh/h)	147	14	87	136	18	298	31	411	88	47	382	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	165	16	98	153	20	335	35	462	99	53	429	35
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	241	58	357	448	22	374	487	1617	839	451	1617	852
Arrive On Green	0.08	0.26	0.26	0.08	0.25	0.25	0.04	0.46	0.46	0.04	0.46	0.46
Sat Flow, veh/h	1767	226	1381	1767	89	1497	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	165	0	114	153	0	355	35	462	99	53	429	35
Grp Sat Flow(s),veh/h/ln	1767	0	1607	1767	0	1586	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	8.2	0.0	6.8	7.7	0.0	26.0	1.2	9.8	3.8	1.9	9.0	1.3
Cycle Q Clear(g_c), s	8.2	0.0	6.8	7.7	0.0	26.0	1.2	9.8	3.8	1.9	9.0	1.3
Prop In Lane	1.00		0.86	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	0	415	448	0	396	487	1617	839	451	1617	852
V/C Ratio(X)	0.68	0.00	0.27	0.34	0.00	0.90	0.07	0.29	0.12	0.12	0.27	0.04
Avail Cap(c_a), veh/h	241	0	643	448	0	621	546	1617	839	657	1617	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	35.5	30.1	0.0	43.5	15.6	20.2	13.9	15.9	20.0	12.9
Incr Delay (d2), s/veh	7.7	0.0	0.4	0.4	0.0	10.5	0.1	0.4	0.3	0.1	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	4.8	5.8	0.0	16.4	0.9	7.1	2.4	1.3	6.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	0.0	35.9	30.6	0.0	54.0	15.7	20.7	14.2	16.0	20.4	13.0
LnGrp LOS	D	A	D	C	A	D	B	C	B	B	C	B
Approach Vol, veh/h		279			508			596			517	
Approach Delay, s/veh		38.6			46.9			19.3			19.5	
Approach LOS		D			D			B			B	

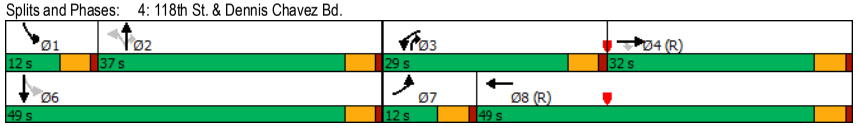
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	60.0	14.0	36.0	10.0	60.0	15.0	35.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	19.0	24.0	9.0	48.0	9.0	34.0	10.0	47.0
Max Q Clear Time (g_c+I1), s	3.9	11.8	9.7	8.8	3.2	11.0	10.2	28.0
Green Ext Time (p_c), s	0.1	2.4	0.0	0.6	0.0	2.6	0.0	2.0

Intersection Summary		
HCM 6th Ctrl Delay		29.6
HCM 6th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	80	142	712	138	38	106	627	153	369
Future Volume (vph)	6	80	142	712	138	38	106	627	153	369
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	12.0	32.0	32.0	29.0	49.0	37.0	37.0	29.0	12.0	49.0
Total Split (%)	10.9%	29.1%	29.1%	26.4%	44.5%	33.6%	33.6%	26.4%	10.9%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	None	Min
Act Effct Green (s)	6.1	12.7	12.7	30.2	36.7	33.8	33.8	69.0	52.1	52.1
Actuated g/C Ratio	0.06	0.12	0.12	0.27	0.33	0.31	0.31	0.63	0.47	0.47
v/c Ratio	0.09	0.58	0.66	1.17	0.39	0.43	0.29	0.82	0.42	0.82
Control Delay	51.0	56.3	22.2	116.4	27.3	41.3	30.1	14.7	19.5	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	56.3	22.2	116.4	27.3	41.3	30.1	14.7	19.5	32.9
LOS	D	E	C	F	C	D	C	B	B	C
Approach Delay		35.0			100.4		18.1			29.5
Approach LOS		C			F		B			C

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 25.3 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 51.4		Intersection LOS: D	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	80	142	712	138	18	38	106	627	153	369	85
Future Volume (veh/h)	6	80	142	712	138	18	38	106	627	153	369	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	9	123	218	1095	212	28	58	163	965	235	568	131
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	455	386	748	671	89	78	540	801	288	583	135
Arrive On Green	0.05	0.25	0.25	0.22	0.42	0.42	0.29	0.29	0.29	0.06	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	3428	1605	212	741	1856	1572	1767	1459	336
Grp Volume(v), veh/h	9	123	218	1095	0	240	58	163	965	235	0	699
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1817	741	1856	1572	1767	0	1795
Q Serve(g_s), s	0.5	5.9	13.4	24.0	0.0	9.7	1.9	7.5	32.0	7.0	0.0	42.1
Cycle Q Clear(g_c), s	0.5	5.9	13.4	24.0	0.0	9.7	32.0	7.5	32.0	7.0	0.0	42.1
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	455	386	748	0	760	78	540	801	288	0	718
V/C Ratio(X)	0.11	0.27	0.56	1.46	0.00	0.32	0.74	0.30	1.21	0.82	0.00	0.97
Avail Cap(c_a), veh/h	112	455	386	748	0	760	78	540	801	288	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.00	0.09	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	33.5	36.4	43.0	0.0	21.5	54.8	30.3	27.0	31.3	0.0	32.4
Incr Delay (d2), s/veh	0.6	1.5	5.9	209.4	0.0	0.1	30.8	0.3	104.2	16.4	0.0	27.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	5.0	9.4	42.0	0.0	4.9	4.0	5.9	58.8	6.9	0.0	30.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	35.0	42.2	252.4	0.0	21.5	85.6	30.6	131.2	47.7	0.0	59.5
LnGrp LOS	D	C	D	F	A	C	F	C	F	D	A	E
Approach Vol, veh/h		350			1335			1186			934	
Approach Delay, s/veh		39.9			210.9			115.1			56.5	
Approach LOS		D			F			F			E	

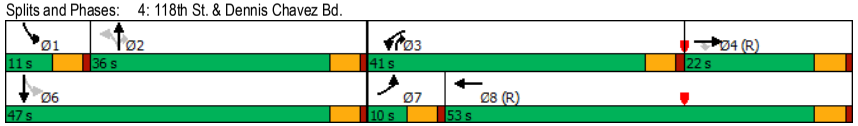
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	29.0	32.0		49.0	10.0	51.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	32.0	24.0	27.0		44.0	7.0	44.0				
Max Q Clear Time (g_c+I1), s	9.0	34.0	26.0	15.4		44.1	2.5	11.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0		0.0	0.0	1.3				

Intersection Summary			
HCM 6th Ctrl Delay		127.4	
HCM 6th LOS		F	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	80	142	712	138	38	106	627	153	369
Future Volume (vph)	6	80	142	712	138	38	106	627	153	369
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	10.0	22.0	22.0	41.0	53.0	36.0	36.0	41.0	11.0	47.0
Total Split (%)	9.1%	20.0%	20.0%	37.3%	48.2%	32.7%	32.7%	37.3%	10.0%	42.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	Min	Min
Act Effct Green (s)	5.1	12.5	12.5	36.7	44.1	31.4	31.4	73.1	45.8	45.8
Actuated g/C Ratio	0.05	0.11	0.11	0.33	0.40	0.29	0.29	0.66	0.42	0.42
v/c Ratio	0.11	0.59	0.66	0.97	0.33	0.87	0.31	0.83	0.51	0.93
Control Delay	53.5	57.0	22.5	47.1	22.9	119.8	33.0	16.1	27.5	50.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	57.0	22.5	47.1	22.9	119.8	33.0	16.1	27.5	50.8
LOS	D	E	C	D	C	F	C	B	C	D
Approach Delay		35.4			42.7		23.5			44.9
Approach LOS		D			D		C			D

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 25.3 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.97		
Intersection Signal Delay: 36.6	Intersection LOS: D	
Intersection Capacity Utilization 66.9%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	80	142	712	138	18	38	106	627	153	369	85
Future Volume (veh/h)	6	80	142	712	138	18	38	106	627	153	369	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	9	123	218	1095	212	28	58	163	965	235	568	131
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	287	243	1122	701	93	65	523	958	267	557	128
Arrive On Green	0.05	0.15	0.15	0.33	0.44	0.44	0.28	0.28	0.28	0.05	0.38	0.38
Sat Flow, veh/h	1767	1856	1572	3428	1605	212	741	1856	1572	1767	1459	336
Grp Volume(v), veh/h	9	123	218	1095	0	240	58	163	965	235	0	699
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1817	741	1856	1572	1767	0	1795
Q Serve(g_s), s	0.5	6.6	15.0	34.7	0.0	9.4	0.0	7.6	31.0	6.0	0.0	42.0
Cycle Q Clear(g_c), s	0.5	6.6	15.0	34.7	0.0	9.4	31.0	7.6	31.0	6.0	0.0	42.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	287	243	1122	0	793	65	523	958	267	0	685
V/C Ratio(X)	0.11	0.43	0.90	0.98	0.00	0.30	0.89	0.31	1.01	0.88	0.00	1.02
Avail Cap(c_a), veh/h	80	287	243	1122	0	793	65	523	958	267	0	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.43	0.00	0.43	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	42.1	45.6	36.6	0.0	20.1	55.0	31.1	21.5	35.0	0.0	34.0
Incr Delay (d2), s/veh	0.6	4.6	36.2	12.5	0.0	0.4	72.7	0.3	30.9	26.7	0.0	39.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	5.9	12.7	19.9	0.0	6.0	5.2	6.0	37.8	9.2	0.0	33.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	46.7	81.9	49.1	0.0	20.6	127.7	31.4	52.4	61.7	0.0	73.5
LnGrp LOS	D	D	F	D	A	C	F	C	F	E	A	F
Approach Vol, veh/h		350			1335			1186			934	
Approach Delay, s/veh		68.7			43.9			53.2			70.5	
Approach LOS		E			D			D			E	

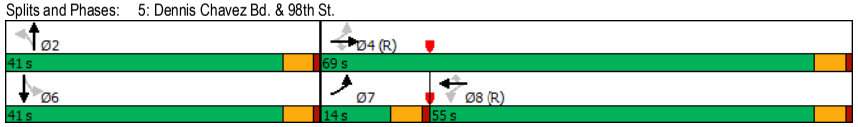
Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.0	36.0	41.0	22.0		47.0	10.0	53.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	31.0	36.0	17.0		42.0	5.0	48.0
Max Q Clear Time (g_c+I1), s	8.0	33.0	36.7	17.0		44.0	2.5	11.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		0.0	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	55.6
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	200	619	49	63	582	131	136	89	552	99
Future Volume (vph)	200	619	49	63	582	131	136	89	552	99
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	69.0	69.0	55.0	55.0	55.0	41.0	41.0	41.0	41.0
Total Split (%)	12.7%	62.7%	62.7%	50.0%	50.0%	50.0%	37.3%	37.3%	37.3%	37.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	C-Min	C-Min	C-Min	Min	Min	Min	Min
Act Effct Green (s)	64.0	64.0	64.0	50.0	50.0	50.0	36.0	36.0	36.0	36.0
Actuated g/C Ratio	0.58	0.58	0.58	0.45	0.45	0.45	0.33	0.33	0.33	0.33
v/c Ratio	1.47	0.89	0.08	1.07	1.07	0.25	3.12	0.54	3.57	0.95
Control Delay	253.2	26.8	2.0	151.6	88.2	10.6	1008.6	27.6	1180.7	53.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	253.2	26.8	2.0	151.6	88.2	10.6	1008.6	27.6	1180.7	53.7
LOS	F	C	A	F	F	B	F	C	F	D
Approach Delay		77.6			80.2			415.9		714.0
Approach LOS		E			F			F		F

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 36.3 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 3.57		
Intersection Signal Delay: 322.6	Intersection LOS: F	
Intersection Capacity Utilization 100.9%	ICU Level of Service G	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	619	49	63	582	131	136	89	118	552	99	291
Future Volume (veh/h)	200	619	49	63	582	131	136	89	118	552	99	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	308	952	75	97	895	202	209	137	182	849	152	448
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	210	1080	915	142	843	715	65	237	314	244	136	400
Arrive On Green	0.08	0.58	0.58	0.91	0.91	0.91	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1767	1856	1572	545	1856	1572	812	723	960	1052	414	1221
Grp Volume(v), veh/h	308	952	75	97	895	202	209	0	319	849	0	600
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	545	1856	1572	812	0	1683	1052	0	1636
Q Serve(g_s), s	9.0	48.5	2.3	15.5	50.0	1.7	0.0	0.0	17.3	18.7	0.0	36.0
Cycle Q Clear(g_c), s	9.0	48.5	2.3	50.0	50.0	1.7	36.0	0.0	17.3	36.0	0.0	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.75
Lane Grp Cap(c), veh/h	210	1080	915	142	843	715	65	0	551	244	0	535
V/C Ratio(X)	1.47	0.88	0.08	0.68	1.06	0.28	3.19	0.00	0.58	3.48	0.00	1.12
Avail Cap(c_a), veh/h	210	1080	915	142	843	715	65	0	551	244	0	535
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.71	0.71	0.71	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	19.8	10.1	23.8	5.0	2.8	55.0	0.0	30.7	48.2	0.0	37.0
Incr Delay (d2), s/veh	225.2	6.7	0.1	17.1	44.0	0.7	1025.4	0.0	1.5	1124.5	0.0	76.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.6	27.3	1.4	5.5	18.0	1.1	36.8	0.0	11.6	136.5	0.0	36.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	259.0	26.5	10.2	41.0	49.0	3.5	1080.4	0.0	32.2	1172.6	0.0	113.5
LnGrp LOS	F	C	B	D	F	A	F	A	C	F	A	F
Approach Vol, veh/h		1335			1194			528			1449	
Approach Delay, s/veh		79.2			40.6			447.1			734.1	
Approach LOS		E			D			F			F	

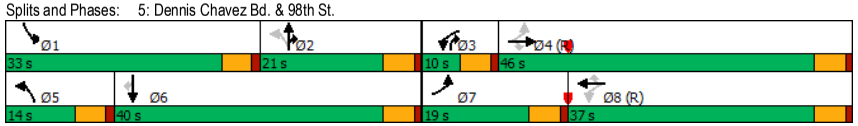
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0		69.0		41.0	14.0	55.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		36.0		64.0		36.0	9.0	50.0				
Max Q Clear Time (g_c+I1), s		38.0		50.5		38.0	11.0	52.0				
Green Ext Time (p_c), s		0.0		6.5		0.0	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	322.7	
HCM 6th LOS	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	619	49	63	582	131	136	89	118	552	99	291
Future Volume (vph)	200	619	49	63	582	131	136	89	118	552	99	291
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pt+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	2 3	1	6	
Permitted Phases	4		4	8		8	2					6
Detector Phase	7	4	4	3	8	8	5	2	2 3	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0		21.0	21.0	21.0
Total Split (s)	19.0	46.0	46.0	10.0	37.0	37.0	14.0	21.0		33.0	40.0	40.0
Total Split (%)	17.3%	41.8%	41.8%	9.1%	33.6%	33.6%	12.7%	19.1%		30.0%	36.4%	36.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Min	C-Min	C-Min	Min	C-Min	C-Min	Min	Min		Min	Min	Min
Act Effct Green (s)	56.2	43.8	43.8	38.8	31.5	31.5	19.5	10.4	22.7	28.4	29.7	29.7
Actuated g/C Ratio	0.51	0.40	0.40	0.35	0.29	0.29	0.18	0.09	0.21	0.26	0.27	0.27
v/c Ratio	0.81	0.68	0.10	0.41	0.89	0.33	0.81	0.42	0.26	0.97	0.16	0.74
Control Delay	42.7	34.6	0.7	28.6	60.2	14.3	51.4	49.9	7.5	64.2	30.5	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	34.6	0.7	28.6	60.2	14.3	51.4	49.9	7.5	64.2	30.5	23.4
LOS	D	C	A	C	E	B	D	D	A	E	C	C
Approach Delay		34.6			49.9			35.9			48.1	
Approach LOS		C			D			D			D	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 5 (5%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.97		
Intersection Signal Delay: 43.1	Intersection LOS: D	
Intersection Capacity Utilization 62.1%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	619	49	63	582	131	136	89	118	552	99	291
Future Volume (veh/h)	200	619	49	63	582	131	136	89	118	552	99	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	308	952	75	97	895	202	209	137	182	849	152	448
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	320	1369	611	234	1081	482	315	458	485	873	1067	476
Arrive On Green	0.13	0.39	0.39	0.02	0.10	0.10	0.08	0.13	0.13	0.25	0.30	0.30
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	3526	2768	3428	3526	1572
Grp Volume(v), veh/h	308	952	75	97	895	202	209	137	182	849	152	448
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	1763	1384	1714	1763	1572
Q Serve(g_s), s	13.1	24.9	3.4	4.1	27.4	13.3	9.0	3.9	6.4	27.0	3.5	30.6
Cycle Q Clear(g_c), s	13.1	24.9	3.4	4.1	27.4	13.3	9.0	3.9	6.4	27.0	3.5	30.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	1369	611	234	1081	482	315	458	485	873	1067	476
V/C Ratio(X)	0.96	0.70	0.12	0.41	0.83	0.42	0.66	0.30	0.38	0.97	0.14	0.94
Avail Cap(c_a), veh/h	320	1369	611	234	1081	482	315	513	528	873	1122	500
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	28.2	21.6	26.7	46.6	40.2	39.1	43.3	40.0	40.6	28.0	37.4
Incr Delay (d2), s/veh	29.2	1.7	0.2	1.1	7.1	2.6	5.1	0.4	0.5	23.9	0.1	25.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	14.7	2.3	3.3	20.0	9.8	9.4	3.1	4.0	20.3	2.6	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	29.9	21.8	27.8	53.7	42.8	44.2	43.7	40.5	64.6	28.0	63.2
LnGrp LOS	E	C	C	C	D	D	D	D	D	E	C	E
Approach Vol, veh/h		1335			1194			528			1449	
Approach Delay, s/veh		35.5			49.7			42.8			60.3	
Approach LOS		D			D			D			E	

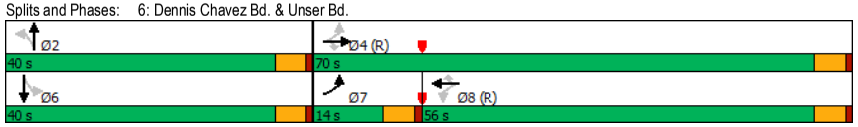
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	19.3	10.0	47.7	14.0	38.3	19.0	38.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	16.0	5.0	41.0	9.0	35.0	14.0	32.0
Max Q Clear Time (g_c+I1), s	29.0	8.4	6.1	26.9	11.0	32.6	15.1	29.4
Green Ext Time (p_c), s	0.0	0.9	0.0	6.0	0.0	0.7	0.0	1.6

Intersection Summary		
HCM 6th Ctrl Delay	48.1	
HCM 6th LOS	D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	111	1213	14	180	548	359	37	85	665	42
Future Volume (vph)	111	1213	14	180	548	359	37	85	665	42
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	70.0	70.0	56.0	56.0	56.0	40.0	40.0	40.0	40.0
Total Split (%)	12.7%	63.6%	63.6%	50.9%	50.9%	50.9%	36.4%	36.4%	36.4%	36.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	C-Min	C-Min	C-Min	Min	Min	Min	Min
Act Effct Green (s)	65.0	65.0	65.0	51.8	51.8	51.8	35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.59	0.59	0.59	0.47	0.47	0.47	0.32	0.32	0.32	0.32
v/c Ratio	0.36	1.21	0.02	2.97	0.69	0.41	0.12	1.19	10.95	0.30
Control Delay	9.1	115.5	2.1	934.3	28.0	3.2	27.9	133.2	4514.6	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	115.5	2.1	934.3	28.0	3.2	27.9	133.2	4514.6	9.7
LOS	A	F	A	F	C	A	C	F	F	A
Approach Delay		105.5			170.1			127.1		3596.8
Approach LOS		F			F			F		F

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 19.8 (18%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 10.95		
Intersection Signal Delay: 875.8	Intersection LOS: F	
Intersection Capacity Utilization 163.4%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1213	14	180	548	359	37	85	513	665	42	128
Future Volume (veh/h)	111	1213	14	180	548	359	37	85	513	665	42	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	121	1318	15	196	596	390	40	92	558	723	46	139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	300	1096	929	65	917	778	340	72	439	65	129	391
Arrive On Green	0.05	0.59	0.59	0.49	0.49	0.49	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1767	1856	1572	407	1856	1572	1189	227	1380	775	406	1228
Grp Volume(v), veh/h	121	1318	15	196	596	390	40	0	650	723	0	185
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	407	1856	1572	1189	0	1607	775	0	1634
Q Serve(g_s), s	3.5	65.0	0.4	0.0	26.3	18.3	2.9	0.0	35.0	0.0	0.0	9.6
Cycle Q Clear(g_c), s	3.5	65.0	0.4	54.4	26.3	18.3	12.5	0.0	35.0	35.0	0.0	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.75
Lane Grp Cap(c), veh/h	300	1096	929	65	917	778	340	0	511	65	0	520
V/C Ratio(X)	0.40	1.20	0.02	2.99	0.65	0.50	0.12	0.00	1.27	11.05	0.00	0.36
Avail Cap(c_a), veh/h	355	1096	929	65	917	778	340	0	511	65	0	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	22.5	9.3	55.0	20.7	18.7	33.6	0.0	37.5	55.0	0.0	28.8
Incr Delay (d2), s/veh	0.1	91.8	0.0	937.0	3.6	2.3	0.2	0.0	136.7	4550.7	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	67.4	0.3	33.9	17.6	11.4	1.6	0.0	48.6	138.8	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	114.3	9.3	992.0	24.3	21.0	33.8	0.0	174.2	4605.7	0.0	29.2
LnGrp LOS	B	F	A	F	C	C	C	A	F	F	A	C
Approach Vol, veh/h		1454			1182			690			908	
Approach Delay, s/veh		105.0			183.7			166.1			3673.2	
Approach LOS		F			F			F			F	

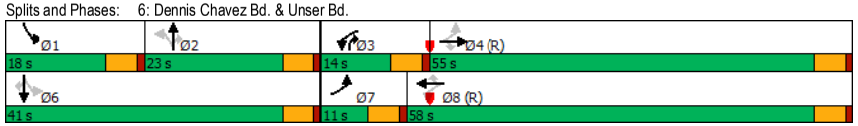
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0		70.0		40.0	10.6	59.4				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		65.0		35.0	9.0	51.0				
Max Q Clear Time (g_c+I1), s		37.0		67.0		37.0	5.5	56.4				
Green Ext Time (p_c), s		0.0		0.0		0.0	0.1	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	902.1	
HCM 6th LOS	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1213	14	180	548	359	37	85	513	665	42	128
Future Volume (vph)	111	1213	14	180	548	359	37	85	513	665	42	128
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	pm+pt	NA	Perm
Protected Phases	7	4		3	8			2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	3	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	21.0	10.0	10.0	21.0	21.0
Total Split (s)	11.0	55.0	55.0	14.0	58.0	58.0	23.0	23.0	14.0	18.0	41.0	41.0
Total Split (%)	10.0%	50.0%	50.0%	12.7%	52.7%	52.7%	20.9%	20.9%	12.7%	16.4%	37.3%	37.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?												
Recall Mode	Min	C-Min	C-Min	Min	C-Min	C-Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	57.8	49.3	49.3	69.4	56.2	56.2	9.0	9.0	29.2	30.4	30.4	30.4
Actuated g/C Ratio	0.53	0.45	0.45	0.63	0.51	0.51	0.08	0.08	0.27	0.28	0.28	0.28
v/c Ratio	0.25	0.84	0.02	0.33	0.33	0.39	0.37	0.32	0.71	1.02	0.05	0.26
Control Delay	11.5	39.4	0.0	10.7	16.6	2.8	56.6	49.9	37.0	77.4	30.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	39.4	0.0	10.7	16.6	2.8	56.6	49.9	37.0	77.4	30.1	6.5
LOS	B	D	A	B	B	A	E	D	D	E	C	A
Approach Delay		36.7			11.1			39.9			64.2	
Approach LOS		D			B			D			E	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.02		
Intersection Signal Delay: 36.0	Intersection LOS: D	
Intersection Capacity Utilization 82.9%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1213	14	180	548	359	37	85	513	665	42	128
Future Volume (veh/h)	111	1213	14	180	548	359	37	85	513	665	42	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	121	1318	15	196	596	390	40	92	558	723	46	139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	372	1720	767	400	1708	762	260	577	587	749	1154	515
Arrive On Green	0.02	0.16	0.16	0.05	0.48	0.48	0.16	0.16	0.16	0.12	0.33	0.33
Sat Flow, veh/h	1767	3526	1572	3428	3526	1572	1189	3526	2768	3428	3526	1572
Grp Volume(v), veh/h	121	1318	15	196	596	390	40	92	558	723	46	139
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1572	1189	1763	1384	1714	1763	1572
Q Serve(g_s), s	3.7	39.4	0.9	3.1	11.5	18.7	3.2	2.5	18.0	13.0	1.0	7.2
Cycle Q Clear(g_c), s	3.7	39.4	0.9	3.1	11.5	18.7	3.2	2.5	18.0	13.0	1.0	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	372	1720	767	400	1708	762	260	577	587	749	1154	515
V/C Ratio(X)	0.33	0.77	0.02	0.49	0.35	0.51	0.15	0.16	0.95	0.97	0.04	0.27
Avail Cap(c_a), veh/h	377	1720	767	514	1708	762	260	577	587	749	1154	515
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	40.1	24.0	21.9	17.6	19.4	39.8	39.5	42.8	37.9	25.2	27.3
Incr Delay (d2), s/veh	0.3	1.9	0.0	0.9	0.6	2.5	0.3	0.1	25.4	24.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	24.4	0.6	2.2	8.3	11.6	1.7	1.9	14.5	10.5	0.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	42.0	24.0	22.8	18.2	21.9	40.1	39.6	68.1	62.6	25.2	27.6
LnGrp LOS	B	D	C	C	B	C	D	D	E	E	C	C
Approach Vol, veh/h		1454			1182			690			908	
Approach Delay, s/veh		39.5			20.2			62.7			55.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	18.0	23.0	10.3	58.7		41.0	10.7	58.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	13.0	18.0	9.0	50.0		36.0	6.0	53.0				
Max Q Clear Time (g_c+I1), s	15.0	20.0	5.1	41.4		9.2	5.7	20.7				
Green Ext Time (p_c), s	0.0	0.0	0.2	5.7		0.7	0.0	6.3				

Intersection Summary		
HCM 6th Ctrl Delay	41.3	
HCM 6th LOS	D	

Intersection	
Int Delay, s/veh	326.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↰	↱
Traffic Vol, veh/h	21	2296	38	24	1017	7	34	1	84	6	1	30
Future Vol, veh/h	21	2296	38	24	1017	7	34	1	84	6	1	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	2319	38	24	1027	7	34	1	85	6	1	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1034	0	0	2357	0	0	3474	3462	2338	3502	3478	1031
Stage 1	-	-	-	-	-	-	2380	2380	-	1079	1079	-
Stage 2	-	-	-	-	-	-	1094	1082	-	2423	2399	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	668	-	-	206	-	-	~ 4	7	~ 46	~ 4	6	282
Stage 1	-	-	-	-	-	-	46	66	-	263	293	-
Stage 2	-	-	-	-	-	-	258	292	-	43	65	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	668	-	-	206	-	-	~ 2	5	~ 46	-	4	282
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	5	-	-	4	-
Stage 1	-	-	-	-	-	-	46	66	-	263	213	-
Stage 2	-	-	-	-	-	-	166	212	-	-	65	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	$ 9760.9	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	6	668	-	-	206	-	-	-	282
HCM Lane V/C Ratio	20.034	0.032	-	-	0.118	-	-	-	0.107
HCM Control Delay (s)	$ 9760.9	10.6	0	-	24.8	0	-	-	19.3
HCM Lane LOS	F	B	A	-	C	A	-	-	C
HCM 95th %tile Q(veh)	16.9	0.1	-	-	0.4	-	-	-	0.4

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	9	28	900	575	23
Future Vol, veh/h	5	9	28	900	575	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	85	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	9	29	938	599	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1126	300	623	0	-	0
Stage 1	599	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	197	693	947	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	191	693	947	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	947	-	191	693	-	-
HCM Lane V/C Ratio	0.031	-	0.027	0.014	-	-
HCM Control Delay (s)	8.9	-	24.4	10.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	18
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	166	108	29	22	38	10	25	428	57	8	282	20
Future Vol, veh/h	166	108	29	22	38	10	25	428	57	8	282	20
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	202	132	35	27	46	12	30	522	70	10	344	24
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	15.6	12.2	21.4	16.2
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	71%	0%	100%	55%	0%	100%	56%	0%	100%
Vol Right, %	0%	0%	29%	0%	0%	45%	0%	0%	44%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	285	200	166	72	65	22	25	23	8	188
LT Vol	25	0	0	166	0	0	22	0	0	8	0
Through Vol	0	285	143	0	72	36	0	25	13	0	188
RT Vol	0	0	57	0	0	29	0	0	10	0	0
Lane Flow Rate	30	348	243	202	88	79	27	31	28	10	229
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.066	0.706	0.481	0.471	0.192	0.167	0.069	0.075	0.065	0.022	0.495
Departure Headway (Hd)	7.807	7.307	7.107	8.381	7.881	7.569	9.214	8.714	8.405	8.274	7.774
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	459	494	506	429	455	474	388	411	426	433	463
Service Time	5.551	5.051	4.851	6.131	5.631	5.318	6.974	6.474	6.165	6.024	5.524
HCM Lane V/C Ratio	0.065	0.704	0.48	0.471	0.193	0.167	0.07	0.075	0.066	0.023	0.495
HCM Control Delay	11.1	25.8	16.3	18.4	12.5	11.8	12.7	12.2	11.8	11.2	18
HCM Lane LOS	B	D	C	C	B	B	B	B	B	B	C
HCM 95th-tile Q	0.2	5.5	2.6	2.5	0.7	0.6	0.2	0.2	0.2	0.1	2.7

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	20	71	29	19	30	30	417	31	23	306	3
Future Vol, veh/h	22	20	71	29	19	30	30	417	31	23	306	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	27	24	86	35	23	36	36	502	37	28	369	4
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	11.8	11.4	16.1	14.1
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	82%	0%	22%	0%	39%	0%	100%	97%
Vol Right, %	0%	0%	18%	0%	78%	0%	61%	0%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	278	170	22	91	29	49	23	204	105
LT Vol	30	0	0	22	0	29	0	23	0	0
Through Vol	0	278	139	0	20	0	19	0	204	102
RT Vol	0	0	31	0	71	0	30	0	0	3
Lane Flow Rate	36	335	205	27	110	35	59	28	246	127
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.07	0.603	0.361	0.061	0.218	0.081	0.122	0.057	0.471	0.242
Departure Headway (Hd)	7.099	6.593	6.464	8.218	7.165	8.349	7.413	7.408	6.902	6.881
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	553	559	437	502	430	485	486	526	525
Service Time	4.799	4.293	4.164	5.939	4.886	6.072	5.136	5.108	4.602	4.581
HCM Lane V/C Ratio	0.071	0.606	0.367	0.062	0.219	0.081	0.122	0.058	0.468	0.242
HCM Control Delay	10.3	18.8	12.8	11.5	11.9	11.8	11.2	10.6	15.6	11.8
HCM Lane LOS	B	C	B	B	B	B	B	B	C	B
HCM 95th-tile Q	0.2	4	1.6	0.2	0.8	0.3	0.4	0.2	2.5	0.9

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	21	1	7	16	13	2	8	23	16	12	1
Future Vol, veh/h	3	21	1	7	16	13	2	8	23	16	12	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	26	1	9	20	16	2	10	28	20	15	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	27	0	0	85	85	27	96	77	28
Stage 1	-	-	-	-	-	-	31	31	-	46	46	-
Stage 2	-	-	-	-	-	-	54	54	-	50	31	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1568	-	-	1580	-	-	899	803	1046	884	811	1044
Stage 1	-	-	-	-	-	-	983	867	-	965	855	-
Stage 2	-	-	-	-	-	-	956	848	-	961	867	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1568	-	-	1580	-	-	881	797	1046	848	805	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	881	797	-	848	805	-
Stage 1	-	-	-	-	-	-	982	866	-	964	850	-
Stage 2	-	-	-	-	-	-	933	843	-	923	866	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1.4	8.9	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	962	1568	-	-	1580	-	-	835
HCM Lane V/C Ratio	0.042	0.001	-	-	0.005	-	-	0.043
HCM Control Delay (s)	8.9	7.3	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	2	3	13	1	78	1	595	16	55	503	6
Future Vol, veh/h	17	2	3	13	1	78	1	595	16	55	503	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	130	-	-	110	-	45	110	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	100	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	2	3	14	1	87	1	661	16	61	559	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1014	1360	280	1066	1351	331	566	0	0	677	0	0
Stage 1	681	681	-	663	663	-	-	-	-	-	-	-
Stage 2	333	679	-	403	688	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	191	146	714	175	148	662	995	-	-	904	-	-
Stage 1	404	446	-	414	455	-	-	-	-	-	-	-
Stage 2	652	447	-	592	443	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	157	136	714	164	138	662	995	-	-	904	-	-
Mov Cap-2 Maneuver	275	245	-	288	260	-	-	-	-	-	-	-
Stage 1	404	416	-	414	455	-	-	-	-	-	-	-
Stage 2	565	447	-	547	413	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.9	12.4	0	0.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	995	-	-	275	404	288	649	904	-	-
HCM Lane V/C Ratio	0.001	-	-	0.034	0.014	0.05	0.135	0.068	-	-
HCM Control Delay (s)	8.6	-	-	18.6	14	18.2	11.4	9.3	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.2	0.5	0.2	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	18	20	20	25	1
Future Vol, veh/h	1	18	20	20	25	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	21	24	24	29	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	48	0	-	0	59	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	23	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1553	-	-	-	945	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	944	1034
Mov Cap-2 Maneuver	-	-	-	-	944	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1553	-	-	-	947
HCM Lane V/C Ratio	0.001	-	-	-	0.032
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	5	90	50	1
Future Vol, veh/h	8	1	5	90	50	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	1	6	106	59	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	178	60	60	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	809	1003	1537	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	806	1003	1537	-	-	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	824	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	5	90	50	1
Future Vol, veh/h	8	1	5	90	50	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	1	6	106	59	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	178	60	60	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	809	1003	1537	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	806	1003	1537	-	-	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

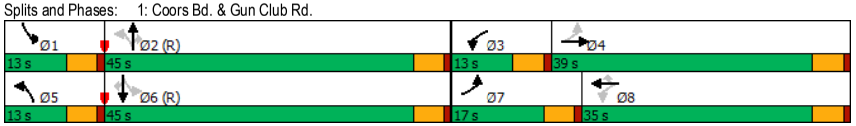
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	824	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	107	37	102	43	167	47	827	50	200	888	109
Future Volume (vph)	107	37	102	43	167	47	827	50	200	888	109
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	17.0	39.0	13.0	35.0	35.0	13.0	45.0	45.0	13.0	45.0	45.0
Total Split (%)	15.5%	35.5%	11.8%	31.8%	31.8%	11.8%	40.9%	40.9%	11.8%	40.9%	40.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coors Bd. & Gun Club Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	37	55	102	43	167	47	827	50	200	888	109
Future Volume (veh/h)	107	37	55	102	43	167	47	827	50	200	888	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	111	39	57	106	45	174	49	861	52	208	925	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	316	90	132	291	245	208	371	1927	860	431	2012	898
Arrive On Green	0.07	0.13	0.13	0.07	0.13	0.13	0.05	0.55	0.55	0.07	0.57	0.57
Sat Flow, veh/h	1767	681	995	1767	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	111	0	96	106	45	174	49	861	52	208	925	114
Grp Sat Flow(s),veh/h/ln	1767	0	1676	1767	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	5.9	0.0	5.8	5.6	2.4	11.9	1.3	16.1	1.7	5.6	16.8	3.7
Cycle Q Clear(g_c), s	5.9	0.0	5.8	5.6	2.4	11.9	1.3	16.1	1.7	5.6	16.8	3.7
Prop In Lane	1.00		0.59	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	0	222	291	245	208	371	1927	860	431	2012	898
V/C Ratio(X)	0.35	0.00	0.43	0.36	0.18	0.84	0.13	0.45	0.06	0.48	0.46	0.13
Avail Cap(c_a), veh/h	386	0	518	297	506	429	419	1927	860	437	2012	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	37.4	0.0	43.9	37.5	42.5	46.6	10.4	15.0	11.7	11.0	13.7	10.9
Incr Delay (d2), s/veh	0.7	0.0	1.3	0.8	0.4	8.7	0.2	0.8	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	0.0	4.4	4.3	1.9	8.7	0.8	9.7	1.1	2.5	6.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	45.2	38.3	42.8	55.3	10.6	15.7	11.8	11.1	13.8	10.9
LnGrp LOS	D	A	D	D	D	E	B	B	B	B	B	B
Approach Vol, veh/h		207			325			962			1247	
Approach Delay, s/veh		41.4			48.0			15.2			13.1	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	65.1	12.6	19.6	10.0	67.8	12.7	19.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	40.0	8.0	34.0	8.0	40.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	7.6	18.1	7.6	7.8	3.3	18.8	7.9	13.9
Green Ext Time (p_c), s	0.0	5.4	0.0	0.4	0.0	6.1	0.1	0.6

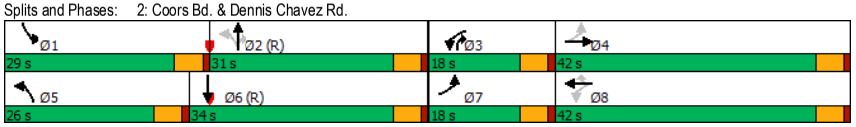
Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	83	313	152	689	412	397	987	91	196	885
Future Volume (vph)	83	313	152	689	412	397	987	91	196	885
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	7	4	3	8	8	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	42.0	18.0	42.0	42.0	26.0	31.0	18.0	29.0	34.0
Total Split (%)	15.0%	35.0%	15.0%	35.0%	35.0%	21.7%	25.8%	15.0%	24.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	313	471	152	689	412	397	987	91	196	885	116
Future Volume (veh/h)	83	313	471	152	689	412	397	987	91	196	885	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	87	329	0	160	725	0	418	1039	96	206	932	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	152	985		417	572		370	1386	745	274	934	122
Arrive On Green	0.05	0.28	0.00	0.08	0.31	0.00	0.17	0.39	0.39	0.08	0.30	0.30
Sat Flow, veh/h	1767	3618	0	1767	1856	1572	1767	3526	1572	3428	3134	410
Grp Volume(v), veh/h	87	329	0	160	725	0	418	1039	96	206	524	530
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1856	1572	1767	1763	1572	1714	1763	1782
Q Serve(g_s), s	4.2	8.9	0.0	7.6	37.0	0.0	21.0	30.4	4.1	7.1	35.6	35.7
Cycle Q Clear(g_c), s	4.2	8.9	0.0	7.6	37.0	0.0	21.0	30.4	4.1	7.1	35.6	35.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	152	985		417	572		370	1386	745	274	525	531
V/C Ratio(X)	0.57	0.33		0.38	1.27		1.13	0.75	0.13	0.75	1.00	1.00
Avail Cap(c_a), veh/h	251	1087		465	572		370	1386	745	686	525	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	34.4	0.0	27.1	41.5	0.0	37.8	31.3	17.7	54.0	42.1	42.1
Incr Delay (d2), s/veh	3.4	0.2	0.0	0.6	133.7	0.0	84.1	3.3	0.3	4.1	38.7	38.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	6.7	0.0	5.7	54.4	0.0	27.7	18.4	2.7	5.6	27.9	28.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	34.6	0.0	27.7	175.2	0.0	121.9	34.6	18.0	58.2	80.8	80.6
LnGrp LOS	D	C		C	F		F	C	B	E	F	F
Approach Vol, veh/h		416	A		885	A		1553			1260	
Approach Delay, s/veh		34.9			148.5			57.1			77.0	
Approach LOS		C			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	52.2	14.7	38.5	26.0	40.8	11.2	42.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	24.0	26.0	13.0	37.0	21.0	29.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	9.1	32.4	9.6	10.9	23.0	37.7	6.2	39.0
Green Ext Time (p_c), s	0.5	0.0	0.1	1.9	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.6
HCM 6th LOS	F

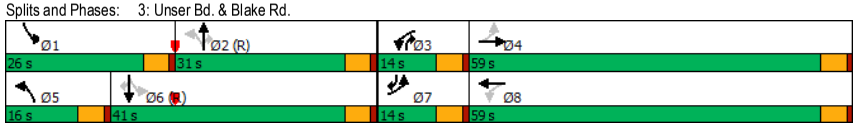
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	82	49	101	25	137	394	151	278	387	137
Future Volume (vph)	82	49	101	25	137	394	151	278	387	137
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	14.0	59.0	14.0	59.0	16.0	31.0	14.0	26.0	41.0	14.0
Total Split (%)	10.8%	45.4%	10.8%	45.4%	12.3%	23.8%	10.8%	20.0%	31.5%	10.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	21.7	10.8	23.5	11.8	74.7	65.4	82.2	92.4	78.1	93.9
Actuated g/C Ratio	0.17	0.08	0.18	0.09	0.57	0.50	0.63	0.71	0.60	0.72
v/c Ratio	0.45	0.62	0.48	0.70	0.25	0.25	0.16	0.42	0.20	0.13
Control Delay	47.6	43.4	48.6	22.3	9.7	20.8	2.4	9.4	13.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.6	43.4	48.6	22.3	9.7	20.8	2.4	9.4	13.4	1.4
LOS	D	D	D	C	A	C	A	A	B	A
Approach Delay		45.2		30.8		14.5			10.0	
Approach LOS		D		C		B			A	

Intersection Summary		
Cycle Length: 130		
Actuated Cycle Length: 130		
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.70		
Intersection Signal Delay: 18.2	Intersection LOS: B	
Intersection Capacity Utilization 60.2%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: Unser Bd. & Blake Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	49	61	101	25	185	137	394	151	278	387	137
Future Volume (veh/h)	82	49	61	101	25	185	137	394	151	278	387	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	90	54	67	111	27	203	151	433	166	305	425	151
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	187	118	146	289	31	234	575	1858	935	599	1999	983
Arrive On Green	0.06	0.16	0.16	0.07	0.17	0.17	0.06	0.53	0.53	0.10	0.57	0.57
Sat Flow, veh/h	1767	753	934	1767	188	1413	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	90	0	121	111	0	230	151	433	166	305	425	151
Grp Sat Flow(s),veh/h/ln	1767	0	1687	1767	0	1601	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	5.5	0.0	8.5	6.8	0.0	18.2	5.1	8.6	6.2	9.8	7.7	5.2
Cycle Q Clear(g_c), s	5.5	0.0	8.5	6.8	0.0	18.2	5.1	8.6	6.2	9.8	7.7	5.2
Prop In Lane	1.00		0.55	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	0	264	289	0	266	575	1858	935	599	1999	983
V/C Ratio(X)	0.48	0.00	0.46	0.38	0.00	0.87	0.26	0.23	0.18	0.51	0.21	0.15
Avail Cap(c_a), veh/h	207	0	701	292	0	665	627	1858	935	715	1999	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	0.0	49.9	42.1	0.0	52.8	12.4	16.6	12.0	11.0	13.8	10.1
Incr Delay (d2), s/veh	1.9	0.0	1.2	0.8	0.0	8.3	0.2	0.3	0.4	0.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.0	6.5	5.3	0.0	12.3	3.5	6.1	3.9	6.5	5.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	0.0	51.1	42.9	0.0	61.1	12.7	16.9	12.4	11.7	14.1	10.5
LnGrp LOS	D	A	D	D	A	E	B	B	B	B	B	B
Approach Vol, veh/h		211			341			750			881	
Approach Delay, s/veh		48.7			55.2			15.0			12.6	
Approach LOS		D			E			B			B	

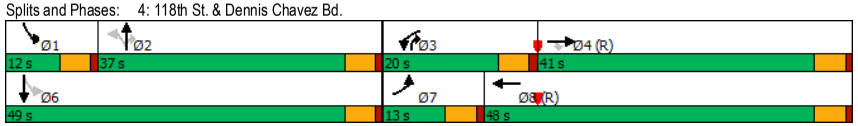
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	73.5	13.8	25.3	12.2	78.7	12.5	26.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	26.0	9.0	54.0	11.0	36.0	9.0	54.0
Max Q Clear Time (g_c+I1), s	11.8	10.6	8.8	10.5	7.1	9.7	7.5	20.2
Green Ext Time (p_c), s	0.6	2.8	0.0	0.7	0.1	3.1	0.0	1.4

Intersection Summary		
HCM 6th Ctrl Delay	23.6	
HCM 6th LOS	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	21	97	21	173	73	42	98	400	68	79
Future Volume (vph)	21	97	21	173	73	42	98	400	68	79
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	13.0	41.0	41.0	20.0	48.0	37.0	37.0	20.0	12.0	49.0
Total Split (%)	11.8%	37.3%	37.3%	18.2%	43.6%	33.6%	33.6%	18.2%	10.9%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	None	Min
Act Effct Green (s)	8.1	43.4	43.4	18.1	53.4	17.0	17.0	40.1	33.5	33.5
Actuated g/C Ratio	0.07	0.39	0.39	0.16	0.49	0.15	0.15	0.36	0.30	0.30
v/c Ratio	0.33	0.27	0.06	0.62	0.33	0.47	0.69	0.91	0.46	0.35
Control Delay	54.4	27.7	0.1	60.6	4.6	49.7	56.0	26.4	32.3	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	27.7	0.1	60.6	4.6	49.7	56.0	26.4	32.3	28.2
LOS	D	C	A	E	A	D	E	C	C	C
Approach Delay		27.6			35.4		33.6			29.9
Approach LOS		C			D		C			C

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.91		
Intersection Signal Delay: 32.8	Intersection LOS: C	
Intersection Capacity Utilization 46.5%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	97	21	173	73	69	42	98	400	68	79	19
Future Volume (veh/h)	21	97	21	173	73	69	42	98	400	68	79	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	42	194	42	346	146	138	84	196	800	136	158	38
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	639	541	410	367	347	408	540	645	294	578	139
Arrive On Green	0.05	0.34	0.34	0.12	0.42	0.42	0.29	0.29	0.29	0.06	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	3428	877	829	1177	1856	1572	1767	1445	348
Grp Volume(v), veh/h	42	194	42	346	0	284	84	196	800	136	0	196
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1706	1177	1856	1572	1767	0	1793
Q Serve(g_s), s	2.6	8.4	2.0	10.9	0.0	12.8	6.0	9.2	32.0	5.8	0.0	8.1
Cycle Q Clear(g_c), s	2.6	8.4	2.0	10.9	0.0	12.8	6.0	9.2	32.0	5.8	0.0	8.1
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	639	541	410	0	714	408	540	645	294	0	717
V/C Ratio(X)	0.52	0.30	0.08	0.84	0.00	0.40	0.21	0.36	1.24	0.46	0.00	0.27
Avail Cap(c_a), veh/h	129	639	541	467	0	714	408	540	645	294	0	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.00	0.69	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.3	26.4	24.3	47.4	0.0	22.3	29.8	30.9	32.4	24.2	0.0	22.2
Incr Delay (d2), s/veh	5.2	1.2	0.3	8.7	0.0	1.1	0.2	0.4	120.7	1.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	6.8	1.4	8.0	0.0	8.1	3.0	7.3	53.9	4.3	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	27.6	24.6	56.1	0.0	23.5	30.0	31.3	153.1	25.3	0.0	22.4
LnGrp LOS	E	C	C	E	A	C	C	C	F	C	A	C
Approach Vol, veh/h		278			630			1080			332	
Approach Delay, s/veh		31.5			41.4			121.5			23.6	
Approach LOS		C			D			F			C	

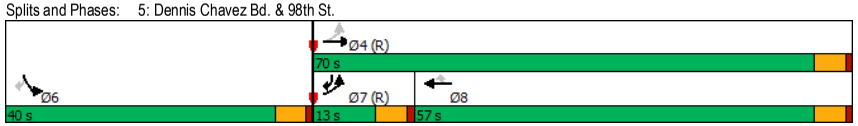
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	18.1	42.9		49.0	10.0	51.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	32.0	15.0	36.0		44.0	8.0	43.0				
Max Q Clear Time (g_c+I1), s	7.8	34.0	12.9	10.4		10.1	4.6	14.8				
Green Ext Time (p_c), s	0.0	0.0	0.3	1.1		1.0	0.0	1.6				

Intersection Summary		
HCM 6th Ctrl Delay		74.9
HCM 6th LOS		E

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	189	338	304	240	210	103
Future Volume (vph)	189	338	304	240	210	103
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	10.0
Total Split (s)	13.0	70.0	57.0	57.0	40.0	13.0
Total Split (%)	11.8%	63.6%	51.8%	51.8%	36.4%	11.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	Min	Min	Min	C-Min
Act Effct Green (s)	69.5	69.5	44.1	44.1	30.5	55.9
Actuated g/C Ratio	0.63	0.63	0.40	0.40	0.28	0.51
v/c Ratio	0.86	0.58	0.82	0.52	0.87	0.23
Control Delay	37.7	14.4	19.3	3.0	55.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.7	14.4	19.3	3.0	55.9	3.4
LOS	D	B	B	A	E	A
Approach Delay		22.7	12.1		38.6	
Approach LOS		C	B		D	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 7.7 (7%), Referenced to phase 4:EBTL and 7:EBL, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay: 22.2	Intersection LOS: C	
Intersection Capacity Utilization 50.6%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	189	338	304	240	210	103
Future Volume (veh/h)	189	338	304	240	210	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	378	676	608	480	420	206
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	486	1203	711	602	461	756
Arrive On Green	0.22	0.65	0.13	0.13	0.26	0.26
Sat Flow, veh/h	1767	1856	1856	1572	1767	1572
Grp Volume(v), veh/h	378	676	608	480	420	206
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1767	1572
Q Serve(g_s), s	15.6	22.2	35.3	32.6	25.4	8.6
Cycle Q Clear(g_c), s	15.6	22.2	35.3	32.6	25.4	8.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	486	1203	711	602	461	756
V/C Ratio(X)	0.78	0.56	0.86	0.80	0.91	0.27
Avail Cap(c_a), veh/h	486	1203	877	743	562	846
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.26	0.26	1.00	1.00
Uniform Delay (d), s/veh	26.5	10.7	45.1	43.9	39.4	17.1
Incr Delay (d2), s/veh	4.8	1.1	2.0	1.3	17.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.5	11.6	21.3	17.0	18.5	14.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.3	11.8	47.0	45.2	56.4	17.3
LnGrp LOS	C	B	D	D	E	B
Approach Vol, veh/h		1054	1088		626	
Approach Delay, s/veh		18.8	46.2		43.5	
Approach LOS		B	D		D	

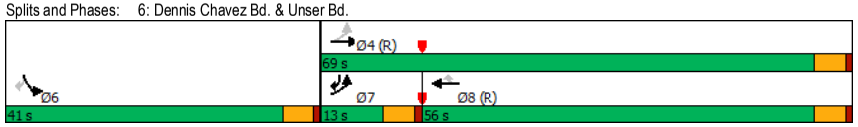
Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				76.3		33.7	29.2	47.1
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				65.0		35.0	8.0	52.0
Max Q Clear Time (g_c+I1), s				24.2		27.4	17.6	37.3
Green Ext Time (p_c), s				4.7		1.3	0.0	4.8

Intersection Summary		
HCM 6th Ctrl Delay	35.2	
HCM 6th LOS	D	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	84	569	773	722	551	50
Future Volume (vph)	84	569	773	722	551	50
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	10.0
Total Split (s)	13.0	69.0	56.0	56.0	41.0	13.0
Total Split (%)	11.8%	62.7%	50.9%	50.9%	37.3%	11.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	Min	C-Min	C-Min	C-Min	Min	Min
Act Effct Green (s)	64.0	64.0	51.6	51.6	36.0	48.4
Actuated g/C Ratio	0.58	0.58	0.47	0.47	0.33	0.44
v/c Ratio	0.49	0.58	0.98	0.69	1.06	0.08
Control Delay	21.1	20.0	56.5	4.8	90.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	20.0	56.5	4.8	90.0	5.0
LOS	C	C	E	A	F	A
Approach Delay		20.2	31.6		82.9	
Approach LOS		C	C		F	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 78.1 (71%), Referenced to phase 4:EBTL and 8:WBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.06		
Intersection Signal Delay: 40.1	Intersection LOS: D	
Intersection Capacity Utilization 88.4%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	569	773	722	551	50
Future Volume (veh/h)	84	569	773	722	551	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	92	625	849	793	605	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	164	1080	911	772	578	586
Arrive On Green	0.09	1.00	0.49	0.49	0.33	0.33
Sat Flow, veh/h	1767	1856	1856	1572	1767	1572
Grp Volume(v), veh/h	92	625	849	793	605	55
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1767	1572
Q Serve(g_s), s	2.7	0.0	47.2	54.0	36.0	2.5
Cycle Q Clear(g_c), s	2.7	0.0	47.2	54.0	36.0	2.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	164	1080	911	772	578	586
V/C Ratio(X)	0.56	0.58	0.93	1.03	1.05	0.09
Avail Cap(c_a), veh/h	213	1080	911	772	578	586
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	26.3	28.0	37.0	22.4
Incr Delay (d2), s/veh	2.0	1.5	17.3	39.5	50.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.8	31.0	35.9	31.4	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.8	1.5	43.6	67.5	87.0	22.5
LnGrp LOS	C	A	D	F	F	C
Approach Vol, veh/h		717	1642		660	
Approach Delay, s/veh		4.6	55.2		81.6	
Approach LOS		A	E		F	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				69.0		41.0	10.0	59.0
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				64.0		36.0	8.0	51.0
Max Q Clear Time (g_c+I1), s				2.0		38.0	4.7	56.0
Green Ext Time (p_c), s				4.3		0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	48.9	
HCM 6th LOS	D	

Intersection	
Int Delay, s/veh	376.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	906	57	49	1480	18	48	1	39	4	1	85
Future Vol, veh/h	37	906	57	49	1480	18	48	1	39	4	1	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	38	934	59	51	1526	19	49	1	40	4	1	88

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1545	0	0	993	0	0	2722	2687	964	2698	2707	1536
Stage 1	-	-	-	-	-	-	1040	1040	-	1638	1638	-
Stage 2	-	-	-	-	-	-	1682	1647	-	1060	1069	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	427	-	-	693	-	-	~ 13	22	308	14	21	142
Stage 1	-	-	-	-	-	-	277	306	-	126	158	-
Stage 2	-	-	-	-	-	-	119	156	-	270	297	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	427	-	-	693	-	-	~ 2	8	308	6	8	142
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	8	-	6	8	-
Stage 1	-	-	-	-	-	-	221	244	-	101	75	-
Stage 2	-	-	-	-	-	-	~ 21	74	-	187	237	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	$ 11526	119.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	4	427	-	-	693	-	-	6	142
HCM Lane V/C Ratio	22.68	0.089	-	-	0.073	-	-	0.859	0.617
HCM Control Delay (s)	$ 11526	14.3	0	-	10.6	0	-	$ 1056	64.5
HCM Lane LOS	F	B	A	-	B	A	-	F	F
HCM 95th %tile Q(veh)	13.4	0.3	-	-	0.2	-	-	1.3	3.3

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

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	110	80	1052	767	37
Future Vol, veh/h	46	110	80	1052	767	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	85	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	48	116	84	1107	807	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1529	404	846	0	-	0
Stage 1	807	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	107	593	780	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	593	780	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.5	0.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	780	-	95	593	-	-
HCM Lane V/C Ratio	0.108	-	0.51	0.195	-	-
HCM Control Delay (s)	10.2	-	77	12.5	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2.2	0.7	-	-

Intersection	
Intersection Delay, s/veh	20.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	119	64	32	38	139	32	50	331	36	38	495	126
Future Vol, veh/h	119	64	32	38	139	32	50	331	36	38	495	126
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	128	69	34	41	149	34	54	356	39	41	532	135
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	14.8	13.9	17.4	25.8
HCM LOS	B	B	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	75%	0%	100%	40%	0%	100%	59%	0%	100%
Vol Right, %	0%	0%	25%	0%	0%	60%	0%	0%	41%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	221	146	119	43	53	38	93	78	38	330
LT Vol	50	0	0	119	0	0	38	0	0	38	0
Through Vol	0	221	110	0	43	21	0	93	46	0	330
RT Vol	0	0	36	0	0	32	0	0	32	0	0
Lane Flow Rate	54	237	157	128	46	57	41	100	84	41	355
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.129	0.536	0.348	0.33	0.112	0.133	0.106	0.245	0.2	0.093	0.754
Departure Headway (Hd)	8.635	8.135	7.963	9.295	8.795	8.375	9.336	8.836	8.55	8.153	7.653
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	414	441	450	385	406	426	383	406	419	438	472
Service Time	6.409	5.909	5.737	7.081	6.581	6.161	7.119	6.619	6.333	5.921	5.421
HCM Lane V/C Ratio	0.13	0.537	0.349	0.332	0.113	0.134	0.107	0.246	0.2	0.094	0.752
HCM Control Delay	12.7	20	15	16.6	12.7	12.5	13.2	14.5	13.5	11.8	30.5
HCM Lane LOS	B	C	B	C	B	B	B	B	B	B	D
HCM 95th-tile Q	0.4	3.1	1.5	1.4	0.4	0.5	0.4	0.9	0.7	0.3	6.4

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	21	42	74	28	60	60	381	26	69	369	32
Future Vol, veh/h	18	21	42	74	28	60	60	381	26	69	369	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	19	22	44	77	29	63	63	397	27	72	384	33
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	11.5	12.1	14.4	14.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	83%	0%	33%	0%	32%	0%	100%	79%
Vol Right, %	0%	0%	17%	0%	67%	0%	68%	0%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	254	153	18	63	74	88	69	246	155
LT Vol	60	0	0	18	0	74	0	69	0	0
Through Vol	0	254	127	0	21	0	28	0	246	123
RT Vol	0	0	26	0	42	0	60	0	0	32
Lane Flow Rate	62	265	159	19	66	77	92	72	256	161
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.128	0.504	0.299	0.044	0.137	0.176	0.184	0.147	0.488	0.301
Departure Headway (Hd)	7.37	6.863	6.743	8.511	7.536	8.22	7.237	7.367	6.86	6.713
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	488	527	536	421	476	437	496	489	528	538
Service Time	5.087	4.579	4.459	6.257	5.281	5.961	4.977	5.084	4.577	4.431
HCM Lane V/C Ratio	0.127	0.503	0.297	0.045	0.139	0.176	0.185	0.147	0.485	0.299
HCM Control Delay	11.2	16.4	12.3	11.7	11.5	12.7	11.6	11.4	16	12.3
HCM Lane LOS	B	C	B	B	B	B	B	B	C	B
HCM 95th-tile Q	0.4	2.8	1.2	0.1	0.5	0.6	0.7	0.5	2.6	1.3

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	9	1	28	12	42	1	9	11	19	7	5
Future Vol, veh/h	2	9	1	28	12	42	1	9	11	19	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	10	1	31	13	47	1	10	12	21	8	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	11	0	0	121	137	11	125	114	37
Stage 1	-	-	-	-	-	-	15	15	-	99	99	-
Stage 2	-	-	-	-	-	-	106	122	-	26	15	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1537	-	-	1602	-	-	852	752	1067	847	774	1032
Stage 1	-	-	-	-	-	-	1002	881	-	905	811	-
Stage 2	-	-	-	-	-	-	897	793	-	989	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1537	-	-	1602	-	-	827	736	1067	816	758	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	827	736	-	816	758	-
Stage 1	-	-	-	-	-	-	1001	880	-	904	795	-
Stage 2	-	-	-	-	-	-	866	777	-	966	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	2.5	9.2	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	884	1537	-	-	1602	-	-	830
HCM Lane V/C Ratio	0.026	0.001	-	-	0.019	-	-	0.041
HCM Control Delay (s)	9.2	7.3	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	4	8	6	24	6	630	6	36	706	30
Future Vol, veh/h	9	1	4	8	6	24	6	630	6	36	706	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	130	-	-	110	-	45	110	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	1	4	9	7	27	7	708	7	40	793	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1245	1602	397	1199	1629	354	827	0	0	715	0	0
Stage 1	873	873	-	722	722	-	-	-	-	-	-	-
Stage 2	372	729	-	477	907	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	129	104	600	140	100	639	793	-	-	875	-	-
Stage 1	309	363	-	382	427	-	-	-	-	-	-	-
Stage 2	618	424	-	535	350	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	116	98	600	133	95	639	793	-	-	875	-	-
Mov Cap-2 Maneuver	225	210	-	256	211	-	-	-	-	-	-	-
Stage 1	306	346	-	379	423	-	-	-	-	-	-	-
Stage 2	577	420	-	505	334	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.8	14.8	0.1	0.4
HCM LOS	C	B		

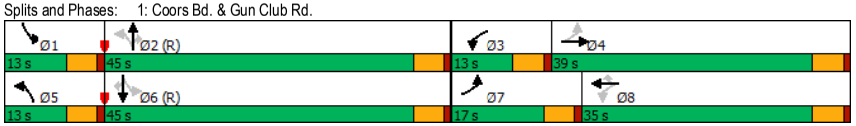
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	793	-	-	225	438	256	455	875	-	-
HCM Lane V/C Ratio	0.009	-	-	0.045	0.013	0.035	0.074	0.046	-	-
HCM Control Delay (s)	9.6	-	-	21.8	13.3	19.6	13.5	9.3	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	0.2	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	108	37	102	43	177	70	867	50	206	913	109
Future Volume (vph)	108	37	102	43	177	70	867	50	206	913	109
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	17.0	39.0	13.0	35.0	35.0	13.0	45.0	45.0	13.0	45.0	45.0
Total Split (%)	15.5%	35.5%	11.8%	31.8%	31.8%	11.8%	40.9%	40.9%	11.8%	40.9%	40.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coors Bd. & Gun Club Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	37	82	102	43	177	70	867	50	206	913	109
Future Volume (veh/h)	108	37	82	102	43	177	70	867	50	206	913	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	112	39	85	106	45	184	73	903	52	215	951	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	323	73	158	275	257	218	358	1895	845	414	1989	887
Arrive On Green	0.07	0.14	0.14	0.07	0.14	0.14	0.05	0.54	0.54	0.07	0.56	0.56
Sat Flow, veh/h	1767	519	1132	1767	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	112	0	124	106	45	184	73	903	52	215	951	114
Grp Sat Flow(s),veh/h/ln	1767	0	1652	1767	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	5.9	0.0	7.7	5.6	2.4	12.6	2.0	17.5	1.7	5.9	17.7	3.7
Cycle Q Clear(g_c), s	5.9	0.0	7.7	5.6	2.4	12.6	2.0	17.5	1.7	5.9	17.7	3.7
Prop In Lane	1.00		0.69	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	0	231	275	257	218	358	1895	845	414	1989	887
V/C Ratio(X)	0.35	0.00	0.54	0.39	0.18	0.85	0.20	0.48	0.06	0.52	0.48	0.13
Avail Cap(c_a), veh/h	392	0	511	282	506	429	406	1895	845	414	1989	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	36.8	0.0	44.0	37.1	41.8	46.2	11.1	15.8	12.2	11.7	14.3	11.3
Incr Delay (d2), s/veh	0.6	0.0	1.9	0.9	0.3	8.7	0.3	0.9	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	0.0	5.7	4.3	1.9	9.0	1.2	10.5	1.1	2.6	7.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	0.0	46.0	37.9	42.2	55.0	11.4	16.7	12.3	11.9	14.4	11.3
LnGrp LOS	D	A	D	D	D	D	B	B	B	B	B	B
Approach Vol, veh/h		236			335			1028			1280	
Approach Delay, s/veh		41.9			47.9			16.1			13.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	64.1	12.6	20.4	10.0	67.1	12.7	20.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	40.0	8.0	34.0	8.0	40.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	7.9	19.5	7.6	9.7	4.0	19.7	7.9	14.6
Green Ext Time (p_c), s	0.0	5.6	0.0	0.6	0.0	6.2	0.1	0.7

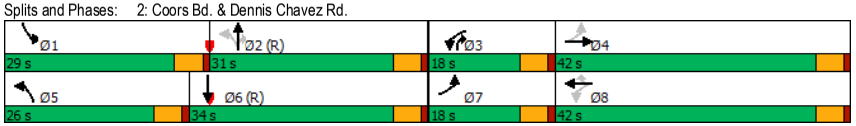
Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	277	610	152	1173	412	453	987	91	196	885
Future Volume (vph)	277	610	152	1173	412	453	987	91	196	885
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	7	4	3	8	8	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	42.0	18.0	42.0	42.0	26.0	31.0	18.0	29.0	34.0
Total Split (%)	15.0%	35.0%	15.0%	35.0%	35.0%	21.7%	25.8%	15.0%	24.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	610	510	152	1173	412	453	987	91	196	885	428
Future Volume (veh/h)	277	610	510	152	1173	412	453	987	91	196	885	428
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	292	642	0	160	1235	0	477	1039	96	206	932	451
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	251	1191		348	572		369	1187	653	274	560	267
Arrive On Green	0.11	0.34	0.00	0.08	0.31	0.00	0.17	0.34	0.34	0.08	0.24	0.24
Sat Flow, veh/h	1767	3618	0	1767	1856	1572	1767	3526	1572	3428	2315	1104
Grp Volume(v), veh/h	292	642	0	160	1235	0	477	1039	96	206	706	677
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1856	1572	1767	1763	1572	1714	1763	1657
Q Serve(g_s), s	13.0	17.7	0.0	7.3	37.0	0.0	21.0	33.3	4.6	7.1	29.0	29.0
Cycle Q Clear(g_c), s	13.0	17.7	0.0	7.3	37.0	0.0	21.0	33.3	4.6	7.1	29.0	29.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	251	1191		348	572		369	1187	653	274	426	400
V/C Ratio(X)	1.16	0.54		0.46	2.16		1.29	0.88	0.15	0.75	1.66	1.69
Avail Cap(c_a), veh/h	251	1191		400	572		369	1187	653	686	426	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	32.2	0.0	25.8	41.5	0.0	36.7	37.4	21.8	54.0	45.5	45.5
Incr Delay (d2), s/veh	107.4	0.5	0.0	0.9	527.2	0.0	147.4	7.8	0.4	4.1	306.4	321.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.9	11.8	0.0	5.5	157.5	0.0	35.1	20.8	3.1	5.6	74.8	73.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.8	32.6	0.0	26.8	568.7	0.0	184.2	45.3	22.2	58.2	351.9	366.7
LnGrp LOS	F	C		C	F		F	D	C	E	F	F
Approach Vol, veh/h		934	A		1395	A		1612			1589	
Approach Delay, s/veh		67.1			506.5			85.0			320.1	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	45.4	14.4	45.6	26.0	34.0	18.0	42.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	24.0	26.0	13.0	37.0	21.0	29.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	9.1	35.3	9.3	19.7	23.0	31.0	15.0	39.0
Green Ext Time (p_c), s	0.5	0.0	0.1	3.7	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	255.9
HCM 6th LOS	F

Notes

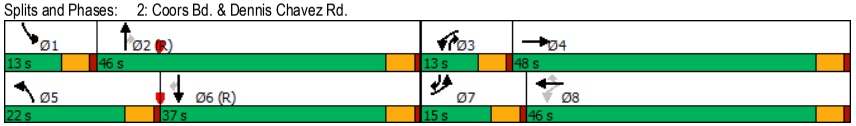
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	277	610	152	1173	412	453	987	91	196	885	428
Future Volume (vph)	277	610	152	1173	412	453	987	91	196	885	428
Turn Type	Prot	NA	pm+pt	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	3	1	6	7
Permitted Phases			8		8			2			6
Detector Phase	7	4	3	8	8	5	2	3	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	15.0	48.0	13.0	46.0	46.0	22.0	46.0	13.0	13.0	37.0	15.0
Total Split (%)	12.5%	40.0%	10.8%	38.3%	38.3%	18.3%	38.3%	10.8%	10.8%	30.8%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	610	510	152	1173	412	453	987	91	196	885	428
Future Volume (veh/h)	277	610	510	152	1173	412	453	987	91	196	885	428
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	292	642	0	160	1235	0	477	1039	96	206	932	451
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	286	1263		346	1205		486	1205	642	229	940	550
Arrive On Green	0.08	0.36	0.00	0.07	0.34	0.00	0.14	0.34	0.34	0.07	0.27	0.27
Sat Flow, veh/h	3428	3618	0	1767	3526	1572	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	292	642	0	160	1235	0	477	1039	96	206	932	451
Grp Sat Flow(s),veh/h/ln	1714	1763	0	1767	1763	1572	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	10.0	17.1	0.0	7.1	41.0	0.0	16.6	33.0	4.6	7.2	31.6	31.4
Cycle Q Clear(g_c), s	10.0	17.1	0.0	7.1	41.0	0.0	16.6	33.0	4.6	7.2	31.6	31.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	1263		346	1205		486	1205	642	229	940	550
V/C Ratio(X)	1.02	0.51		0.46	1.03		0.98	0.86	0.15	0.90	0.99	0.82
Avail Cap(c_a), veh/h	286	1263		346	1205		486	1205	642	229	940	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	1.00	1.00	0.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	30.2	0.0	24.3	39.5	0.0	51.3	36.9	22.4	55.6	43.9	35.5
Incr Delay (d2), s/veh	21.9	0.0	0.0	1.0	32.6	0.0	32.8	7.1	0.4	34.3	27.3	12.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	8.3	0.0	5.3	30.5	0.0	13.7	20.5	3.1	7.4	23.5	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	30.2	0.0	25.3	72.1	0.0	84.1	43.9	22.8	89.9	71.2	48.4
LnGrp LOS	F	C		C	F		F	D	C	F	E	D
Approach Vol, veh/h		934	A		1395	A		1612			1589	
Approach Delay, s/veh		44.8			66.7			54.6			67.1	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	46.0	13.0	48.0	22.0	37.0	15.0	46.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	41.0	8.0	43.0	17.0	32.0	10.0	41.0
Max Q Clear Time (g_c+I1), s	9.2	35.0	9.1	19.1	18.6	33.6	12.0	43.0
Green Ext Time (p_c), s	0.0	3.4	0.0	4.1	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	59.6
HCM 6th LOS	E

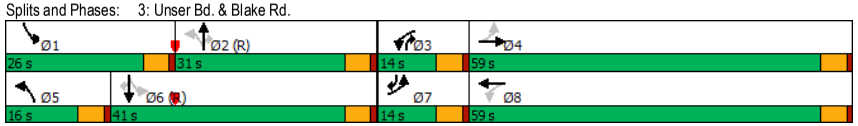
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	82	49	137	25	142	483	189	278	509	137
Future Volume (vph)	82	49	137	25	142	483	189	278	509	137
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	14.0	59.0	14.0	59.0	16.0	31.0	14.0	26.0	41.0	14.0
Total Split (%)	10.8%	45.4%	10.8%	45.4%	12.3%	23.8%	10.8%	20.0%	31.5%	10.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	20.8	10.9	25.5	13.2	72.6	63.2	80.4	91.8	77.4	92.4
Actuated g/C Ratio	0.16	0.08	0.20	0.10	0.56	0.49	0.62	0.71	0.60	0.71
v/c Ratio	0.47	0.63	0.65	0.67	0.30	0.31	0.20	0.45	0.27	0.13
Control Delay	49.3	43.3	57.2	20.2	10.4	22.4	2.3	9.6	13.9	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	43.3	57.2	20.2	10.4	22.4	2.3	9.6	13.9	1.4
LOS	D	D	E	C	B	C	A	A	B	A
Approach Delay		45.8		34.9		15.6			10.8	
Approach LOS		D		C		B			B	

Intersection Summary		
Cycle Length: 130		
Actuated Cycle Length: 130		
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.67		
Intersection Signal Delay: 19.2	Intersection LOS: B	
Intersection Capacity Utilization 62.7%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: Unser Bd. & Blake Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	49	65	137	25	185	142	483	189	278	509	137
Future Volume (veh/h)	82	49	65	137	25	185	142	483	189	278	509	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	90	54	71	151	27	203	156	531	208	305	559	151
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	187	112	148	287	31	234	510	1857	937	540	1994	981
Arrive On Green	0.06	0.15	0.15	0.07	0.17	0.17	0.06	0.53	0.53	0.10	0.57	0.57
Sat Flow, veh/h	1767	727	956	1767	188	1413	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	90	0	125	151	0	230	156	531	208	305	559	151
Grp Sat Flow(s),veh/h/ln	1767	0	1683	1767	0	1601	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	5.5	0.0	8.8	9.0	0.0	18.2	5.2	10.9	8.0	9.8	10.6	5.2
Cycle Q Clear(g_c), s	5.5	0.0	8.8	9.0	0.0	18.2	5.2	10.9	8.0	9.8	10.6	5.2
Prop In Lane	1.00		0.57	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	0	260	287	0	266	510	1857	937	540	1994	981
V/C Ratio(X)	0.48	0.00	0.48	0.53	0.00	0.87	0.31	0.29	0.22	0.56	0.28	0.15
Avail Cap(c_a), veh/h	207	0	699	287	0	665	560	1857	937	657	1994	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	50.2	43.5	0.0	52.8	12.5	17.1	12.2	11.4	14.6	10.2
Incr Delay (d2), s/veh	1.9	0.0	1.4	1.8	0.0	8.3	0.3	0.4	0.5	0.9	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.0	6.7	7.5	0.0	12.3	3.6	7.7	5.0	6.5	7.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	0.0	51.6	45.3	0.0	61.1	12.9	17.5	12.8	12.4	14.9	10.5
LnGrp LOS	D	A	D	D	A	E	B	B	B	B	B	B
Approach Vol, veh/h		215			381			895			1015	
Approach Delay, s/veh		49.1			54.8			15.6			13.5	
Approach LOS		D			D			B			B	

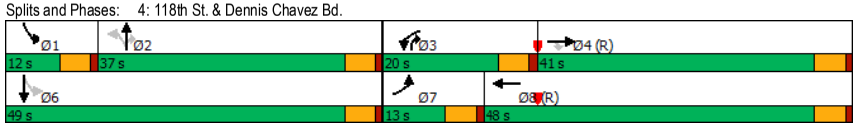
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	73.5	14.0	25.1	12.4	78.5	12.5	26.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	26.0	9.0	54.0	11.0	36.0	9.0	54.0
Max Q Clear Time (g_c+I1), s	11.8	12.9	11.0	10.8	7.2	12.6	7.5	20.2
Green Ext Time (p_c), s	0.6	3.3	0.0	0.7	0.1	4.0	0.0	1.4

Intersection Summary		
HCM 6th Ctrl Delay	23.6	
HCM 6th LOS	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	21	109	22	446	83	42	98	673	75	79
Future Volume (vph)	21	109	22	446	83	42	98	673	75	79
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	13.0	41.0	41.0	20.0	48.0	37.0	37.0	20.0	12.0	49.0
Total Split (%)	11.8%	37.3%	37.3%	18.2%	43.6%	33.6%	33.6%	18.2%	10.9%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	None	Min
Act Effct Green (s)	8.1	18.4	18.4	42.9	53.2	17.0	17.0	64.9	33.7	33.7
Actuated g/C Ratio	0.07	0.17	0.17	0.39	0.48	0.15	0.15	0.59	0.31	0.31
v/c Ratio	0.33	0.71	0.11	0.67	0.37	0.47	0.69	1.22	0.50	0.35
Control Delay	54.4	55.3	0.5	33.4	12.2	49.7	56.0	123.7	33.3	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	55.3	0.5	33.4	12.2	49.7	56.0	123.7	33.3	27.9
LOS	D	E	A	C	B	D	E	F	C	C
Approach Delay		47.2			27.8		111.8			30.2
Approach LOS		D			C		F			C

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 68.9		Intersection LOS: E	
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	109	22	446	83	77	42	98	673	75	79	19
Future Volume (veh/h)	21	109	22	446	83	77	42	98	673	75	79	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	42	218	44	892	166	154	84	196	1346	150	158	38
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	607	515	467	370	344	408	540	672	247	578	139
Arrive On Green	0.05	0.33	0.33	0.14	0.42	0.42	0.29	0.29	0.29	0.06	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	3428	886	822	1177	1856	1572	1767	1445	348
Grp Volume(v), veh/h	42	218	44	892	0	320	84	196	1346	150	0	196
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1708	1177	1856	1572	1767	0	1793
Q Serve(g_s), s	2.6	9.9	2.1	15.0	0.0	14.8	6.0	9.2	32.0	6.4	0.0	8.1
Cycle Q Clear(g_c), s	2.6	9.9	2.1	15.0	0.0	14.8	6.0	9.2	32.0	6.4	0.0	8.1
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	607	515	467	0	714	408	540	672	247	0	717
V/C Ratio(X)	0.52	0.36	0.09	1.91	0.00	0.45	0.21	0.36	2.00	0.61	0.00	0.27
Avail Cap(c_a), veh/h	129	607	515	467	0	714	408	540	672	247	0	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.00	0.09	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.3	28.2	25.6	47.5	0.0	22.9	29.8	30.9	31.5	24.7	0.0	22.2
Incr Delay (d2), s/veh	5.2	1.7	0.3	409.3	0.0	0.2	0.2	0.4	456.8	4.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	7.9	1.5	45.2	0.0	6.8	3.0	7.3	157.7	5.1	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	29.9	25.9	456.8	0.0	23.1	30.0	31.3	488.3	28.9	0.0	22.4
LnGrp LOS	E	C	C	F	A	C	C	C	F	C	A	C
Approach Vol, veh/h		304			1212			1626			346	
Approach Delay, s/veh		33.0			342.3			409.5			25.2	
Approach LOS		C			F			F			C	

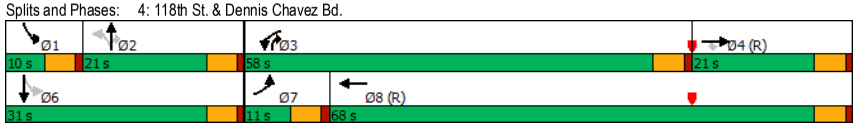
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	20.0	41.0		49.0	10.0	51.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	32.0	15.0	36.0		44.0	8.0	43.0				
Max Q Clear Time (g_c+I1), s	8.4	34.0	17.0	11.9		10.1	4.6	16.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2		1.0	0.0	1.8				

Intersection Summary			
HCM 6th Ctrl Delay		315.2	
HCM 6th LOS		F	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	21	109	22	446	83	42	98	673	75	79
Future Volume (vph)	21	109	22	446	83	42	98	673	75	79
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	11.0	21.0	21.0	58.0	68.0	21.0	21.0	58.0	10.0	31.0
Total Split (%)	10.0%	19.1%	19.1%	52.7%	61.8%	19.1%	19.1%	52.7%	9.1%	28.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	Min	Min
Act Effct Green (s)	6.1	15.4	15.4	54.2	63.5	14.8	14.8	74.0	25.5	25.5
Actuated g/C Ratio	0.06	0.14	0.14	0.49	0.58	0.13	0.13	0.67	0.23	0.23
v/c Ratio	0.44	0.84	0.12	0.53	0.31	0.53	0.79	1.22	0.85	0.46
Control Delay	64.7	74.3	0.7	10.8	3.1	57.0	68.4	126.8	76.6	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.7	74.3	0.7	10.8	3.1	57.0	68.4	126.8	76.6	38.5
LOS	E	E	A	B	A	E	E	F	E	D
Approach Delay		62.3			8.8		116.1			55.0
Approach LOS		E			A		F			E

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 68.1		Intersection LOS: E	
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	109	22	446	83	77	42	98	673	75	79	19
Future Volume (veh/h)	21	109	22	446	83	77	42	98	673	75	79	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	42	218	44	892	166	154	84	196	1346	150	158	38
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	613	520	1017	515	478	233	270	695	161	342	82
Arrive On Green	0.05	0.33	0.33	0.30	0.58	0.58	0.15	0.15	0.15	0.05	0.24	0.24
Sat Flow, veh/h	1767	1856	1572	3428	886	822	1177	1856	1572	1767	1445	348
Grp Volume(v), veh/h	42	218	44	892	0	320	84	196	1346	150	0	196
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1708	1177	1856	1572	1767	0	1793
Q Serve(g_s), s	2.6	9.8	2.1	27.2	0.0	10.6	7.2	11.1	16.0	5.0	0.0	10.3
Cycle Q Clear(g_c), s	2.6	9.8	2.1	27.2	0.0	10.6	7.6	11.1	16.0	5.0	0.0	10.3
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	613	520	1017	0	994	233	270	695	161	0	424
V/C Ratio(X)	0.52	0.36	0.08	0.88	0.00	0.32	0.36	0.73	1.94	0.93	0.00	0.46
Avail Cap(c_a), veh/h	96	613	520	1652	0	994	233	270	695	161	0	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.00	0.61	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.3	27.9	25.4	36.8	0.0	11.8	43.5	44.9	30.7	43.8	0.0	36.0
Incr Delay (d2), s/veh	5.2	1.6	0.3	2.1	0.0	0.5	0.9	9.4	426.4	51.8	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	7.9	1.5	15.4	0.0	6.3	3.8	9.5	145.5	7.0	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	29.5	25.7	38.8	0.0	12.4	44.5	54.3	457.1	95.5	0.0	36.8
LnGrp LOS	E	C	C	D	A	B	D	D	F	F	A	D
Approach Vol, veh/h		304			1212			1626			346	
Approach Delay, s/veh		32.7			31.8			387.2			62.3	
Approach LOS		C			C			F			E	

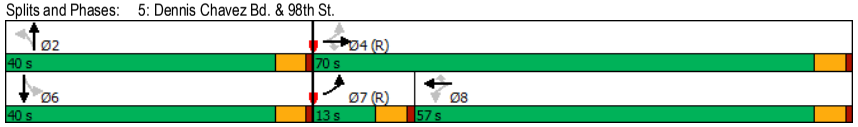
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	10.0	21.0	37.6	41.4		31.0	10.0	69.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	16.0	53.0	16.0		26.0	6.0	63.0				
Max Q Clear Time (g_c+I1), s	7.0	18.0	29.2	11.8		12.3	4.6	12.6				
Green Ext Time (p_c), s	0.0	0.0	3.4	0.4		0.8	0.0	2.0				

Intersection Summary		
HCM 6th Ctrl Delay	200.6	
HCM 6th LOS	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	195	473	151	164	489	240	94	217	210	209
Future Volume (vph)	195	473	151	164	489	240	94	217	210	209
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	70.0	70.0	57.0	57.0	57.0	40.0	40.0	40.0	40.0
Total Split (%)	11.8%	63.6%	63.6%	51.8%	51.8%	51.8%	36.4%	36.4%	36.4%	36.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	None	Min	Min
Act Effct Green (s)	65.0	65.0	65.0	52.0	52.0	52.0	35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.59	0.59	0.59	0.47	0.47	0.47	0.32	0.32	0.32	0.32
v/c Ratio	2.01	0.87	0.30	3.07	1.12	0.59	2.85	1.21	6.36	1.12
Control Delay	478.3	18.7	3.6	955.3	82.0	8.2	890.2	143.5	2454.4	111.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	478.3	18.7	3.6	955.3	82.0	8.2	890.2	143.5	2454.4	111.0
LOS	F	B	A	F	F	A	F	F	F	F
Approach Delay		125.3			222.6			302.7		1036.1
Approach LOS		F			F			F		F

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 7.7 (7%), Referenced to phase 4:EBTL and 7:EBL, Start of Green		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 6.36		
Intersection Signal Delay: 367.2	Intersection LOS: F	
Intersection Capacity Utilization 84.2%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	473	151	164	489	240	94	217	130	210	209	113
Future Volume (veh/h)	195	473	151	164	489	240	94	217	130	210	209	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	390	946	302	328	978	480	188	434	260	420	418	226
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	194	1096	929	139	877	743	65	346	207	65	360	195
Arrive On Green	0.07	0.59	0.59	0.47	0.47	0.47	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1767	1856	1572	442	1856	1572	780	1087	651	744	1133	612
Grp Volume(v), veh/h	390	946	302	328	978	480	188	0	694	420	0	644
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	442	1856	1572	780	0	1738	744	0	1745
Q Serve(g_s), s	8.0	46.8	10.7	18.2	52.0	25.5	0.0	0.0	35.0	0.0	0.0	35.0
Cycle Q Clear(g_c), s	8.0	46.8	10.7	52.0	52.0	25.5	35.0	0.0	35.0	35.0	0.0	35.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.35
Lane Grp Cap(c), veh/h	194	1096	929	139	877	743	65	0	553	65	0	555
V/C Ratio(X)	2.01	0.86	0.33	2.37	1.11	0.65	2.87	0.00	1.25	6.42	0.00	1.16
Avail Cap(c_a), veh/h	194	1096	929	139	877	743	65	0	553	65	0	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	18.8	11.4	50.2	29.0	22.0	55.0	0.0	37.5	55.0	0.0	37.5
Incr Delay (d2), s/veh	456.4	0.9	0.1	617.4	53.5	0.2	882.8	0.0	128.9	2469.6	0.0	90.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	36.2	20.9	4.5	43.8	41.7	10.7	32.1	0.0	50.3	79.5	0.0	41.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	489.9	19.7	11.5	667.6	82.5	22.2	937.8	0.0	166.4	2524.6	0.0	128.0
LnGrp LOS	F	B	B	F	F	C	F	A	F	F	A	F
Approach Vol, veh/h		1638			1786			882			1064	
Approach Delay, s/veh		130.1			173.7			330.8			1074.1	
Approach LOS		F			F			F			F	

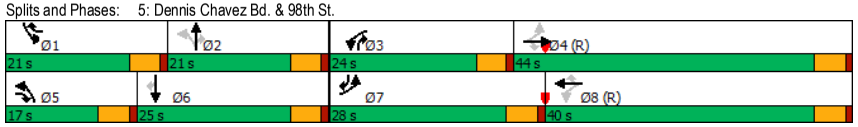
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0		70.0		40.0	13.0	57.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		65.0		35.0	8.0	52.0				
Max Q Clear Time (g_c+I1), s		37.0		48.8		37.0	10.0	54.0				
Green Ext Time (p_c), s		0.0		7.9		0.0	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	364.6	
HCM 6th LOS	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	473	151	164	489	240	94	217	130	210	209	113
Future Volume (vph)	195	473	151	164	489	240	94	217	130	210	209	113
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	21.0	10.0	21.0	10.0	21.0	21.0	10.0
Total Split (s)	28.0	44.0	17.0	24.0	40.0	21.0	17.0	21.0	24.0	21.0	25.0	28.0
Total Split (%)	25.5%	40.0%	15.5%	21.8%	36.4%	19.1%	15.5%	19.1%	21.8%	19.1%	22.7%	25.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	C-Min	Min	Min	C-Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	62.5	40.5	57.0	54.5	36.5	57.3	27.2	15.7	38.7	15.7	20.0	47.0
Actuated g/C Ratio	0.57	0.37	0.52	0.50	0.33	0.52	0.25	0.14	0.35	0.14	0.18	0.43
v/c Ratio	0.94	0.73	0.35	0.86	0.84	0.56	0.65	0.87	0.26	0.86	0.66	0.32
Control Delay	38.4	31.3	9.1	56.7	30.5	5.3	39.9	64.5	18.7	64.7	47.4	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	31.3	9.1	56.7	30.5	5.3	39.9	64.5	18.7	64.7	47.4	14.4
LOS	D	C	A	E	C	A	D	E	B	E	D	B
Approach Delay		28.9			28.5			45.8			47.2	
Approach LOS		C			C			D			D	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 7.7 (7%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.94		
Intersection Signal Delay: 35.2	Intersection LOS: D	
Intersection Capacity Utilization 53.0%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	473	151	164	489	240	94	217	130	210	209	113
Future Volume (veh/h)	195	473	151	164	489	240	94	217	130	210	209	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	390	946	302	328	978	480	188	434	260	420	418	226
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	425	1399	793	391	1343	819	304	499	780	479	612	518
Arrive On Green	0.16	0.40	0.40	0.28	0.76	0.76	0.11	0.14	0.14	0.14	0.17	0.17
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	3526	2768	3428	3526	1572
Grp Volume(v), veh/h	390	946	302	328	978	480	188	434	260	420	418	226
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	1763	1384	1714	1763	1572
Q Serve(g_s), s	14.4	24.3	13.0	13.0	16.3	15.9	9.8	13.3	8.2	13.2	12.2	12.4
Cycle Q Clear(g_c), s	14.4	24.3	13.0	13.0	16.3	15.9	9.8	13.3	8.2	13.2	12.2	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	425	1399	793	391	1343	819	304	499	780	479	612	518
V/C Ratio(X)	0.92	0.68	0.38	0.84	0.73	0.59	0.62	0.87	0.33	0.88	0.68	0.44
Avail Cap(c_a), veh/h	519	1399	793	448	1343	819	307	513	790	499	641	531
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	27.4	16.7	17.6	10.0	6.3	35.1	46.2	31.3	46.4	42.6	28.9
Incr Delay (d2), s/veh	2.4	0.2	0.1	8.4	2.4	2.1	3.7	14.6	0.2	15.7	2.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	11.7	5.7	7.6	6.4	5.2	8.0	11.1	5.0	10.9	9.4	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	27.6	16.8	26.0	12.4	8.4	38.8	60.8	31.6	62.1	45.4	29.5
LnGrp LOS	C	C	B	C	B	A	D	E	C	E	D	C
Approach Vol, veh/h		1638			1786			882			1064	
Approach Delay, s/veh		24.5			13.8			47.5			48.6	
Approach LOS		C			B			D			D	

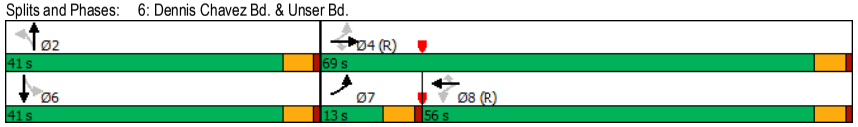
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	20.6	20.4	48.6	16.8	24.1	22.1	46.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	16.0	19.0	39.0	12.0	20.0	23.0	35.0
Max Q Clear Time (g_c+I1), s	15.2	15.3	15.0	26.3	11.8	14.4	16.4	18.3
Green Ext Time (p_c), s	0.1	0.3	0.4	6.3	0.0	1.8	0.7	8.3

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	141	736	41	561	1040	722	26	86	551	113
Future Volume (vph)	141	736	41	561	1040	722	26	86	551	113
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	69.0	69.0	56.0	56.0	56.0	41.0	41.0	41.0	41.0
Total Split (%)	11.8%	62.7%	62.7%	50.9%	50.9%	50.9%	37.3%	37.3%	37.3%	37.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	C-Min	C-Min	C-Min	Min	Min	Min	Min
Act Effct Green (s)	64.0	64.0	64.0	51.0	51.0	51.0	36.0	36.0	36.0	36.0
Actuated g/C Ratio	0.58	0.58	0.58	0.46	0.46	0.46	0.33	0.33	0.33	0.33
v/c Ratio	0.80	0.75	0.05	3.24	1.34	0.74	0.10	0.73	5.13	0.41
Control Delay	25.3	18.7	3.8	1038.1	187.3	9.0	27.0	27.9	1886.8	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	18.7	3.8	1038.1	187.3	9.0	27.0	27.9	1886.8	25.5
LOS	C	B	A	F	F	A	C	C	F	C
Approach Delay		19.0			337.3			27.8		1355.0
Approach LOS		B			F			C		F

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 78.1 (71%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 5.13		
Intersection Signal Delay: 415.6	Intersection LOS: F	
Intersection Capacity Utilization 142.9%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	736	41	561	1040	722	26	86	347	551	113	107
Future Volume (veh/h)	141	736	41	561	1040	722	26	86	347	551	113	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	155	809	45	616	1143	793	29	95	381	605	124	118
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	182	1080	915	367	873	740	309	106	425	109	286	272
Arrive On Green	0.13	1.00	1.00	0.47	0.47	0.47	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1767	1856	1572	641	1856	1572	1129	324	1298	911	874	832
Grp Volume(v), veh/h	155	809	45	616	1143	793	29	0	476	605	0	242
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	641	1856	1572	1129	0	1622	911	0	1706
Q Serve(g_s), s	5.2	0.0	0.0	51.8	51.8	51.8	2.3	0.0	30.7	5.3	0.0	12.2
Cycle Q Clear(g_c), s	5.2	0.0	0.0	51.8	51.8	51.8	14.5	0.0	30.7	36.0	0.0	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.49
Lane Grp Cap(c), veh/h	182	1080	915	367	873	740	309	0	531	109	0	558
V/C Ratio(X)	0.85	0.75	0.05	1.68	1.31	1.07	0.09	0.00	0.90	5.55	0.00	0.43
Avail Cap(c_a), veh/h	194	1080	915	367	873	740	309	0	531	109	0	558
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	0.0	33.7	29.1	29.1	34.7	0.0	35.2	53.9	0.0	29.0
Incr Delay (d2), s/veh	3.3	0.4	0.0	316.9	147.4	54.1	0.1	0.0	17.8	2067.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.2	0.0	69.7	84.1	40.7	1.1	0.0	20.8	109.6	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	0.4	0.0	350.6	176.6	83.2	34.8	0.0	53.1	2121.3	0.0	29.5
LnGrp LOS	C	A	A	F	F	F	C	A	D	F	A	C
Approach Vol, veh/h		1009			2552			505			847	
Approach Delay, s/veh		4.7			189.6			52.0			1523.7	
Approach LOS		A			F			D			F	

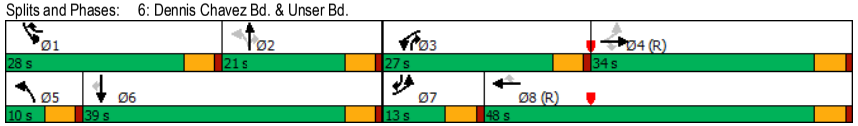
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0		69.0		41.0	12.2	56.8				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		36.0		64.0		36.0	8.0	51.0				
Max Q Clear Time (g_c+I1), s		32.7		2.0		38.0	7.2	53.8				
Green Ext Time (p_c), s		1.0		7.9		0.0	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	367.5	
HCM 6th LOS	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	736	41	561	1040	722	26	86	347	551	113	107
Future Volume (vph)	141	736	41	561	1040	722	26	86	347	551	113	107
Turn Type	pm+pt	NA	Perm	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	21.0	21.0	10.0
Total Split (s)	13.0	34.0	34.0	27.0	48.0	28.0	10.0	21.0	27.0	28.0	39.0	13.0
Total Split (%)	11.8%	30.9%	30.9%	24.5%	43.6%	25.5%	9.1%	19.1%	24.5%	25.5%	35.5%	11.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	44.5	33.1	33.1	25.8	47.6	75.3	13.5	8.4	39.2	22.7	25.9	42.2
Actuated g/C Ratio	0.40	0.30	0.30	0.23	0.43	0.68	0.12	0.08	0.36	0.21	0.24	0.38
v/c Ratio	0.58	0.77	0.07	0.77	0.75	0.67	0.16	0.36	0.36	0.86	0.15	0.17
Control Delay	36.9	39.8	0.2	44.9	28.8	4.1	29.1	51.6	17.9	55.9	33.2	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	39.8	0.2	44.9	28.8	4.1	29.1	51.6	17.9	55.9	33.2	4.2
LOS	D	D	A	D	C	A	C	D	B	E	C	A
Approach Delay		37.6			25.0			24.9			45.3	
Approach LOS		D			C			C			D	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 78.1 (71%), Referenced to phase 4:EBTL and 8:WBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.86		
Intersection Signal Delay: 31.1	Intersection LOS: C	
Intersection Capacity Utilization 71.4%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	736	41	561	1040	722	26	86	347	551	113	107
Future Volume (veh/h)	141	736	41	561	1040	722	26	86	347	551	113	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	155	809	45	616	1143	793	29	95	381	605	124	118
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	241	1050	468	666	1478	967	293	460	899	671	990	556
Arrive On Green	0.10	0.40	0.40	0.32	0.70	0.70	0.05	0.13	0.13	0.20	0.28	0.28
Sat Flow, veh/h	1767	3526	1572	3428	3526	1572	1767	3526	2768	3428	3526	1572
Grp Volume(v), veh/h	155	809	45	616	1143	793	29	95	381	605	124	118
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1572	1767	1763	1384	1714	1763	1572
Q Serve(g_s), s	6.7	21.9	2.0	19.1	23.3	46.1	1.5	2.6	11.9	19.0	2.9	5.8
Cycle Q Clear(g_c), s	6.7	21.9	2.0	19.1	23.3	46.1	1.5	2.6	11.9	19.0	2.9	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1050	468	666	1478	967	293	460	899	671	990	556
V/C Ratio(X)	0.64	0.77	0.10	0.93	0.77	0.82	0.10	0.21	0.42	0.90	0.13	0.21
Avail Cap(c_a), veh/h	241	1050	468	686	1478	967	293	513	940	717	1090	600
HCM Platoon Ratio	1.33	1.33	1.33	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	29.9	23.9	36.4	13.1	10.5	38.0	42.7	29.1	43.2	29.5	24.9
Incr Delay (d2), s/veh	3.8	3.7	0.3	2.4	0.4	0.8	0.1	0.2	0.3	14.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	13.0	1.4	8.5	6.6	7.7	1.2	2.1	7.1	14.3	2.2	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	33.6	24.2	38.8	13.4	11.3	38.1	42.9	29.4	57.4	29.6	25.0
LnGrp LOS	C	C	C	D	B	B	D	D	C	E	C	C
Approach Vol, veh/h		1009			2552			505			847	
Approach Delay, s/veh		32.4			18.9			32.5			48.8	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.5	19.4	26.4	37.8	10.0	35.9	13.0	51.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	23.0	16.0	22.0	29.0	5.0	34.0	8.0	43.0
Max Q Clear Time (g_c+I1), s	21.0	13.9	21.1	23.9	3.5	7.8	8.7	48.1
Green Ext Time (p_c), s	0.6	0.5	0.3	2.5	0.0	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↱
Traffic Vol, veh/h	44	1409	61	81	2294	18	48	1	62	4	1	92
Future Vol, veh/h	44	1409	61	81	2294	18	48	1	62	4	1	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	45	1453	63	84	2365	19	49	1	64	4	1	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2384	0	0	1516	0	0	4166	4127	1485	4150	4149	2375
Stage 1	-	-	-	-	-	-	1575	1575	-	2543	2543	-
Stage 2	-	-	-	-	-	-	2591	2552	-	1607	1606	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	201	-	-	438	-	-	~ 1	2	152	~ 1	2	~ 44
Stage 1	-	-	-	-	-	-	137	169	-	37	54	-
Stage 2	-	-	-	-	-	-	~ 34	54	-	131	163	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	201	-	-	438	-	-	-	0	152	-	0	~ 44
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	137	0	-	37	54	-
Stage 2	-	-	-	-	-	-	-	54	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.5		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	201	-	-	438	-	-	-	44
HCM Lane V/C Ratio	-	0.226	-	-	0.191	-	-	-	2.156
HCM Control Delay (s)	-	28.1	0	-	15.1	0	-	-	$ 730.2
HCM Lane LOS	-	D	A	-	C	A	-	-	F
HCM 95th %tile Q(veh)	-	0.8	-	-	0.7	-	-	-	9.9

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	110	81	1246	1079	37
Future Vol, veh/h	46	110	81	1246	1079	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	85	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	48	116	85	1312	1136	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1962	568	1175	0	-	0
Stage 1	1136	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	55	464	585	-	-	-
Stage 1	266	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 47	464	585	-	-	-
Mov Cap-2 Maneuver	~ 47	-	-	-	-	-
Stage 1	227	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	92.5	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	585	-	47	464	-	-
HCM Lane V/C Ratio	0.146	-	1.03	0.25	-	-
HCM Control Delay (s)	12.2	-	277	15.3	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	4.4	1	-	-

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

Intersection	
Intersection Delay, s/veh	49.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	119	64	52	61	139	32	72	474	62	38	642	126
Future Vol, veh/h	119	64	52	61	139	32	72	474	62	38	642	126
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	128	69	56	66	149	34	77	510	67	41	690	135
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	17.8	16.6	35.7	79.6
HCM LOS	C	C	E	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	72%	0%	100%	29%	0%	100%	59%	0%	100%
Vol Right, %	0%	0%	28%	0%	0%	71%	0%	0%	41%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	316	220	119	43	73	61	93	78	38	428
LT Vol	72	0	0	119	0	0	61	0	0	38	0
Through Vol	0	316	158	0	43	21	0	93	46	0	428
RT Vol	0	0	62	0	0	52	0	0	32	0	0
Lane Flow Rate	77	340	237	128	46	79	66	100	84	41	460
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.208	0.864	0.589	0.383	0.131	0.215	0.197	0.285	0.235	0.105	1.124
Departure Headway (Hd)	9.649	9.158	8.964	10.974	10.474	9.978	10.996	10.496	10.21	9.29	8.79
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	372	394	402	330	345	362	329	345	354	386	414
Service Time	7.42	6.92	6.723	8.674	8.174	7.678	8.696	8.196	7.91	7.04	6.54
HCM Lane V/C Ratio	0.207	0.863	0.59	0.388	0.133	0.218	0.201	0.29	0.237	0.106	1.111
HCM Control Delay	15	48.6	23.9	20.3	14.7	15.4	16.4	17.3	16	13.1	111.9
HCM Lane LOS	B	E	C	C	B	C	C	C	C	B	F
HCM 95th-tile Q	0.8	8.4	3.6	1.7	0.4	0.8	0.7	1.2	0.9	0.3	16.6

Intersection	
Intersection Delay, s/veh	26.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	21	50	74	28	60	69	572	26	69	559	32
Future Vol, veh/h	18	21	50	74	28	60	69	572	26	69	559	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	19	22	52	77	29	63	72	596	27	72	582	33
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	13.6	14.3	29.3	27.9
HCM LOS	B	B	D	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	88%	0%	30%	0%	32%	0%	100%	85%
Vol Right, %	0%	0%	12%	0%	70%	0%	68%	0%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	381	217	18	71	74	88	69	373	218
LT Vol	69	0	0	18	0	74	0	69	0	0
Through Vol	0	381	191	0	21	0	28	0	373	186
RT Vol	0	0	26	0	50	0	60	0	0	32
Lane Flow Rate	72	397	226	19	74	77	92	72	388	227
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.162	0.841	0.472	0.052	0.183	0.205	0.219	0.163	0.823	0.476
Departure Headway (Hd)	8.127	7.618	7.532	10.008	8.897	9.575	8.585	8.142	7.633	7.528
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	441	473	476	360	402	374	416	439	474	478
Service Time	5.896	5.387	5.301	7.708	6.697	7.369	6.378	5.912	5.402	5.298
HCM Lane V/C Ratio	0.163	0.839	0.475	0.053	0.184	0.206	0.221	0.164	0.819	0.475
HCM Control Delay	12.5	39.3	16.9	13.3	13.7	14.8	13.8	12.5	37.2	17
HCM Lane LOS	B	E	C	B	B	B	B	B	E	C
HCM 95th-tile Q	0.6	8.4	2.5	0.2	0.7	0.8	0.8	0.6	7.9	2.5

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	36	5	28	35	42	4	14	11	19	9	5
Future Vol, veh/h	2	36	5	28	35	42	4	14	11	19	9	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	40	6	31	39	47	4	16	12	21	10	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	46	0	0	180	195	43	186	175	63
Stage 1	-	-	-	-	-	-	47	47	-	125	125	-
Stage 2	-	-	-	-	-	-	133	148	-	61	50	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1504	-	-	1555	-	-	779	699	1025	772	717	999
Stage 1	-	-	-	-	-	-	964	854	-	877	791	-
Stage 2	-	-	-	-	-	-	868	773	-	948	851	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1504	-	-	1555	-	-	753	684	1025	737	701	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	753	684	-	737	701	-
Stage 1	-	-	-	-	-	-	963	853	-	876	774	-
Stage 2	-	-	-	-	-	-	834	757	-	919	850	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	2	9.7	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	794	1504	-	-	1555	-	-	756
HCM Lane V/C Ratio	0.041	0.001	-	-	0.02	-	-	0.049
HCM Control Delay (s)	9.7	7.4	0	-	7.4	0	-	10
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	4	8	6	42	6	675	6	52	742	30
Future Vol, veh/h	9	1	4	8	6	42	6	675	6	52	742	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	130	-	-	110	-	45	110	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	1	4	9	7	47	7	758	7	58	834	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1729	417	1306	1756	379	868	0	0	765	0	0
Stage 1	950	950	-	772	772	-	-	-	-	-	-	-
Stage 2	397	779	-	534	984	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	109	87	582	116	83	616	765	-	-	837	-	-
Stage 1	278	335	-	356	405	-	-	-	-	-	-	-
Stage 2	597	402	-	495	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	80	582	108	77	616	765	-	-	837	-	-
Mov Cap-2 Maneuver	197	185	-	229	189	-	-	-	-	-	-	-
Stage 1	275	312	-	353	401	-	-	-	-	-	-	-
Stage 2	537	398	-	455	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.6	14.5	0.1	0.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	765	-	-	197	407	229	480	837	-	-
HCM Lane V/C Ratio	0.009	-	-	0.051	0.014	0.039	0.112	0.07	-	-
HCM Control Delay (s)	9.7	-	-	24.3	14	21.4	13.4	9.6	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.1	0.4	0.2	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	11	31	46	43	1
Future Vol, veh/h	1	11	31	46	43	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	13	36	54	51	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	90	0	-	0	78	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1499	-	-	-	922	999
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1499	-	-	-	921	999
Mov Cap-2 Maneuver	-	-	-	-	921	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	923
HCM Lane V/C Ratio	0.001	-	-	-	0.056
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1	13	100	100	1
Future Vol, veh/h	11	1	13	100	100	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	1	15	118	118	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	267	119	119	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	720	930	1463	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	930	1463	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	726	-	-
HCM Lane V/C Ratio	0.01	-	0.019	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1	13	100	110	1
Future Vol, veh/h	11	1	13	100	110	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	1	15	118	129	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	278	130	130	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	710	917	1449	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	917	1449	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.9	0
HCM LOS	B		

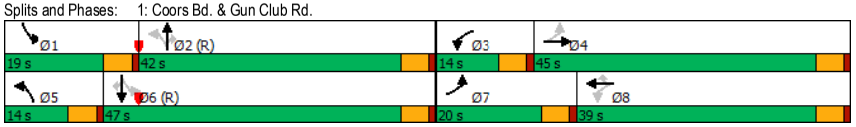
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1449	-	716	-	-
HCM Lane V/C Ratio	0.011	-	0.02	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	244	85	73	21	270	19	782	81	167	691	54
Future Volume (vph)	244	85	73	21	270	19	782	81	167	691	54
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	20.0	45.0	14.0	39.0	39.0	14.0	42.0	42.0	19.0	47.0	47.0
Total Split (%)	16.7%	37.5%	11.7%	32.5%	32.5%	11.7%	35.0%	35.0%	15.8%	39.2%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 36 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coors Bd. & Gun Club Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	85	44	73	21	270	19	782	81	167	691	54
Future Volume (veh/h)	244	85	44	73	21	270	19	782	81	167	691	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	268	93	48	80	23	297	21	859	89	184	759	59
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	489	324	167	409	385	326	340	1500	669	334	1618	722
Arrive On Green	0.13	0.28	0.28	0.05	0.21	0.21	0.04	0.43	0.43	0.08	0.46	0.46
Sat Flow, veh/h	1767	1153	595	1767	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	268	0	141	80	23	297	21	859	89	184	759	59
Grp Sat Flow(s),veh/h/ln	1767	0	1748	1767	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	14.0	0.0	7.6	4.2	1.2	22.1	0.8	22.2	4.1	6.8	17.8	2.5
Cycle Q Clear(g_c), s	14.0	0.0	7.6	4.2	1.2	22.1	0.8	22.2	4.1	6.8	17.8	2.5
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	489	0	491	409	385	326	340	1500	669	334	1618	722
V/C Ratio(X)	0.55	0.00	0.29	0.20	0.06	0.91	0.06	0.57	0.13	0.55	0.47	0.08
Avail Cap(c_a), veh/h	489	0	583	450	526	446	399	1500	669	407	1618	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	30.0	0.0	33.8	34.4	38.1	46.4	18.1	26.2	21.0	19.4	22.4	18.2
Incr Delay (d2), s/veh	1.3	0.0	0.3	0.2	0.1	18.3	0.1	1.6	0.4	1.3	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	0.0	5.7	3.2	1.0	15.2	0.5	13.8	2.8	4.8	11.2	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	34.1	34.7	38.2	64.7	18.1	27.8	21.4	20.7	23.3	18.5
LnGrp LOS	C	A	C	C	D	E	B	C	C	C	C	B
Approach Vol, veh/h		409			400			969			1002	
Approach Delay, s/veh		32.3			57.2			27.0			22.5	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	56.0	11.2	38.7	10.0	60.1	20.0	29.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	37.0	9.0	40.0	9.0	42.0	15.0	34.0
Max Q Clear Time (g_c+I1), s	8.8	24.2	6.2	9.6	2.8	19.8	16.0	24.1
Green Ext Time (p_c), s	0.2	4.4	0.0	0.7	0.0	4.7	0.0	0.8

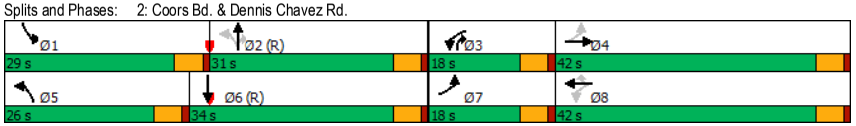
Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	66	1323	67	238	147	316	709	267	225	276
Future Volume (vph)	66	1323	67	238	147	316	709	267	225	276
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	7	4	3	8	8	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	42.0	18.0	42.0	42.0	26.0	31.0	18.0	29.0	34.0
Total Split (%)	15.0%	35.0%	15.0%	35.0%	35.0%	21.7%	25.8%	15.0%	24.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1323	574	67	238	147	316	709	267	225	276	30
Future Volume (veh/h)	66	1323	574	67	238	147	316	709	267	225	276	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	69	1378	0	70	248	0	329	739	278	234	288	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	364	1087		138	573		595	1384	686	304	1111	119
Arrive On Green	0.04	0.31	0.00	0.04	0.31	0.00	0.14	0.39	0.39	0.09	0.35	0.35
Sat Flow, veh/h	1767	3618	0	1767	1856	1572	1767	3526	1572	3428	3214	343
Grp Volume(v), veh/h	69	1378	0	70	248	0	329	739	278	234	157	162
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1856	1572	1767	1763	1572	1714	1763	1794
Q Serve(g_s), s	3.2	37.0	0.0	3.2	12.8	0.0	13.8	19.3	14.5	8.0	7.7	7.8
Cycle Q Clear(g_c), s	3.2	37.0	0.0	3.2	12.8	0.0	13.8	19.3	14.5	8.0	7.7	7.8
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	364	1087		138	573		595	1384	686	304	609	620
V/C Ratio(X)	0.19	1.27		0.51	0.43		0.55	0.53	0.41	0.77	0.26	0.26
Avail Cap(c_a), veh/h	478	1087		251	573		665	1384	686	686	609	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	41.5	0.0	31.9	33.1	0.0	19.2	28.0	23.1	53.5	28.2	28.2
Incr Delay (d2), s/veh	0.2	127.8	0.0	2.9	0.5	0.0	0.6	1.1	1.4	4.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	50.8	0.0	2.6	9.6	0.0	8.7	12.1	8.7	6.4	6.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	169.3	0.0	34.8	33.6	0.0	19.8	29.1	24.5	57.6	29.2	29.3
LnGrp LOS	C	F		C	C		B	C	C	E	C	C
Approach Vol, veh/h		1447	A		318	A		1346			553	
Approach Delay, s/veh		162.6			33.9			25.9			41.3	
Approach LOS		F			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	52.1	10.3	42.0	21.3	46.5	10.2	42.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	24.0	26.0	13.0	37.0	21.0	29.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	10.0	21.3	5.2	39.0	15.8	9.8	5.2	14.8
Green Ext Time (p_c), s	0.6	2.3	0.1	0.0	0.5	1.5	0.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	82.9
HCM 6th LOS	F

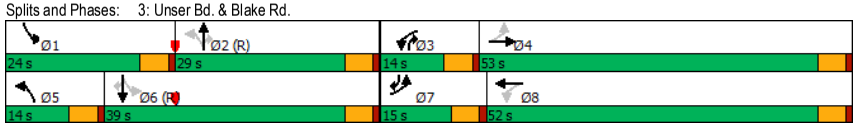
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	181	18	168	26	43	447	105	52	374	35
Future Volume (vph)	181	18	168	26	43	447	105	52	374	35
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	15.0	53.0	14.0	52.0	14.0	29.0	14.0	24.0	39.0	15.0
Total Split (%)	12.5%	44.2%	11.7%	43.3%	11.7%	24.2%	11.7%	20.0%	32.5%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	33.9	19.4	31.0	18.0	67.3	60.2	78.3	67.8	60.5	80.0
Actuated g/C Ratio	0.28	0.16	0.26	0.15	0.56	0.50	0.65	0.56	0.50	0.67
v/c Ratio	0.75	0.38	0.53	0.89	0.09	0.29	0.11	0.12	0.24	0.04
Control Delay	48.5	12.2	36.0	29.2	13.5	20.2	2.7	13.4	19.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	12.2	36.0	29.2	13.5	20.2	2.7	13.4	19.5	1.4
LOS	D	B	D	C	B	C	A	B	B	A
Approach Delay		33.8		31.1		16.6			17.4	
Approach LOS		C		C		B			B	

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.89		
Intersection Signal Delay: 24.0	Intersection LOS: C	
Intersection Capacity Utilization 70.7%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 3: Unser Bd. & Blake Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	18	105	168	26	422	43	447	105	52	374	35
Future Volume (veh/h)	181	18	105	168	26	422	43	447	105	52	374	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	203	20	118	189	29	474	48	502	118	58	420	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	237	81	479	549	31	508	395	1299	697	344	1299	710
Arrive On Green	0.08	0.35	0.35	0.08	0.34	0.34	0.04	0.37	0.37	0.04	0.37	0.37
Sat Flow, veh/h	1767	233	1375	1767	91	1495	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	203	0	138	189	0	503	48	502	118	58	420	39
Grp Sat Flow(s),veh/h/ln	1767	0	1608	1767	0	1586	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	9.0	0.0	7.3	8.4	0.0	36.8	2.0	12.6	5.4	2.4	10.3	1.7
Cycle Q Clear(g_c), s	9.0	0.0	7.3	8.4	0.0	36.8	2.0	12.6	5.4	2.4	10.3	1.7
Prop In Lane	1.00		0.86	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	0	560	549	0	539	395	1299	697	344	1299	710
V/C Ratio(X)	0.86	0.00	0.25	0.34	0.00	0.93	0.12	0.39	0.17	0.17	0.32	0.05
Avail Cap(c_a), veh/h	237	0	643	549	0	621	454	1299	697	550	1299	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	27.9	23.2	0.0	38.3	21.9	27.9	20.1	22.3	27.2	18.5
Incr Delay (d2), s/veh	25.2	0.0	0.2	0.4	0.0	19.7	0.1	0.9	0.5	0.2	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	0.0	5.0	6.2	0.0	23.2	1.5	9.0	3.6	1.8	7.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	28.1	23.6	0.0	57.9	22.1	28.8	20.6	22.5	27.8	18.6
LnGrp LOS	D	A	C	C	A	E	C	C	C	C	C	B
Approach Vol, veh/h		341			692			668			517	
Approach Delay, s/veh		43.8			48.6			26.9			26.5	
Approach LOS		D			D			C			C	

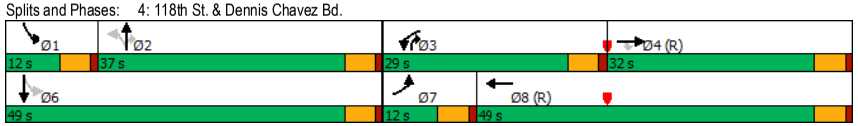
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	49.2	14.0	46.8	10.0	49.2	15.0	45.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	19.0	24.0	9.0	48.0	9.0	34.0	10.0	47.0
Max Q Clear Time (g_c+I1), s	4.4	14.6	10.4	9.3	4.0	12.3	11.0	38.8
Green Ext Time (p_c), s	0.1	2.4	0.0	0.8	0.0	2.6	0.0	2.0

Intersection Summary		
HCM 6th Ctrl Delay		36.2
HCM 6th LOS		D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	78	149	521	138	40	111	431	196	484
Future Volume (vph)	6	78	149	521	138	40	111	431	196	484
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	12.0	32.0	32.0	29.0	49.0	37.0	37.0	29.0	12.0	49.0
Total Split (%)	10.9%	29.1%	29.1%	26.4%	44.5%	33.6%	33.6%	26.4%	10.9%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	None	Min
Act Effct Green (s)	6.1	12.8	12.8	24.0	30.7	38.6	38.6	67.6	58.2	58.2
Actuated g/C Ratio	0.06	0.12	0.12	0.22	0.28	0.35	0.35	0.61	0.53	0.53
v/c Ratio	0.09	0.56	0.69	1.08	0.47	0.93	0.26	0.57	0.48	0.96
Control Delay	51.0	55.3	24.8	84.4	28.6	132.8	28.8	5.3	18.6	47.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	55.3	24.8	84.4	28.6	132.8	28.8	5.3	18.6	47.2
LOS	D	E	C	F	C	F	C	A	B	D
Approach Delay		35.7			71.6		18.6			40.1
Approach LOS		D			E		B			D

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 25.3 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green		
Natural Cycle: 110		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.08		
Intersection Signal Delay: 43.5	Intersection LOS: D	
Intersection Capacity Utilization 68.9%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	78	149	521	138	17	40	111	431	196	484	112
Future Volume (veh/h)	6	78	149	521	138	17	40	111	431	196	484	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	9	120	229	802	212	26	62	171	663	302	745	172
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	455	386	748	678	83	65	540	801	321	583	135
Arrive On Green	0.05	0.25	0.25	0.22	0.42	0.42	0.29	0.29	0.29	0.06	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	3428	1621	199	604	1856	1572	1767	1458	337
Grp Volume(v), veh/h	9	120	229	802	0	238	62	171	663	302	0	917
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1820	604	1856	1572	1767	0	1795
Q Serve(g_s), s	0.5	5.7	14.1	24.0	0.0	9.6	0.0	7.9	32.0	7.0	0.0	44.0
Cycle Q Clear(g_c), s	0.5	5.7	14.1	24.0	0.0	9.6	32.0	7.9	32.0	7.0	0.0	44.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	455	386	748	0	761	65	540	801	321	0	718
V/C Ratio(X)	0.11	0.26	0.59	1.07	0.00	0.31	0.95	0.32	0.83	0.94	0.00	1.28
Avail Cap(c_a), veh/h	112	455	386	748	0	761	65	540	801	321	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.00	0.09	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	33.5	36.7	43.0	0.0	21.4	55.0	30.5	22.9	35.3	0.0	33.0
Incr Delay (d2), s/veh	0.6	1.4	6.6	35.4	0.0	0.1	92.5	0.3	7.2	35.0	0.0	135.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	4.8	9.9	15.9	0.0	4.9	6.0	6.2	21.0	12.4	0.0	65.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	34.9	43.2	78.4	0.0	21.5	147.5	30.8	30.2	70.4	0.0	168.4
LnGrp LOS	D	C	D	F	A	C	F	C	C	E	A	F
Approach Vol, veh/h		358			1040			896			1219	
Approach Delay, s/veh		40.6			65.4			38.4			144.1	
Approach LOS		D			E			D			F	

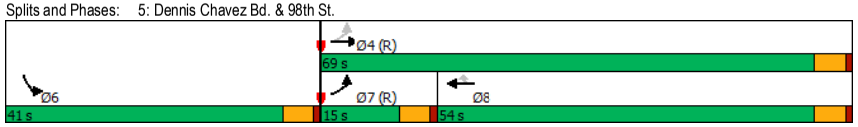
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	29.0	32.0		49.0	10.0	51.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	32.0	24.0	27.0		44.0	7.0	44.0				
Max Q Clear Time (g_c+I1), s	9.0	34.0	26.0	16.1		46.0	2.5	11.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0		0.0	0.0	1.3				

Intersection Summary		
HCM 6th Ctrl Delay	83.3	
HCM 6th LOS	F	

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Configurations					
Traffic Volume (vph)	200	474	698	184	790
Future Volume (vph)	200	474	698	184	790
Turn Type	pm+pt	NA	NA	Perm	Prot
Protected Phases	7	4	8		6
Permitted Phases	4			8	
Detector Phase	7	4	8	8	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	69.0	54.0	54.0	41.0
Total Split (%)	13.6%	62.7%	49.1%	49.1%	37.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?					
Recall Mode	C-Min	C-Min	Min	Min	Min
Act Effct Green (s)	64.0	64.0	49.0	49.0	36.0
Actuated g/C Ratio	0.58	0.58	0.45	0.45	0.33
v/c Ratio	1.36	0.68	1.31	0.33	3.22
Control Delay	210.5	24.4	169.2	2.0	1020.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	210.5	24.4	169.2	2.0	1020.3
LOS	F	C	F	A	F
Approach Delay		79.7	134.3		1020.3
Approach LOS		E	F		F

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 36.3 (33%), Referenced to phase 4:EBTL and 7:EBL, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 3.22		
Intersection Signal Delay: 507.1	Intersection LOS: F	
Intersection Capacity Utilization 129.3%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	200	474	698	184	790	412
Future Volume (veh/h)	200	474	698	184	790	412
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	308	729	1074	283	1215	634
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	226	1080	827	700	364	190
Arrive On Green	0.09	0.58	0.89	0.89	0.33	0.33
Sat Flow, veh/h	1767	1856	1856	1572	1113	581
Grp Volume(v), veh/h	308	729	1074	283	1850	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1695	0
Q Serve(g_s), s	10.0	29.8	49.0	3.4	36.0	0.0
Cycle Q Clear(g_c), s	10.0	29.8	49.0	3.4	36.0	0.0
Prop In Lane	1.00			1.00	0.66	0.34
Lane Grp Cap(c), veh/h	226	1080	827	700	555	0
V/C Ratio(X)	1.36	0.68	1.30	0.40	3.33	0.00
Avail Cap(c_a), veh/h	226	1080	827	700	555	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.64	0.64	1.00	0.00
Uniform Delay (d), s/veh	34.4	15.8	6.0	3.5	37.0	0.0
Incr Delay (d2), s/veh	184.7	2.8	140.5	0.2	1055.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.0	17.0	50.4	1.5	280.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	219.0	18.6	146.5	3.8	1092.1	0.0
LnGrp LOS	F	B	F	A	F	A
Approach Vol, veh/h		1037	1357		1850	
Approach Delay, s/veh		78.1	116.7		1092.1	
Approach LOS		E	F		F	

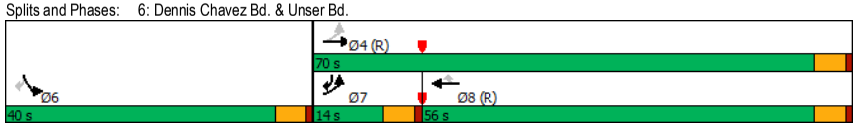
Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				69.0		41.0	15.0	54.0
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				64.0		36.0	10.0	49.0
Max Q Clear Time (g_c+I1), s				31.8		38.0	12.0	51.0
Green Ext Time (p_c), s				5.2		0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	532.5	
HCM 6th LOS	F	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	1372	650	507	941	145
Future Volume (vph)	119	1372	650	507	941	145
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	10.0
Total Split (s)	14.0	70.0	56.0	56.0	40.0	14.0
Total Split (%)	12.7%	63.6%	50.9%	50.9%	36.4%	12.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	Min	C-Min	C-Min	C-Min	Min	Min
Act Effct Green (s)	65.0	65.0	51.7	51.7	35.0	48.3
Actuated g/C Ratio	0.59	0.59	0.47	0.47	0.32	0.44
v/c Ratio	0.50	1.37	0.82	0.54	1.84	0.21
Control Delay	14.7	186.1	34.6	3.6	409.4	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	186.1	34.6	3.6	409.4	8.2
LOS	B	F	C	A	F	A
Approach Delay		172.5	21.0		355.8	
Approach LOS		F	C		F	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 19.8 (18%), Referenced to phase 4:EBTL and 8:WBT, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.84		
Intersection Signal Delay: 178.9	Intersection LOS: F	
Intersection Capacity Utilization 132.7%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	119	1372	650	507	941	145
Future Volume (veh/h)	119	1372	650	507	941	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	129	1491	707	551	1023	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	238	1096	913	774	562	584
Arrive On Green	0.05	0.59	0.49	0.49	0.32	0.32
Sat Flow, veh/h	1767	1856	1856	1572	1767	1572
Grp Volume(v), veh/h	129	1491	707	551	1023	158
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1767	1572
Q Serve(g_s), s	3.8	65.0	34.4	30.1	35.0	7.7
Cycle Q Clear(g_c), s	3.8	65.0	34.4	30.1	35.0	7.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	238	1096	913	774	562	584
V/C Ratio(X)	0.54	1.36	0.77	0.71	1.82	0.27
Avail Cap(c_a), veh/h	289	1096	913	774	562	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	22.5	22.9	21.8	37.5	24.2
Incr Delay (d2), s/veh	0.2	162.5	6.4	5.5	375.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	99.0	21.7	16.9	114.1	12.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	185.0	29.3	27.3	413.2	24.4
LnGrp LOS	C	F	C	C	F	C
Approach Vol, veh/h		1620	1258		1181	
Approach Delay, s/veh		171.8	28.4		361.2	
Approach LOS		F	C		F	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				70.0		40.0	10.9	59.1
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				65.0		35.0	9.0	51.0
Max Q Clear Time (g_c+I1), s				67.0		37.0	5.8	36.4
Green Ext Time (p_c), s				0.0		0.0	0.1	5.8

Intersection Summary		
HCM 6th Ctrl Delay	182.5	
HCM 6th LOS	F	

Intersection	
Int Delay, s/veh	353.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			↰	↱
Traffic Vol, veh/h	26	2195	44	15	1071	10	44	2	52	9	2	37
Future Vol, veh/h	26	2195	44	15	1071	10	44	2	52	9	2	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	26	2217	44	15	1082	10	44	2	53	9	2	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1092	0	0	2261	0	0	3428	3413	2239	3436	3430	1087
Stage 1	-	-	-	-	-	-	2291	2291	-	1117	1117	-
Stage 2	-	-	-	-	-	-	1137	1122	-	2319	2313	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	635	-	-	224	-	-	~ 4	7	53	~ 4	7	261
Stage 1	-	-	-	-	-	-	52	74	-	251	282	-
Stage 2	-	-	-	-	-	-	244	280	-	50	72	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	635	-	-	224	-	-	~ 2	6	53	0	6	261
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	6	-	0	6	-
Stage 1	-	-	-	-	-	-	52	74	-	251	234	-
Stage 2	-	-	-	-	-	-	172	232	-	0	72	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	$ 12458.8	$ 366.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	4	635	-	-	224	-	-	6	261
HCM Lane V/C Ratio	24.747	0.041	-	-	0.068	-	-	1.852	0.143
HCM Control Delay (s)	$ 12458.8	10.9	0	-	22.2	0	-	$ 1529.3	21.1
HCM Lane LOS	F	B	A	-	C	A	-	F	C
HCM 95th %tile Q(veh)	14.4	0.1	-	-	0.2	-	-	2.4	0.5

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	29	693	496	25
Future Vol, veh/h	5	10	29	693	496	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	85	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	10	30	722	517	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	938	259	543	0	-	0
Stage 1	517	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	261	737	1015	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	253	737	1015	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1015	-	253	737	-	-
HCM Lane V/C Ratio	0.03	-	0.021	0.014	-	-
HCM Control Delay (s)	8.7	-	19.5	10	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	18.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	205	134	25	13	42	11	21	404	57	9	256	23
Future Vol, veh/h	205	134	25	13	42	11	21	404	57	9	256	23
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	250	163	30	16	51	13	26	493	70	11	312	28
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	17.6	12.2	20.7	15.7
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	70%	0%	100%	64%	0%	100%	56%	0%	100%
Vol Right, %	0%	0%	30%	0%	0%	36%	0%	0%	44%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	269	192	205	89	70	13	28	25	9	171
LT Vol	21	0	0	205	0	0	13	0	0	9	0
Through Vol	0	269	135	0	89	45	0	28	14	0	171
RT Vol	0	0	57	0	0	25	0	0	11	0	0
Lane Flow Rate	26	328	234	250	109	85	16	34	30	11	208
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.057	0.679	0.47	0.574	0.235	0.177	0.041	0.083	0.072	0.026	0.458
Departure Headway (Hd)	7.946	7.446	7.238	8.26	7.76	7.509	9.288	8.788	8.48	8.42	7.92
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	486	498	438	463	477	385	407	422	425	454
Service Time	5.692	5.192	4.984	6.008	5.508	5.257	7.055	6.555	6.247	6.172	5.672
HCM Lane V/C Ratio	0.058	0.675	0.47	0.571	0.235	0.178	0.042	0.084	0.071	0.026	0.458
HCM Control Delay	11.2	24.6	16.3	21.6	12.9	11.9	12.5	12.4	11.9	11.4	17.2
HCM Lane LOS	B	C	C	C	B	B	B	B	B	B	C
HCM 95th-tile Q	0.2	5	2.5	3.5	0.9	0.6	0.1	0.3	0.2	0.1	2.4

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	21	71	35	23	37	39	476	44	27	248	4
Future Vol, veh/h	24	21	71	35	23	37	39	476	44	27	248	4
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	29	25	86	42	28	45	47	573	53	33	299	5
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	12.1	11.8	19	13.4
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	78%	0%	23%	0%	38%	0%	100%	95%
Vol Right, %	0%	0%	22%	0%	77%	0%	62%	0%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	317	203	24	92	35	60	27	165	87
LT Vol	39	0	0	24	0	35	0	27	0	0
Through Vol	0	317	159	0	21	0	23	0	165	83
RT Vol	0	0	44	0	71	0	37	0	0	4
Lane Flow Rate	47	382	244	29	111	42	72	33	199	104
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.093	0.7	0.436	0.067	0.225	0.099	0.151	0.07	0.398	0.208
Departure Headway (Hd)	7.095	6.588	6.434	8.366	7.318	8.443	7.504	7.697	7.189	7.156
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	551	564	428	490	425	478	466	500	501
Service Time	4.795	4.288	4.134	6.115	5.067	6.191	5.251	5.439	4.932	4.899
HCM Lane V/C Ratio	0.093	0.693	0.433	0.068	0.227	0.099	0.151	0.071	0.398	0.208
HCM Control Delay	10.5	23.2	14	11.7	12.2	12.1	11.6	11	14.6	11.8
HCM Lane LOS	B	C	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.3	5.5	2.2	0.2	0.9	0.3	0.5	0.2	1.9	0.8

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	16	0	10	5	17	1	7	25	17	9	1
Future Vol, veh/h	3	16	0	10	5	17	1	7	25	17	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	20	0	12	6	21	1	9	31	21	11	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	20	0	0	75	79	20	89	69	17
Stage 1	-	-	-	-	-	-	28	28	-	41	41	-
Stage 2	-	-	-	-	-	-	47	51	-	48	28	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1580	-	-	1590	-	-	913	809	1055	894	820	1059
Stage 1	-	-	-	-	-	-	987	870	-	971	859	-
Stage 2	-	-	-	-	-	-	964	850	-	963	870	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1590	-	-	895	800	1055	854	811	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	895	800	-	854	811	-
Stage 1	-	-	-	-	-	-	984	867	-	968	852	-
Stage 2	-	-	-	-	-	-	943	843	-	923	867	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	2.3	8.8	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	983	1580	-	-	1590	-	-	845
HCM Lane V/C Ratio	0.041	0.002	-	-	0.008	-	-	0.039
HCM Control Delay (s)	8.8	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	2	3	14	1	75	1	606	17	49	524	7
Future Vol, veh/h	18	2	3	14	1	75	1	606	17	49	524	7
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	130	-	-	110	-	45	110	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	100	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	2	3	16	1	83	1	673	17	54	582	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1030	1382	291	1075	1373	338	590	0	0	690	0	0
Stage 1	690	690	-	675	675	-	-	-	-	-	-	-
Stage 2	340	692	-	400	698	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	186	142	703	173	143	655	975	-	-	894	-	-
Stage 1	399	442	-	408	449	-	-	-	-	-	-	-
Stage 2	645	441	-	595	438	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	133	703	163	134	654	975	-	-	894	-	-
Mov Cap-2 Maneuver	272	243	-	286	257	-	-	-	-	-	-	-
Stage 1	399	415	-	408	449	-	-	-	-	-	-	-
Stage 2	560	441	-	553	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.2	12.6	0	0.8
HCM LOS	C	B		

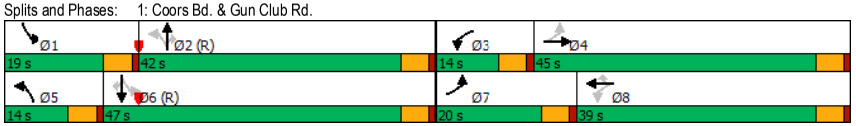
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	975	-	-	272	400	286	641	894	-	-
HCM Lane V/C Ratio	0.001	-	-	0.074	0.014	0.054	0.132	0.061	-	-
HCM Control Delay (s)	8.7	-	-	19.3	14.1	18.3	11.5	9.3	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.2	0.5	0.2	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	244	85	73	21	273	31	794	81	176	731	44
Future Volume (vph)	244	85	73	21	273	31	794	81	176	731	44
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	20.0	45.0	14.0	39.0	39.0	14.0	42.0	42.0	19.0	47.0	47.0
Total Split (%)	16.7%	37.5%	11.7%	32.5%	32.5%	11.7%	35.0%	35.0%	15.8%	39.2%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 36 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coors Bd. & Gun Club Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	85	50	73	21	273	31	794	81	176	731	44
Future Volume (veh/h)	244	85	50	73	21	273	31	794	81	176	731	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	268	93	55	80	23	300	34	873	89	193	803	48
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	490	309	183	409	389	329	325	1483	661	332	1612	719
Arrive On Green	0.13	0.28	0.28	0.05	0.21	0.21	0.04	0.42	0.42	0.08	0.46	0.46
Sat Flow, veh/h	1767	1093	646	1767	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	268	0	148	80	23	300	34	873	89	193	803	48
Grp Sat Flow(s),veh/h/ln	1767	0	1739	1767	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	13.9	0.0	8.0	4.2	1.2	22.4	1.3	22.9	4.2	7.2	19.2	2.1
Cycle Q Clear(g_c), s	13.9	0.0	8.0	4.2	1.2	22.4	1.3	22.9	4.2	7.2	19.2	2.1
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	0	491	409	389	329	325	1483	661	332	1612	719
V/C Ratio(X)	0.55	0.00	0.30	0.20	0.06	0.91	0.10	0.59	0.13	0.58	0.50	0.07
Avail Cap(c_a), veh/h	490	0	580	450	526	446	384	1483	661	399	1612	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	29.8	0.0	33.8	34.3	38.0	46.3	18.7	26.8	21.4	19.8	22.9	18.2
Incr Delay (d2), s/veh	1.3	0.0	0.3	0.2	0.1	18.6	0.1	1.7	0.4	1.4	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	0.0	6.0	3.2	1.0	15.4	0.9	14.2	2.8	5.0	11.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	34.1	34.5	38.0	64.9	18.8	28.5	21.8	21.2	23.9	18.4
LnGrp LOS	C	A	C	C	D	E	B	C	C	C	C	B
Approach Vol, veh/h		416			403			996			1044	
Approach Delay, s/veh		32.2			57.4			27.6			23.1	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	55.5	11.2	38.9	10.0	59.9	20.0	30.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	37.0	9.0	40.0	9.0	42.0	15.0	34.0
Max Q Clear Time (g_c+I1), s	9.2	24.9	6.2	10.0	3.3	21.2	15.9	24.4
Green Ext Time (p_c), s	0.2	4.4	0.0	0.8	0.0	4.9	0.0	0.8

Intersection Summary

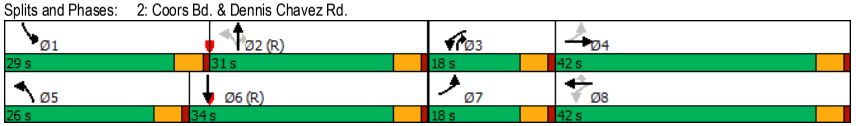
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	350	1768	67	393	147	335	709	267	225	276
Future Volume (vph)	350	1768	67	393	147	335	709	267	225	276
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	7	4	3	8	8	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	42.0	18.0	42.0	42.0	26.0	31.0	18.0	29.0	34.0
Total Split (%)	15.0%	35.0%	15.0%	35.0%	35.0%	21.7%	25.8%	15.0%	24.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	1768	625	67	393	147	335	709	267	225	276	131
Future Volume (veh/h)	350	1768	625	67	393	147	335	709	267	225	276	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	365	1842	0	70	409	0	349	739	278	234	288	136
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	284	1087		142	457		543	1375	686	304	784	361
Arrive On Green	0.11	0.31	0.00	0.05	0.25	0.00	0.14	0.39	0.39	0.09	0.33	0.33
Sat Flow, veh/h	1767	3618	0	1767	1856	1572	1767	3526	1572	3428	2345	1079
Grp Volume(v), veh/h	365	1842	0	70	409	0	349	739	278	234	215	209
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1856	1572	1767	1763	1572	1714	1763	1661
Q Serve(g_s), s	13.0	37.0	0.0	3.5	25.6	0.0	14.9	19.4	14.5	8.0	11.1	11.5
Cycle Q Clear(g_c), s	13.0	37.0	0.0	3.5	25.6	0.0	14.9	19.4	14.5	8.0	11.1	11.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	284	1087		142	457		543	1375	686	304	589	555
V/C Ratio(X)	1.29	1.69		0.49	0.89		0.64	0.54	0.41	0.77	0.36	0.38
Avail Cap(c_a), veh/h	284	1087		251	572		597	1375	686	686	589	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	41.5	0.0	34.9	43.7	0.0	20.2	28.2	23.1	53.5	30.3	30.4
Incr Delay (d2), s/veh	153.0	316.5	0.0	2.6	14.2	0.0	1.5	1.1	1.3	4.1	1.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.4	97.8	0.0	2.8	19.1	0.0	9.5	12.1	8.7	6.4	8.4	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	187.1	358.0	0.0	37.5	57.9	0.0	21.8	29.4	24.5	57.6	32.0	32.4
LnGrp LOS	F	F		D	E		C	C	C	E	C	C
Approach Vol, veh/h		2207	A		479	A		1366			658	
Approach Delay, s/veh		329.7			55.0			26.4			41.2	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	51.8	10.6	42.0	22.3	45.1	18.0	34.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	24.0	26.0	13.0	37.0	21.0	29.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	10.0	21.4	5.5	39.0	16.9	13.5	15.0	27.6
Green Ext Time (p_c), s	0.6	2.3	0.1	0.0	0.4	2.0	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	173.5
HCM 6th LOS	F

Notes

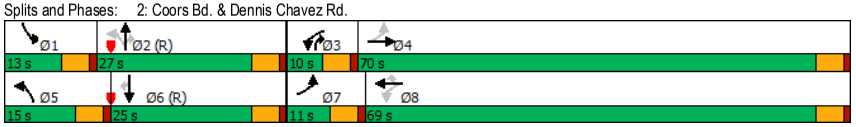
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	350	1768	67	393	147	335	709	267	225	276	131
Future Volume (vph)	350	1768	67	393	147	335	709	267	225	276	131
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	3	1	6	
Permitted Phases	4		8		8	2		2			6
Detector Phase	7	4	3	8	8	5	2	3	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0	21.0
Total Split (s)	11.0	70.0	10.0	69.0	69.0	15.0	27.0	10.0	13.0	25.0	25.0
Total Split (%)	9.2%	58.3%	8.3%	57.5%	57.5%	12.5%	22.5%	8.3%	10.8%	20.8%	20.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	1768	625	67	393	147	335	709	267	225	276	131
Future Volume (veh/h)	350	1768	625	67	393	147	335	709	267	225	276	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	365	1842	0	70	409	0	349	739	278	234	288	136
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	1173	1900		142	1871		583	656	358	229	597	266
Arrive On Green	0.05	0.54	0.00	0.04	0.53	0.00	0.08	0.19	0.19	0.07	0.17	0.17
Sat Flow, veh/h	3428	3618	0	1767	3526	1572	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	365	1842	0	70	409	0	349	739	278	234	288	136
Grp Sat Flow(s),veh/h/ln	1714	1763	0	1767	1763	1572	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	6.0	60.5	0.0	2.1	7.4	0.0	10.0	22.3	19.9	8.0	8.9	9.4
Cycle Q Clear(g_c), s	6.0	60.5	0.0	2.1	7.4	0.0	10.0	22.3	19.9	8.0	8.9	9.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1173	1900		142	1871		583	656	358	229	597	266
V/C Ratio(X)	0.31	0.97		0.49	0.22		0.60	1.13	0.78	1.02	0.48	0.51
Avail Cap(c_a), veh/h	1173	1910		142	1880		583	656	358	229	597	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	26.7	0.0	28.1	14.9	0.0	37.9	48.8	43.5	56.0	45.1	45.3
Incr Delay (d2), s/veh	0.1	14.0	0.0	2.6	0.1	0.0	1.3	71.8	11.7	65.8	2.8	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	34.9	0.0	2.0	5.1	0.0	7.2	23.1	12.8	9.4	7.2	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	40.7	0.0	30.7	15.0	0.0	39.1	120.7	55.2	121.8	47.9	52.2
LnGrp LOS	B	D		C	B		D	F	E	F	D	D
Approach Vol, veh/h		2207	A		479	A		1366			658	
Approach Delay, s/veh		36.0			17.3			86.5			75.1	
Approach LOS		D			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	27.3	10.0	69.7	15.0	25.3	11.0	68.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	22.0	5.0	65.0	10.0	20.0	6.0	64.0
Max Q Clear Time (g_c+I1), s	10.0	24.3	4.1	62.5	12.0	11.4	8.0	9.4
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	1.4	0.0	2.7

Intersection Summary

HCM 6th Ctrl Delay		54.2	
HCM 6th LOS		D	

Notes

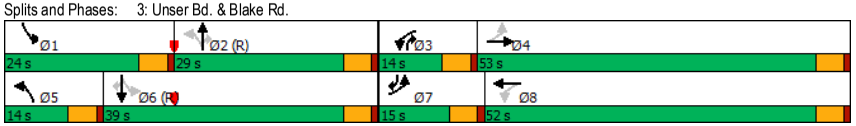
User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	181	18	185	26	44	542	119	52	418	35
Future Volume (vph)	181	18	185	26	44	542	119	52	418	35
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	15.0	53.0	14.0	52.0	14.0	29.0	14.0	24.0	39.0	15.0
Total Split (%)	12.5%	44.2%	11.7%	43.3%	11.7%	24.2%	11.7%	20.0%	32.5%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: Unser Bd. & Blake Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	18	107	185	26	422	44	542	119	52	418	35
Future Volume (veh/h)	181	18	107	185	26	422	44	542	119	52	418	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	203	20	120	208	29	474	49	609	134	58	470	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	237	80	480	547	31	508	373	1299	697	302	1299	710
Arrive On Green	0.08	0.35	0.35	0.08	0.34	0.34	0.04	0.37	0.37	0.04	0.37	0.37
Sat Flow, veh/h	1767	230	1378	1767	91	1495	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	203	0	140	208	0	503	49	609	134	58	470	39
Grp Sat Flow(s),veh/h/ln	1767	0	1608	1767	0	1586	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	9.0	0.0	7.5	9.0	0.0	36.8	2.0	15.8	6.2	2.4	11.7	1.7
Cycle Q Clear(g_c), s	9.0	0.0	7.5	9.0	0.0	36.8	2.0	15.8	6.2	2.4	11.7	1.7
Prop In Lane	1.00		0.86	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	0	560	547	0	539	373	1299	697	302	1299	710
V/C Ratio(X)	0.86	0.00	0.25	0.38	0.00	0.93	0.13	0.47	0.19	0.19	0.36	0.05
Avail Cap(c_a), veh/h	237	0	643	547	0	621	432	1299	697	508	1299	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	27.9	23.7	0.0	38.3	22.1	28.9	20.3	22.7	27.6	18.5
Incr Delay (d2), s/veh	25.2	0.0	0.2	0.4	0.0	19.7	0.2	1.2	0.6	0.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	0.0	5.1	6.9	0.0	23.2	1.5	10.9	4.2	1.8	8.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	28.1	24.1	0.0	57.9	22.2	30.2	20.9	23.0	28.4	18.6
LnGrp LOS	D	A	C	C	A	E	C	C	C	C	C	B
Approach Vol, veh/h		343			711			792			567	
Approach Delay, s/veh		43.7			48.0			28.1			27.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	49.2	14.0	46.8	10.0	49.2	15.0	45.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	19.0	24.0	9.0	48.0	9.0	34.0	10.0	47.0
Max Q Clear Time (g_c+I1), s	4.4	17.8	11.0	9.5	4.0	13.7	11.0	38.8
Green Ext Time (p_c), s	0.1	2.2	0.0	0.8	0.0	2.8	0.0	2.0

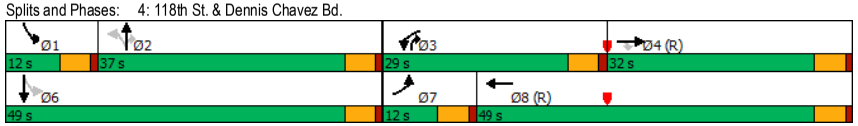
Intersection Summary

HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	83	149	736	145	40	111	647	200	484
Future Volume (vph)	6	83	149	736	145	40	111	647	200	484
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	12.0	32.0	32.0	29.0	49.0	37.0	37.0	29.0	12.0	49.0
Total Split (%)	10.9%	29.1%	29.1%	26.4%	44.5%	33.6%	33.6%	26.4%	10.9%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	None	Min
Act Effct Green (s)	6.1	13.2	13.2	24.0	31.0	37.9	37.9	66.9	57.8	57.8
Actuated g/C Ratio	0.06	0.12	0.12	0.22	0.28	0.34	0.34	0.61	0.53	0.53
v/c Ratio	0.09	0.58	0.68	1.53	0.49	0.93	0.27	0.87	0.50	0.97
Control Delay	51.0	55.7	24.1	268.9	28.0	132.2	29.3	19.6	19.0	48.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	55.7	24.1	268.9	28.0	132.2	29.3	19.6	19.0	48.8
LOS	D	E	C	F	C	F	C	B	B	D
Approach Delay		35.8			225.1		26.7			41.3
Approach LOS		D			F		C			D

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 25.3 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.53		
Intersection Signal Delay: 97.1	Intersection LOS: F	
Intersection Capacity Utilization 75.0%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	83	149	736	145	19	40	111	647	200	484	112
Future Volume (veh/h)	6	83	149	736	145	19	40	111	647	200	484	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	9	128	229	1132	223	29	62	171	995	308	745	172
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	455	386	748	673	87	65	540	801	282	583	135
Arrive On Green	0.05	0.25	0.25	0.22	0.42	0.42	0.29	0.29	0.29	0.06	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	3428	1609	209	604	1856	1572	1767	1458	337
Grp Volume(v), veh/h	9	128	229	1132	0	252	62	171	995	308	0	917
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1818	604	1856	1572	1767	0	1795
Q Serve(g_s), s	0.5	6.1	14.1	24.0	0.0	10.3	0.0	7.9	32.0	7.0	0.0	44.0
Cycle Q Clear(g_c), s	0.5	6.1	14.1	24.0	0.0	10.3	32.0	7.9	32.0	7.0	0.0	44.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	455	386	748	0	760	65	540	801	282	0	718
V/C Ratio(X)	0.11	0.28	0.59	1.51	0.00	0.33	0.95	0.32	1.24	1.09	0.00	1.28
Avail Cap(c_a), veh/h	112	455	386	748	0	760	65	540	801	282	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.00	0.09	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	33.6	36.7	43.0	0.0	21.6	55.0	30.5	27.0	35.6	0.0	33.0
Incr Delay (d2), s/veh	0.6	1.5	6.6	231.7	0.0	0.1	92.5	0.3	119.8	79.8	0.0	135.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	5.2	9.9	45.5	0.0	5.2	6.0	6.2	64.2	16.2	0.0	65.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	35.2	43.2	274.7	0.0	21.7	147.5	30.8	146.8	115.4	0.0	168.4
LnGrp LOS	D	D	D	F	A	C	F	C	F	F	A	F
Approach Vol, veh/h		366			1384			1228			1225	
Approach Delay, s/veh		40.6			228.6			130.7			155.1	
Approach LOS		D			F			F			F	

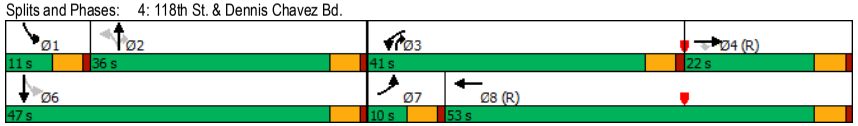
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	29.0	32.0		49.0	10.0	51.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	32.0	24.0	27.0		44.0	7.0	44.0				
Max Q Clear Time (g_c+I1), s	9.0	34.0	26.0	16.1		46.0	2.5	12.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0		0.0	0.0	1.4				

Intersection Summary		
HCM 6th Ctrl Delay	162.2	
HCM 6th LOS	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	83	149	736	145	40	111	647	200	484
Future Volume (vph)	6	83	149	736	145	40	111	647	200	484
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	10.0	22.0	22.0	41.0	53.0	36.0	36.0	41.0	11.0	47.0
Total Split (%)	9.1%	20.0%	20.0%	37.3%	48.2%	32.7%	32.7%	37.3%	10.0%	42.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	Min	Min
Act Effct Green (s)	5.0	12.8	12.8	36.0	43.8	31.4	31.4	72.4	46.2	46.2
Actuated g/C Ratio	0.05	0.12	0.12	0.33	0.40	0.29	0.29	0.66	0.42	0.42
v/c Ratio	0.11	0.60	0.69	1.02	0.35	0.94	0.33	0.87	0.67	1.21
Control Delay	53.7	57.4	25.0	62.1	26.0	138.0	33.3	20.1	33.5	135.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	57.4	25.0	62.1	26.0	138.0	33.3	20.1	33.5	135.2
LOS	D	E	C	E	C	F	C	C	C	F
Approach Delay		37.0			55.5		27.9			109.6
Approach LOS		D			E		C			F

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 25.3 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.21		
Intersection Signal Delay: 61.6	Intersection LOS: E	
Intersection Capacity Utilization 75.0%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	83	149	736	145	19	40	111	647	200	484	112
Future Volume (veh/h)	6	83	149	736	145	19	40	111	647	200	484	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	9	128	229	1132	223	29	62	171	995	308	745	172
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	287	243	1122	702	91	65	523	958	262	557	129
Arrive On Green	0.05	0.15	0.15	0.33	0.44	0.44	0.28	0.28	0.28	0.05	0.38	0.38
Sat Flow, veh/h	1767	1856	1572	3428	1609	209	604	1856	1572	1767	1458	337
Grp Volume(v), veh/h	9	128	229	1132	0	252	62	171	995	308	0	917
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1818	604	1856	1572	1767	0	1795
Q Serve(g_s), s	0.5	6.9	15.9	36.0	0.0	10.0	0.0	8.0	31.0	6.0	0.0	42.0
Cycle Q Clear(g_c), s	0.5	6.9	15.9	36.0	0.0	10.0	31.0	8.0	31.0	6.0	0.0	42.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	287	243	1122	0	793	65	523	958	262	0	685
V/C Ratio(X)	0.11	0.45	0.94	1.01	0.00	0.32	0.95	0.33	1.04	1.18	0.00	1.34
Avail Cap(c_a), veh/h	80	287	243	1122	0	793	65	523	958	262	0	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.54	0.00	0.54	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	42.2	46.0	37.0	0.0	20.3	55.0	31.2	21.5	37.4	0.0	34.0
Incr Delay (d2), s/veh	0.6	5.0	44.5	21.9	0.0	0.6	92.5	0.4	39.6	112.2	0.0	161.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	6.2	13.9	22.8	0.0	6.6	6.0	6.3	41.3	19.0	0.0	70.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	47.2	90.6	58.9	0.0	20.9	147.5	31.6	61.1	149.6	0.0	195.9
LnGrp LOS	D	D	F	F	A	C	F	C	F	F	A	F
Approach Vol, veh/h		366			1384			1228			1225	
Approach Delay, s/veh		74.4			52.0			61.4			184.2	
Approach LOS		E			D			E			F	

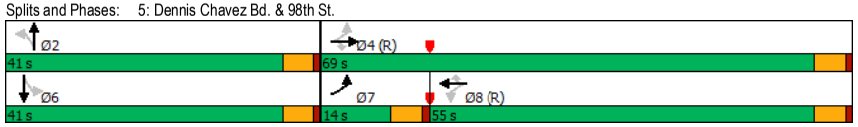
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	11.0	36.0	41.0	22.0		47.0	10.0	53.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	31.0	36.0	17.0		42.0	5.0	48.0				
Max Q Clear Time (g_c+I1), s	8.0	33.0	38.0	17.9		44.0	2.5	12.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		0.0	0.0	1.4				

Intersection Summary		
HCM 6th Ctrl Delay	95.2	
HCM 6th LOS	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	209	641	49	63	781	184	136	89	790	99
Future Volume (vph)	209	641	49	63	781	184	136	89	790	99
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	69.0	69.0	55.0	55.0	55.0	41.0	41.0	41.0	41.0
Total Split (%)	12.7%	62.7%	62.7%	50.0%	50.0%	50.0%	37.3%	37.3%	37.3%	37.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	C-Min	C-Min	C-Min	Min	Min	Min	Min
Act Effct Green (s)	64.0	64.0	64.0	50.0	50.0	50.0	36.0	36.0	36.0	36.0
Actuated g/C Ratio	0.58	0.58	0.58	0.45	0.45	0.45	0.33	0.33	0.33	0.33
v/c Ratio	1.17	0.70	0.06	0.32	1.10	0.26	2.39	0.41	3.11	0.90
Control Delay	133.5	16.4	2.4	36.8	98.6	12.7	688.9	23.3	973.9	42.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	133.5	16.4	2.4	36.8	98.6	12.7	688.9	23.3	973.9	42.0
LOS	F	B	A	D	F	B	F	C	F	D
Approach Delay		42.9			79.4			286.9		606.7
Approach LOS		D			E			F		F

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 36.3 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 3.11		
Intersection Signal Delay: 282.4	Intersection LOS: F	
Intersection Capacity Utilization 125.0%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	641	49	63	781	184	136	89	118	790	99	415
Future Volume (veh/h)	209	641	49	63	781	184	136	89	118	790	99	415
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	246	754	58	74	919	216	160	105	139	929	116	488
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	210	1080	915	263	843	715	65	237	314	306	102	428
Arrive On Green	0.08	0.58	0.58	0.60	0.60	0.60	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1767	1856	1572	667	1856	1572	809	724	959	1127	311	1309
Grp Volume(v), veh/h	246	754	58	74	919	216	160	0	244	929	0	604
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	667	1856	1572	809	0	1683	1127	0	1620
Q Serve(g_s), s	9.0	31.5	1.8	8.7	50.0	7.3	0.0	0.0	12.5	23.5	0.0	36.0
Cycle Q Clear(g_c), s	9.0	31.5	1.8	26.2	50.0	7.3	36.0	0.0	12.5	36.0	0.0	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.81
Lane Grp Cap(c), veh/h	210	1080	915	263	843	715	65	0	551	306	0	530
V/C Ratio(X)	1.17	0.70	0.06	0.28	1.09	0.30	2.44	0.00	0.44	3.04	0.00	1.14
Avail Cap(c_a), veh/h	210	1080	915	263	843	715	65	0	551	306	0	530
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.32	0.32	0.32	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	16.2	10.0	23.3	21.8	13.3	55.0	0.0	29.1	45.8	0.0	37.0
Incr Delay (d2), s/veh	101.9	2.1	0.1	0.9	47.4	0.3	693.6	0.0	0.6	926.1	0.0	83.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.8	17.6	1.1	2.4	36.1	3.9	26.0	0.0	8.8	142.4	0.0	37.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.7	18.3	10.1	24.1	69.1	13.7	748.6	0.0	29.7	971.9	0.0	120.5
LnGrp LOS	F	B	B	C	F	B	F	A	C	F	A	F
Approach Vol, veh/h		1058			1209			404			1533	
Approach Delay, s/veh		45.2			56.5			314.4			636.5	
Approach LOS		D			E			F			F	

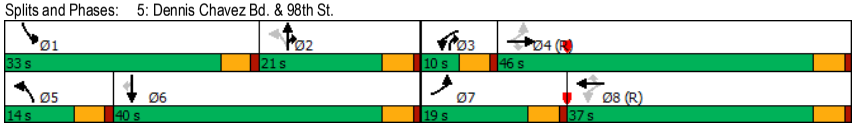
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0		69.0		41.0	14.0	55.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		36.0		64.0		36.0	9.0	50.0				
Max Q Clear Time (g_c+I1), s		38.0		33.5		38.0	11.0	52.0				
Green Ext Time (p_c), s		0.0		6.5		0.0	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	289.9	
HCM 6th LOS	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	641	49	63	781	184	136	89	118	790	99	415
Future Volume (vph)	209	641	49	63	781	184	136	89	118	790	99	415
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pt+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	2 3	1	6	
Permitted Phases	4		4	8		8	2					6
Detector Phase	7	4	4	3	8	8	5	2	2 3	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0		21.0	21.0	21.0
Total Split (s)	19.0	46.0	46.0	10.0	37.0	37.0	14.0	21.0		33.0	40.0	40.0
Total Split (%)	17.3%	41.8%	41.8%	9.1%	33.6%	33.6%	12.7%	19.1%		30.0%	36.4%	36.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Min	C-Min	C-Min	Min	C-Min	C-Min	Min	Min		Min	Min	Min
Act Effct Green (s)	55.9	44.1	44.1	42.9	36.0	36.0	18.9	10.1	22.0	28.9	30.2	30.2
Actuated g/C Ratio	0.51	0.40	0.40	0.39	0.33	0.33	0.17	0.09	0.20	0.26	0.27	0.27
v/c Ratio	0.80	0.54	0.08	0.25	0.80	0.33	0.63	0.33	0.20	1.04	0.12	0.78
Control Delay	39.2	32.6	0.1	23.8	51.8	18.0	36.6	48.3	3.5	81.1	29.8	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	32.6	0.1	23.8	51.8	18.0	36.6	48.3	3.5	81.1	29.8	25.3
LOS	D	C	A	C	D	B	D	D	A	F	C	C
Approach Delay		32.3			44.0			28.3			59.5	
Approach LOS		C			D			C			E	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 5 (5%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.04		
Intersection Signal Delay: 45.2	Intersection LOS: D	
Intersection Capacity Utilization 74.9%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	641	49	63	781	184	136	89	118	790	99	415
Future Volume (veh/h)	209	641	49	63	781	184	136	89	118	790	99	415
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	246	754	58	74	919	216	160	105	139	929	116	488
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	286	1314	586	281	1084	484	328	513	528	873	1122	500
Arrive On Green	0.11	0.37	0.37	0.02	0.10	0.10	0.08	0.15	0.15	0.25	0.32	0.32
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	3526	2768	3428	3526	1572
Grp Volume(v), veh/h	246	754	58	74	919	216	160	105	139	929	116	488
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	1763	1384	1714	1763	1572
Q Serve(g_s), s	10.0	18.8	2.6	3.1	28.2	14.2	8.5	2.9	4.7	28.0	2.6	33.7
Cycle Q Clear(g_c), s	10.0	18.8	2.6	3.1	28.2	14.2	8.5	2.9	4.7	28.0	2.6	33.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	1314	586	281	1084	484	328	513	528	873	1122	500
V/C Ratio(X)	0.86	0.57	0.10	0.26	0.85	0.45	0.49	0.20	0.26	1.06	0.10	0.98
Avail Cap(c_a), veh/h	316	1314	586	281	1084	484	328	513	528	873	1122	500
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	27.5	22.5	25.5	46.9	40.6	36.1	41.4	37.9	41.0	26.4	37.1
Incr Delay (d2), s/veh	10.8	0.9	0.2	0.5	7.6	2.7	1.1	0.2	0.3	49.2	0.0	33.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	11.2	1.8	2.5	20.5	10.3	6.7	2.3	2.9	25.4	1.9	24.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	28.4	22.6	26.0	54.5	43.3	37.2	41.6	38.2	90.2	26.5	70.9
LnGrp LOS	D	C	C	C	D	D	D	D	D	F	C	E
Approach Vol, veh/h		1058			1209			404			1533	
Approach Delay, s/veh		30.0			50.8			38.7			79.2	
Approach LOS		C			D			D			E	

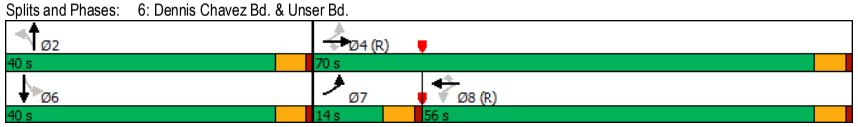
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	21.0	10.0	46.0	14.0	40.0	17.2	38.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	16.0	5.0	41.0	9.0	35.0	14.0	32.0
Max Q Clear Time (g_c+I1), s	30.0	6.7	5.1	20.8	10.5	35.7	12.0	30.2
Green Ext Time (p_c), s	0.0	0.7	0.0	5.5	0.0	0.0	0.1	1.2

Intersection Summary		
HCM 6th Ctrl Delay	54.8	
HCM 6th LOS	D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	146	1616	14	180	737	507	37	85	941	42
Future Volume (vph)	146	1616	14	180	737	507	37	85	941	42
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	70.0	70.0	56.0	56.0	56.0	40.0	40.0	40.0	40.0
Total Split (%)	12.7%	63.6%	63.6%	50.9%	50.9%	50.9%	36.4%	36.4%	36.4%	36.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	C-Min	C-Min	C-Min	Min	Min	Min	Min
Act Effct Green (s)	65.0	65.0	65.0	51.2	51.2	51.2	35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.59	0.59	0.59	0.47	0.47	0.47	0.32	0.32	0.32	0.32
v/c Ratio	0.77	1.61	0.02	2.97	0.93	0.54	0.13	1.24	15.50	0.36
Control Delay	30.6	296.7	2.6	934.3	47.1	3.7	28.4	156.7	6557.8	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	296.7	2.6	934.3	47.1	3.7	28.4	156.7	6557.8	8.7
LOS	C	F	A	F	D	A	C	F	F	A
Approach Delay		272.5			144.0			149.2		5347.1
Approach LOS		F			F			F		F

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 19.8 (18%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 15.50			
Intersection Signal Delay: 1394.3		Intersection LOS: F	
Intersection Capacity Utilization 199.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1616	14	180	737	507	37	85	513	941	42	171
Future Volume (veh/h)	146	1616	14	180	737	507	37	85	513	941	42	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	159	1757	15	196	801	551	40	92	558	1023	46	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	212	1096	929	65	896	759	298	72	439	65	102	414
Arrive On Green	0.08	0.79	0.79	0.48	0.48	0.48	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1767	1856	1572	267	1856	1572	1139	227	1380	775	322	1300
Grp Volume(v), veh/h	159	1757	15	196	801	551	40	0	650	1023	0	232
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	267	1856	1572	1139	0	1607	775	0	1622
Q Serve(g_s), s	4.8	65.0	0.2	0.0	43.2	30.7	3.2	0.0	35.0	0.0	0.0	12.5
Cycle Q Clear(g_c), s	4.8	65.0	0.2	53.1	43.2	30.7	15.7	0.0	35.0	35.0	0.0	12.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.80
Lane Grp Cap(c), veh/h	212	1096	929	65	896	759	298	0	511	65	0	516
V/C Ratio(X)	0.75	1.60	0.02	2.99	0.89	0.73	0.13	0.00	1.27	15.63	0.00	0.45
Avail Cap(c_a), veh/h	246	1096	929	65	896	759	298	0	511	65	0	516
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	11.8	4.8	55.0	25.9	22.6	36.1	0.0	37.5	55.0	0.0	29.8
Incr Delay (d2), s/veh	1.0	271.5	0.0	937.0	13.3	6.0	0.2	0.0	136.7	6612.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	139.7	0.1	33.9	29.1	17.9	1.6	0.0	48.6	196.7	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	283.3	4.8	992.0	39.1	28.6	36.3	0.0	174.2	6667.4	0.0	30.5
LnGrp LOS	C	F	A	F	D	C	D	A	F	F	A	C
Approach Vol, veh/h		1931			1548			690			1255	
Approach Delay, s/veh		259.8			156.0			166.2			5440.5	
Approach LOS		F			F			F			F	

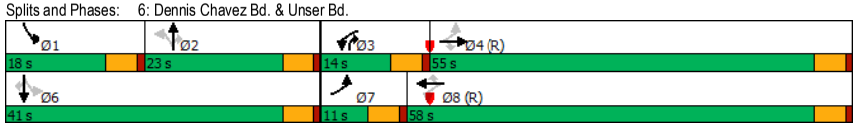
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0		70.0		40.0	11.9	58.1				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		65.0		35.0	9.0	51.0				
Max Q Clear Time (g_c+I1), s		37.0		67.0		37.0	6.8	55.1				
Green Ext Time (p_c), s		0.0		0.0		0.0	0.1	0.0				

Intersection Summary			
HCM 6th Ctrl Delay		1417.0	
HCM 6th LOS		F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	1616	14	180	737	507	37	85	513	941	42	171
Future Volume (vph)	146	1616	14	180	737	507	37	85	513	941	42	171
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	pm+pt	NA	Perm
Protected Phases	7	4		3	8			2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	3	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	21.0	10.0	10.0	21.0	21.0
Total Split (s)	11.0	55.0	55.0	14.0	58.0	58.0	23.0	23.0	14.0	18.0	41.0	41.0
Total Split (%)	10.0%	50.0%	50.0%	12.7%	52.7%	52.7%	20.9%	20.9%	12.7%	16.4%	37.3%	37.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?												
Recall Mode	Min	C-Min	C-Min	Min	C-Min	C-Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	61.7	52.6	52.6	72.6	58.9	58.9	9.0	9.0	29.4	27.0	27.0	27.0
Actuated g/C Ratio	0.56	0.48	0.48	0.66	0.54	0.54	0.08	0.08	0.27	0.25	0.25	0.25
v/c Ratio	0.37	1.05	0.02	0.32	0.43	0.50	0.37	0.32	0.71	1.69	0.05	0.35
Control Delay	13.0	69.7	0.0	10.6	16.9	3.1	56.6	49.9	36.8	347.6	30.9	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	69.7	0.0	10.6	16.9	3.1	56.6	49.9	36.8	347.6	30.9	6.6
LOS	B	E	A	B	B	A	E	D	D	F	C	A
Approach Delay		64.5			11.2			39.7			285.5	
Approach LOS		E			B			D			F	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.69		
Intersection Signal Delay: 97.3	Intersection LOS: F	
Intersection Capacity Utilization 102.0%	ICU Level of Service G	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1616	14	180	737	507	37	85	513	941	42	171
Future Volume (veh/h)	146	1616	14	180	737	507	37	85	513	941	42	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	159	1757	15	196	801	551	40	92	558	1023	46	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	294	1720	767	298	1699	758	252	577	587	749	1154	515
Arrive On Green	0.02	0.16	0.16	0.05	0.48	0.48	0.16	0.16	0.16	0.12	0.33	0.33
Sat Flow, veh/h	1767	3526	1572	3428	3526	1572	1139	3526	2768	3428	3526	1572
Grp Volume(v), veh/h	159	1757	15	196	801	551	40	92	558	1023	46	186
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1572	1139	1763	1384	1714	1763	1572
Q Serve(g_s), s	4.9	53.7	0.9	3.1	16.8	30.7	3.3	2.5	18.0	13.0	1.0	9.9
Cycle Q Clear(g_c), s	4.9	53.7	0.9	3.1	16.8	30.7	3.3	2.5	18.0	13.0	1.0	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	1720	767	298	1699	758	252	577	587	749	1154	515
V/C Ratio(X)	0.54	1.02	0.02	0.66	0.47	0.73	0.16	0.16	0.95	1.37	0.04	0.36
Avail Cap(c_a), veh/h	294	1720	767	411	1699	758	252	577	587	749	1154	515
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	46.1	24.0	25.6	19.1	22.7	39.9	39.5	42.7	38.5	25.2	28.2
Incr Delay (d2), s/veh	1.1	21.9	0.0	2.5	0.9	6.0	0.3	0.1	25.2	173.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	38.0	0.6	2.3	11.3	18.0	1.7	1.9	14.5	33.8	0.7	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	68.0	24.0	28.1	20.1	28.8	40.2	39.6	68.0	212.0	25.2	28.7
LnGrp LOS	B	F	C	C	C	C	D	D	E	F	C	C
Approach Vol, veh/h		1931			1548			690			1255	
Approach Delay, s/veh		63.5			24.2			62.6			178.0	
Approach LOS		E			C			E			F	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	18.0	23.0	10.3	58.7		41.0	11.0	58.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	13.0	18.0	9.0	50.0		36.0	6.0	53.0				
Max Q Clear Time (g_c+I1), s	15.0	20.0	5.1	55.7		11.9	6.9	32.7				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0		0.9	0.0	8.1				

Intersection Summary		
HCM 6th Ctrl Delay	78.6	
HCM 6th LOS	E	

Intersection	
Int Delay, s/veh	100

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	2942	50	25	1332	10	44	2	89	9	2	41
Future Vol, veh/h	29	2942	50	25	1332	10	44	2	89	9	2	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	29	2972	51	25	1345	10	44	2	90	9	2	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1355	0	0	3023	0	0	4478	4461	2998	4502	4481	1350
Stage 1	-	-	-	-	-	-	3056	3056	-	1400	1400	-
Stage 2	-	-	-	-	-	-	1422	1405	-	3102	3081	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	504	-	-	111	-	-	~ 1	~ 1	~ 18	~ 1	~ 1	183
Stage 1	-	-	-	-	-	-	~ 18	29	-	173	206	-
Stage 2	-	-	-	-	-	-	168	205	-	17	28	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	504	-	-	111	-	-	0	0	~ 18	-	0	183
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 18	29	-	173	17	-
Stage 2	-	-	-	-	-	-	~ 10	17	-	-	28	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.9	$ 3378.9	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	18	504	-	-	111	-	-	-	183
HCM Lane V/C Ratio	7.576	0.058	-	-	0.228	-	-	-	0.226
HCM Control Delay (s)	$ 3378.9	12.6	0	-	46.7	0	-	-	30.3
HCM Lane LOS	F	B	A	-	E	A	-	-	D
HCM 95th %tile Q(veh)	17.7	0.2	-	-	0.8	-	-	-	0.8

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	29	977	597	25
Future Vol, veh/h	5	10	29	977	597	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	85	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	10	30	1018	622	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1191	311	648	0	-	0
Stage 1	622	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	179	682	927	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	682	927	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	927	-	173	682	-	-
HCM Lane V/C Ratio	0.033	-	0.03	0.015	-	-
HCM Control Delay (s)	9	-	26.5	10.4	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	22.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	205	134	34	24	42	11	28	478	64	9	323	23
Future Vol, veh/h	205	134	34	24	42	11	28	478	64	9	323	23
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	241	158	40	28	49	13	33	562	75	11	380	27
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	18.8	13	28.3	19.2
HCM LOS	C	B	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	71%	0%	100%	57%	0%	100%	56%	0%	100%
Vol Right, %	0%	0%	29%	0%	0%	43%	0%	0%	44%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	319	223	205	89	79	24	28	25	9	215
LT Vol	28	0	0	205	0	0	24	0	0	9	0
Through Vol	0	319	159	0	89	45	0	28	14	0	215
RT Vol	0	0	64	0	0	34	0	0	11	0	0
Lane Flow Rate	33	375	263	241	105	93	28	33	29	11	253
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.076	0.808	0.552	0.587	0.241	0.205	0.077	0.085	0.074	0.026	0.581
Departure Headway (Hd)	8.263	7.763	7.562	8.76	8.26	7.957	9.823	9.323	9.015	8.758	8.258
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	433	465	476	412	434	450	364	383	396	408	436
Service Time	6.025	5.525	5.324	6.528	6.028	5.725	7.614	7.114	6.806	6.53	6.03
HCM Lane V/C Ratio	0.076	0.806	0.553	0.585	0.242	0.207	0.077	0.086	0.073	0.027	0.58
HCM Control Delay	11.7	36	19.3	23.3	13.7	12.8	13.4	13	12.5	11.8	21.9
HCM Lane LOS	B	E	C	C	B	B	B	B	B	B	C
HCM 95th-tile Q	0.2	7.5	3.3	3.6	0.9	0.8	0.2	0.3	0.2	0.1	3.6

Intersection	
Intersection Delay, s/veh	22.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	21	75	35	23	37	42	565	44	27	337	4
Future Vol, veh/h	24	21	75	35	23	37	42	565	44	27	337	4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	28	25	88	41	27	44	49	665	52	32	396	5
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	13.1	12.6	28.4	16.7
HCM LOS	B	B	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	81%	0%	22%	0%	38%	0%	100%	97%
Vol Right, %	0%	0%	19%	0%	78%	0%	62%	0%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	377	232	24	96	35	60	27	225	116
LT Vol	42	0	0	24	0	35	0	27	0	0
Through Vol	0	377	188	0	21	0	23	0	225	112
RT Vol	0	0	44	0	75	0	37	0	0	4
Lane Flow Rate	49	443	273	28	113	41	71	32	264	137
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.102	0.851	0.515	0.07	0.248	0.104	0.159	0.071	0.551	0.285
Departure Headway (Hd)	7.42	6.912	6.777	8.965	7.907	9.067	8.125	8.019	7.511	7.486
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	483	523	533	399	454	395	440	447	481	480
Service Time	5.162	4.654	4.519	6.725	5.666	6.83	5.887	5.768	5.259	5.235
HCM Lane V/C Ratio	0.101	0.847	0.512	0.07	0.249	0.104	0.161	0.072	0.549	0.285
HCM Control Delay	11	37.7	16.5	12.4	13.3	12.9	12.4	11.4	19.1	13.2
HCM Lane LOS	B	E	C	B	B	B	B	B	C	B
HCM 95th-tile Q	0.3	8.9	2.9	0.2	1	0.3	0.6	0.2	3.3	1.2

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	22	1	10	17	17	2	8	25	17	13	1
Future Vol, veh/h	3	22	1	10	17	17	2	8	25	17	13	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	26	1	12	20	20	2	9	29	20	15	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	27	0	0	97	99	27	108	89	30
Stage 1	-	-	-	-	-	-	35	35	-	54	54	-
Stage 2	-	-	-	-	-	-	62	64	-	54	35	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1563	-	-	1580	-	-	883	789	1046	869	799	1042
Stage 1	-	-	-	-	-	-	978	864	-	956	848	-
Stage 2	-	-	-	-	-	-	947	840	-	956	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1563	-	-	1580	-	-	862	780	1046	830	790	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	862	780	-	830	790	-
Stage 1	-	-	-	-	-	-	975	861	-	953	841	-
Stage 2	-	-	-	-	-	-	921	833	-	916	861	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.7	8.9	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	960	1563	-	-	1580	-	-	818
HCM Lane V/C Ratio	0.043	0.002	-	-	0.007	-	-	0.045
HCM Control Delay (s)	8.9	7.3	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	2	3	14	1	82	1	624	17	60	556	7
Future Vol, veh/h	18	2	3	14	1	82	1	624	17	60	556	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	130	-	-	110	-	45	110	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	100	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	2	3	16	1	91	1	693	17	67	618	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1101	1464	309	1139	1455	347	626	0	0	710	0	0
Stage 1	752	752	-	695	695	-	-	-	-	-	-	-
Stage 2	349	712	-	444	760	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	165	126	684	155	128	646	945	-	-	878	-	-
Stage 1	366	414	-	396	439	-	-	-	-	-	-	-
Stage 2	638	432	-	560	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	116	684	144	118	646	945	-	-	878	-	-
Mov Cap-2 Maneuver	248	223	-	268	239	-	-	-	-	-	-	-
Stage 1	366	383	-	396	439	-	-	-	-	-	-	-
Stage 2	546	432	-	512	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.5	12.8	0	0.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	945	-	-	248	374	268	633	878	-	-
HCM Lane V/C Ratio	0.001	-	-	0.081	0.015	0.058	0.146	0.076	-	-
HCM Control Delay (s)	8.8	-	-	20.8	14.8	19.3	11.7	9.4	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0.2	0.5	0.2	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	19	22	20	25	1
Future Vol, veh/h	1	19	22	20	25	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	22	26	24	29	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	62	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1550	-	-	-	942	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1550	-	-	-	941	1031
Mov Cap-2 Maneuver	-	-	-	-	941	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1550	-	-	-	944
HCM Lane V/C Ratio	0.001	-	-	-	0.032
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	5	90	50	1
Future Vol, veh/h	8	1	5	90	50	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	1	6	106	59	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	178	60	60	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	809	1003	1537	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	806	1003	1537	-	-	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	824	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	5	90	50	1
Future Vol, veh/h	8	1	5	90	50	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	1	6	106	59	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	178	60	60	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	809	1003	1537	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	806	1003	1537	-	-	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

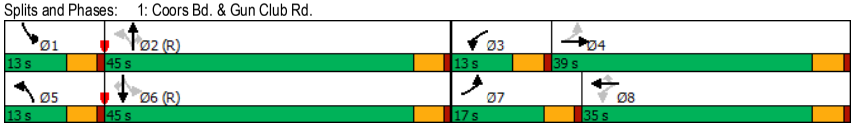
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	824	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	145	53	107	45	174	52	911	56	223	977	121
Future Volume (vph)	145	53	107	45	174	52	911	56	223	977	121
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	17.0	39.0	13.0	35.0	35.0	13.0	45.0	45.0	13.0	45.0	45.0
Total Split (%)	15.5%	35.5%	11.8%	31.8%	31.8%	11.8%	40.9%	40.9%	11.8%	40.9%	40.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coors Bd. & Gun Club Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	53	76	107	45	174	52	911	56	223	977	121
Future Volume (veh/h)	145	53	76	107	45	174	52	911	56	223	977	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	151	55	79	111	47	181	54	949	58	232	1018	126
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	355	107	154	294	253	215	322	1829	816	384	1925	859
Arrive On Green	0.09	0.16	0.16	0.07	0.14	0.14	0.05	0.52	0.52	0.07	0.55	0.55
Sat Flow, veh/h	1767	689	989	1767	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	151	0	134	111	47	181	54	949	58	232	1018	126
Grp Sat Flow(s),veh/h/ln	1767	0	1678	1767	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	7.9	0.0	8.1	5.8	2.5	12.4	1.5	19.5	2.0	6.8	20.3	4.3
Cycle Q Clear(g_c), s	7.9	0.0	8.1	5.8	2.5	12.4	1.5	19.5	2.0	6.8	20.3	4.3
Prop In Lane	1.00		0.59	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	355	0	261	294	253	215	322	1829	816	384	1925	859
V/C Ratio(X)	0.43	0.00	0.51	0.38	0.19	0.84	0.17	0.52	0.07	0.60	0.53	0.15
Avail Cap(c_a), veh/h	389	0	519	296	506	429	370	1829	816	384	1925	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	36.0	0.0	42.6	37.0	42.1	46.3	12.3	17.4	13.2	13.5	15.9	12.3
Incr Delay (d2), s/veh	0.8	0.0	1.6	0.8	0.3	8.7	0.2	1.1	0.2	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	0.0	6.0	4.5	2.0	8.9	1.0	11.6	1.3	3.0	8.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	44.2	37.8	42.4	55.0	12.5	18.5	13.4	13.8	16.0	12.4
LnGrp LOS	D	A	D	D	D	E	B	B	B	B	B	B
Approach Vol, veh/h		285			339			1061			1376	
Approach Delay, s/veh		40.3			47.6			17.9			15.3	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	62.1	12.8	22.1	10.0	65.1	14.9	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	40.0	8.0	34.0	8.0	40.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	8.8	21.5	7.8	10.1	3.5	22.3	9.9	14.4
Green Ext Time (p_c), s	0.0	5.8	0.0	0.6	0.0	6.4	0.1	0.7

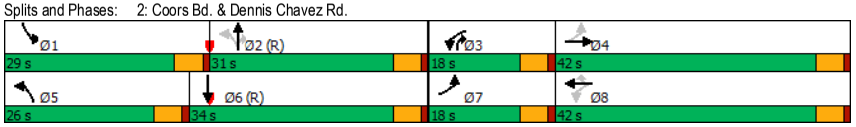
Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	117	437	160	728	436	436	1060	102	205	913
Future Volume (vph)	117	437	160	728	436	436	1060	102	205	913
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	7	4	3	8	8	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	42.0	18.0	42.0	42.0	26.0	31.0	18.0	29.0	34.0
Total Split (%)	15.0%	35.0%	15.0%	35.0%	35.0%	21.7%	25.8%	15.0%	24.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	437	645	160	728	436	436	1060	102	205	913	121
Future Volume (veh/h)	117	437	645	160	728	436	436	1060	102	205	913	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	123	460	0	168	766	0	459	1116	107	216	961	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	176	1025		378	572		369	1326	723	285	890	118
Arrive On Green	0.07	0.29	0.00	0.08	0.31	0.00	0.17	0.38	0.38	0.08	0.28	0.28
Sat Flow, veh/h	1767	3618	0	1767	1856	1572	1767	3526	1572	3428	3130	414
Grp Volume(v), veh/h	123	460	0	168	766	0	459	1116	107	216	541	547
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1856	1572	1767	1763	1572	1714	1763	1781
Q Serve(g_s), s	5.8	12.8	0.0	7.9	37.0	0.0	21.0	34.7	4.7	7.4	34.1	34.1
Cycle Q Clear(g_c), s	5.8	12.8	0.0	7.9	37.0	0.0	21.0	34.7	4.7	7.4	34.1	34.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	176	1025		378	572		369	1326	723	285	501	506
V/C Ratio(X)	0.70	0.45		0.44	1.34		1.24	0.84	0.15	0.76	1.08	1.08
Avail Cap(c_a), veh/h	251	1087		422	572		369	1326	723	686	501	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	34.7	0.0	26.8	41.5	0.0	37.6	34.2	18.8	53.8	42.9	42.9
Incr Delay (d2), s/veh	4.9	0.3	0.0	0.8	164.0	0.0	126.2	5.2	0.3	4.1	63.4	63.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	9.1	0.0	5.9	62.3	0.0	34.1	20.6	3.1	5.9	32.4	32.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	35.0	0.0	27.6	205.5	0.0	163.8	39.4	19.1	58.0	106.4	106.4
LnGrp LOS	D	D		C	F		F	D	B	E	F	F
Approach Vol, veh/h		583	A		934	A		1682			1304	
Approach Delay, s/veh		35.4			173.5			72.1			98.4	
Approach LOS		D			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	50.1	15.0	39.9	26.0	39.1	12.9	42.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	24.0	26.0	13.0	37.0	21.0	29.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	9.4	36.7	9.9	14.8	23.0	36.1	7.8	39.0
Green Ext Time (p_c), s	0.6	0.0	0.1	2.7	0.0	0.0	0.1	0.0

Intersection Summary			
HCM 6th Ctrl Delay		96.0	
HCM 6th LOS		F	

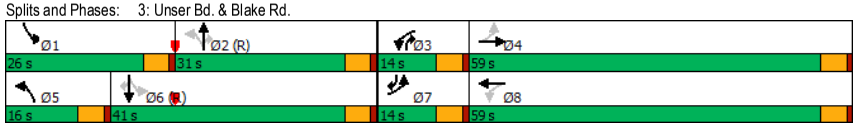
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	101	60	143	36	194	558	214	307	428	151
Future Volume (vph)	101	60	143	36	194	558	214	307	428	151
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	14.0	59.0	14.0	59.0	16.0	31.0	14.0	26.0	41.0	14.0
Total Split (%)	10.8%	45.4%	10.8%	45.4%	12.3%	23.8%	10.8%	20.0%	31.5%	10.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	22.8	13.1	24.6	14.0	68.1	57.0	72.6	91.3	75.2	89.9
Actuated g/C Ratio	0.18	0.10	0.19	0.11	0.52	0.44	0.56	0.70	0.58	0.69
v/c Ratio	0.59	0.66	0.73	0.76	0.39	0.40	0.24	0.50	0.23	0.15
Control Delay	54.7	46.8	64.2	21.6	12.2	27.0	2.8	10.6	14.8	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	46.8	64.2	21.6	12.2	27.0	2.8	10.6	14.8	1.7
LOS	D	D	E	C	B	C	A	B	B	A
Approach Delay		50.2		35.4		18.7			11.1	
Approach LOS		D		D		B			B	

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 21.9		Intersection LOS: C	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Unser Bd. & Blake Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	60	75	143	36	262	194	558	214	307	428	151
Future Volume (veh/h)	101	60	75	143	36	262	194	558	214	307	428	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	111	66	82	157	40	288	213	613	235	337	470	166
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	168	209	360	45	322	507	1526	789	471	1663	841
Arrive On Green	0.06	0.22	0.22	0.07	0.23	0.23	0.08	0.43	0.43	0.12	0.47	0.47
Sat Flow, veh/h	1767	752	935	1767	195	1407	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	111	0	148	157	0	328	213	613	235	337	470	166
Grp Sat Flow(s),veh/h/ln	1767	0	1687	1767	0	1602	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	6.2	0.0	9.7	9.0	0.0	25.8	8.6	15.5	11.4	13.2	10.6	7.1
Cycle Q Clear(g_c), s	6.2	0.0	9.7	9.0	0.0	25.8	8.6	15.5	11.4	13.2	10.6	7.1
Prop In Lane	1.00		0.55	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	0	377	360	0	367	507	1526	789	471	1663	841
V/C Ratio(X)	0.56	0.00	0.39	0.44	0.00	0.89	0.42	0.40	0.30	0.72	0.28	0.20
Avail Cap(c_a), veh/h	210	0	701	360	0	666	512	1526	789	543	1663	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	43.0	36.1	0.0	48.6	17.6	25.3	19.0	17.4	20.9	15.7
Incr Delay (d2), s/veh	2.9	0.0	0.7	0.8	0.0	7.7	0.6	0.8	1.0	3.8	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	7.3	7.0	0.0	16.2	6.2	10.6	7.6	9.3	7.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	43.7	37.0	0.0	56.2	18.1	26.1	19.9	21.2	21.4	16.2
LnGrp LOS	D	A	D	D	A	E	B	C	B	C	C	B
Approach Vol, veh/h		259			485			1061			973	
Approach Delay, s/veh		42.5			50.0			23.1			20.4	
Approach LOS		D			D			C			C	

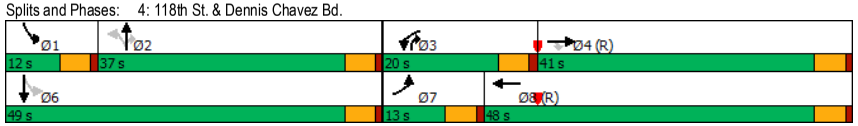
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	61.3	14.0	34.0	15.7	66.3	13.2	34.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	26.0	9.0	54.0	11.0	36.0	9.0	54.0
Max Q Clear Time (g_c+I1), s	15.2	17.5	11.0	11.7	10.6	12.6	8.2	27.8
Green Ext Time (p_c), s	0.5	3.0	0.0	0.8	0.0	3.4	0.0	2.0

Intersection Summary		
HCM 6th Ctrl Delay		28.7
HCM 6th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	102	22	182	76	44	103	419	89	104
Future Volume (vph)	22	102	22	182	76	44	103	419	89	104
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	13.0	41.0	41.0	20.0	48.0	37.0	37.0	20.0	12.0	49.0
Total Split (%)	11.8%	37.3%	37.3%	18.2%	43.6%	33.6%	33.6%	18.2%	10.9%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	None	Min
Act Effct Green (s)	7.6	47.7	47.7	15.2	55.3	14.8	14.8	35.0	32.0	32.0
Actuated g/C Ratio	0.07	0.43	0.43	0.14	0.50	0.13	0.13	0.32	0.29	0.29
v/c Ratio	0.28	0.20	0.04	0.59	0.26	0.44	0.64	0.73	0.44	0.37
Control Delay	53.8	23.2	0.1	67.2	3.0	51.3	56.4	9.6	32.8	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	23.2	0.1	67.2	3.0	51.3	56.4	9.6	32.8	29.5
LOS	D	C	A	E	A	D	E	A	C	C
Approach Delay		24.3			38.4		21.3			30.8
Approach LOS		C			D		C			C

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.73		
Intersection Signal Delay: 27.8	Intersection LOS: C	
Intersection Capacity Utilization 48.7%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	102	22	182	76	72	44	103	419	89	104	25
Future Volume (veh/h)	22	102	22	182	76	72	44	103	419	89	104	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	34	157	34	280	117	111	68	158	645	137	160	38
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	672	570	348	366	347	407	540	617	329	580	138
Arrive On Green	0.05	0.36	0.36	0.10	0.42	0.42	0.29	0.29	0.29	0.06	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	3428	875	831	1175	1856	1572	1767	1449	344
Grp Volume(v), veh/h	34	157	34	280	0	228	68	158	645	137	0	198
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1706	1175	1856	1572	1767	0	1794
Q Serve(g_s), s	2.1	6.5	1.6	8.8	0.0	9.9	4.8	7.3	32.0	5.8	0.0	8.2
Cycle Q Clear(g_c), s	2.1	6.5	1.6	8.8	0.0	9.9	4.8	7.3	32.0	5.8	0.0	8.2
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	672	570	348	0	713	407	540	617	329	0	717
V/C Ratio(X)	0.42	0.23	0.06	0.81	0.00	0.32	0.17	0.29	1.05	0.42	0.00	0.28
Avail Cap(c_a), veh/h	129	672	570	467	0	713	407	540	617	329	0	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.00	0.74	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	24.4	22.9	48.4	0.0	21.5	29.4	30.2	33.4	23.9	0.0	22.3
Incr Delay (d2), s/veh	3.5	0.8	0.2	5.5	0.0	0.9	0.2	0.3	48.7	0.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	5.2	1.1	6.7	0.0	6.7	2.4	5.7	32.5	4.3	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	25.3	23.1	53.9	0.0	22.4	29.5	30.5	82.1	24.8	0.0	22.5
LnGrp LOS	D	C	C	D	A	C	C	C	F	C	A	C
Approach Vol, veh/h		225			508			871			335	
Approach Delay, s/veh		29.4			39.7			68.7			23.4	
Approach LOS		C			D			E			C	

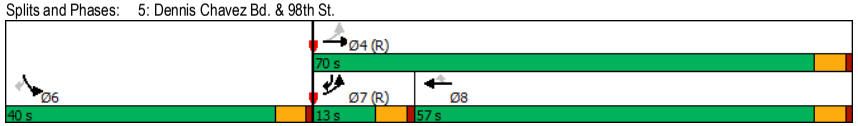
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	16.2	44.8		49.0	10.0	51.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	32.0	15.0	36.0		44.0	8.0	43.0				
Max Q Clear Time (g_c+I1), s	7.8	34.0	10.8	8.5		10.2	4.1	11.9				
Green Ext Time (p_c), s	0.0	0.0	0.4	0.9		1.1	0.0	1.3				

Intersection Summary		
HCM 6th Ctrl Delay	48.7	
HCM 6th LOS	D	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	198	355	425	336	301	148
Future Volume (vph)	198	355	425	336	301	148
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	10.0
Total Split (s)	13.0	70.0	57.0	57.0	40.0	13.0
Total Split (%)	11.8%	63.6%	51.8%	51.8%	36.4%	11.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	Min	Min	Min	C-Min
Act Effct Green (s)	72.6	72.6	38.1	38.1	27.4	61.9
Actuated g/C Ratio	0.66	0.66	0.35	0.35	0.25	0.56
v/c Ratio	0.39	0.34	0.78	0.49	0.81	0.18
Control Delay	12.7	10.9	11.4	1.8	53.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	10.9	11.4	1.8	53.2	2.9
LOS	B	B	B	A	D	A
Approach Delay		11.5	7.2		36.6	
Approach LOS		B	A		D	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 7.7 (7%), Referenced to phase 4:EBTL and 7:EBL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.81		
Intersection Signal Delay: 16.0	Intersection LOS: B	
Intersection Capacity Utilization 62.5%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	355	425	336	301	148
Future Volume (veh/h)	198	355	425	336	301	148
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	233	418	500	395	354	174
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	662	1270	597	506	397	852
Arrive On Green	0.32	0.68	0.11	0.11	0.22	0.22
Sat Flow, veh/h	1767	1856	1856	1572	1767	1572
Grp Volume(v), veh/h	233	418	500	395	354	174
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1767	1572
Q Serve(g_s), s	5.7	10.1	29.1	26.9	21.4	6.3
Cycle Q Clear(g_c), s	5.7	10.1	29.1	26.9	21.4	6.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	662	1270	597	506	397	852
V/C Ratio(X)	0.35	0.33	0.84	0.78	0.89	0.20
Avail Cap(c_a), veh/h	662	1270	877	743	562	1000
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	13.3	7.1	46.4	45.4	41.4	13.0
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.3	12.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	6.1	16.3	13.0	15.6	12.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	7.6	46.8	45.7	53.9	13.1
LnGrp LOS	B	A	D	D	D	B
Approach Vol, veh/h		651	895		528	
Approach Delay, s/veh		9.7	46.3		40.4	
Approach LOS		A	D		D	

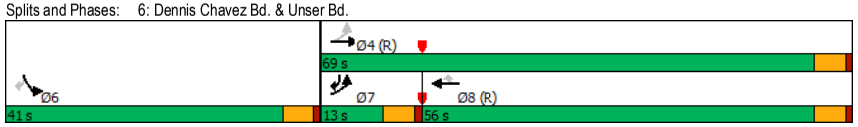
Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				80.3		29.7	39.9	40.4
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				65.0		35.0	8.0	52.0
Max Q Clear Time (g_c+I1), s				12.1		23.4	7.7	31.1
Green Ext Time (p_c), s				2.5		1.3	0.0	4.3

Intersection Summary		
HCM 6th Ctrl Delay	33.3	
HCM 6th LOS	C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	803	1094	1021	779	71
Future Volume (vph)	119	803	1094	1021	779	71
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	10.0
Total Split (s)	13.0	69.0	56.0	56.0	41.0	13.0
Total Split (%)	11.8%	62.7%	50.9%	50.9%	37.3%	11.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	Min	C-Min	C-Min	C-Min	Min	Min
Act Effct Green (s)	64.0	64.0	51.2	51.2	36.0	48.8
Actuated g/C Ratio	0.58	0.58	0.47	0.47	0.33	0.44
v/c Ratio	0.69	0.82	1.40	0.92	1.49	0.11
Control Delay	38.9	25.4	214.7	18.1	261.2	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	25.4	214.7	18.1	261.2	11.5
LOS	D	C	F	B	F	B
Approach Delay		27.2	119.8		240.4	
Approach LOS		C	F		F	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 78.1 (71%), Referenced to phase 4:EBTL and 8:WBT, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.49		
Intersection Signal Delay: 124.2	Intersection LOS: F	
Intersection Capacity Utilization 119.8%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	119	803	1094	1021	779	71
Future Volume (veh/h)	119	803	1094	1021	779	71
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	131	882	1202	1122	856	78
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	163	1080	893	757	578	601
Arrive On Green	0.11	1.00	0.48	0.48	0.33	0.33
Sat Flow, veh/h	1767	1856	1856	1572	1767	1572
Grp Volume(v), veh/h	131	882	1202	1122	856	78
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1572	1767	1572
Q Serve(g_s), s	4.0	0.0	52.9	52.9	36.0	3.5
Cycle Q Clear(g_c), s	4.0	0.0	52.9	52.9	36.0	3.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	163	1080	893	757	578	601
V/C Ratio(X)	0.80	0.82	1.35	1.48	1.48	0.13
Avail Cap(c_a), veh/h	194	1080	893	757	578	601
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	28.5	28.5	37.0	22.1
Incr Delay (d2), s/veh	15.3	5.6	163.3	224.3	225.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	3.0	90.8	99.7	77.1	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.4	5.6	191.8	252.9	262.2	22.2
LnGrp LOS	D	A	F	F	F	C
Approach Vol, veh/h		1013	2324		934	
Approach Delay, s/veh		10.0	221.3		242.2	
Approach LOS		B	F		F	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				69.0		41.0	11.1	57.9
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s				64.0		36.0	8.0	51.0
Max Q Clear Time (g_c+I1), s				2.0		38.0	6.0	54.9
Green Ext Time (p_c), s				7.6		0.0	0.1	0.0

Intersection Summary		
HCM 6th Ctrl Delay	175.8	
HCM 6th LOS	F	

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↱
Traffic Vol, veh/h	53	1284	76	53	2096	26	66	1	46	5	1	121
Future Vol, veh/h	53	1284	76	53	2096	26	66	1	46	5	1	121
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	55	1324	78	55	2161	27	68	1	47	5	1	125

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2188	0	0	1402	0	0	3821	3771	1363	3782	3797	2175
Stage 1	-	-	-	-	-	-	1473	1473	-	2285	2285	-
Stage 2	-	-	-	-	-	-	2348	2298	-	1497	1512	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	240	-	-	484	-	-	~ 2	4	180	~ 2	4	~ 58
Stage 1	-	-	-	-	-	-	157	190	-	52	74	-
Stage 2	-	-	-	-	-	-	~ 48	73	-	152	182	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	240	-	-	484	-	-	-	0	180	-	0	~ 58
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	157	0	-	52	74	-
Stage 2	-	-	-	-	-	-	-	73	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	240	-	-	484	-	-	-	58
HCM Lane V/C Ratio	-	0.228	-	-	0.113	-	-	-	2.151
HCM Control Delay (s)	-	24.4	0	-	13.4	0	-	-	$ 682.5
HCM Lane LOS	-	C	A	-	B	A	-	-	F
HCM 95th %tile Q(veh)	-	0.9	-	-	0.4	-	-	-	12.2

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

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	116	83	1180	803	39
Future Vol, veh/h	48	116	83	1180	803	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	85	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	51	122	87	1242	845	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1640	423	886	0	-	0
Stage 1	845	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	90	577	754	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	577	754	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	403	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.5	0.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	754	-	80	577	-	-
HCM Lane V/C Ratio	0.116	-	0.632	0.212	-	-
HCM Control Delay (s)	10.4	-	107.3	12.9	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2.9	0.8	-	-

Intersection	
Intersection Delay, s/veh	36.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	79	40	42	153	35	57	378	41	45	591	150
Future Vol, veh/h	147	79	40	42	153	35	57	378	41	45	591	150
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	158	85	43	45	165	38	61	406	44	48	635	161
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	18.2	16.1	23.9	55.7
HCM LOS	C	C	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	75%	0%	100%	40%	0%	100%	59%	0%	100%
Vol Right, %	0%	0%	25%	0%	0%	60%	0%	0%	41%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	252	167	147	53	66	42	102	86	45	394
LT Vol	57	0	0	147	0	0	42	0	0	45	0
Through Vol	0	252	126	0	53	26	0	102	51	0	394
RT Vol	0	0	41	0	0	40	0	0	35	0	0
Lane Flow Rate	61	271	180	158	57	71	45	110	92	48	424
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.164	0.685	0.446	0.453	0.154	0.186	0.131	0.303	0.249	0.121	0.997
Departure Headway (Hd)	9.604	9.104	8.932	10.307	9.807	9.385	10.461	9.961	9.676	8.971	8.471
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	374	398	404	349	366	382	343	361	371	400	428
Service Time	7.359	6.859	6.687	8.069	7.569	7.147	8.225	7.725	7.44	6.722	6.222
HCM Lane V/C Ratio	0.163	0.681	0.446	0.453	0.156	0.186	0.131	0.305	0.248	0.12	0.991
HCM Control Delay	14.2	29.6	18.7	21.4	14.4	14.3	14.8	17	15.6	13	72.4
HCM Lane LOS	B	D	C	C	B	B	B	C	C	B	F
HCM 95th-tile Q	0.6	4.9	2.2	2.3	0.5	0.7	0.4	1.3	1	0.4	12.5

Intersection	
Intersection Delay, s/veh	20.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	22	44	91	34	74	87	552	37	79	421	36
Future Vol, veh/h	19	22	44	91	34	74	87	552	37	79	421	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	23	46	95	35	77	91	575	39	82	439	38
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	13.2	14.4	25.2	18.8
HCM LOS	B	B	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	83%	0%	33%	0%	31%	0%	100%	80%
Vol Right, %	0%	0%	17%	0%	67%	0%	69%	0%	0%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	368	221	19	66	91	108	79	281	176
LT Vol	87	0	0	19	0	91	0	79	0	0
Through Vol	0	368	184	0	22	0	34	0	281	140
RT Vol	0	0	37	0	44	0	74	0	0	36
Lane Flow Rate	91	383	230	20	69	95	113	82	292	184
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.2	0.793	0.469	0.053	0.166	0.243	0.257	0.188	0.627	0.387
Departure Headway (Hd)	7.96	7.45	7.331	9.692	8.71	9.216	8.225	8.232	7.722	7.577
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	450	487	490	368	410	389	435	435	468	474
Service Time	5.721	5.211	5.092	7.484	6.501	6.995	6.004	5.997	5.487	5.341
HCM Lane V/C Ratio	0.202	0.786	0.469	0.054	0.168	0.244	0.26	0.189	0.624	0.388
HCM Control Delay	12.7	33.3	16.5	13	13.2	15	13.9	12.9	22.7	15.1
HCM Lane LOS	B	D	C	B	B	B	B	B	C	C
HCM 95th-tile Q	0.7	7.3	2.5	0.2	0.6	0.9	1	0.7	4.2	1.8

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	10	1	39	17	58	1	10	12	20	7	5
Future Vol, veh/h	2	10	1	39	17	58	1	10	12	20	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	11	1	43	19	64	1	11	13	22	8	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	12	0	0	160	185	12	165	153	51
Stage 1	-	-	-	-	-	-	16	16	-	137	137	-
Stage 2	-	-	-	-	-	-	144	169	-	28	16	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1508	-	-	1600	-	-	803	708	1066	797	737	1014
Stage 1	-	-	-	-	-	-	1001	880	-	864	781	-
Stage 2	-	-	-	-	-	-	856	757	-	987	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1508	-	-	1600	-	-	775	687	1066	760	716	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	775	687	-	760	716	-
Stage 1	-	-	-	-	-	-	1000	879	-	863	759	-
Stage 2	-	-	-	-	-	-	819	736	-	961	879	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	2.5	9.4	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	849	1508	-	-	1600	-	-	780
HCM Lane V/C Ratio	0.03	0.001	-	-	0.027	-	-	0.046
HCM Control Delay (s)	9.4	7.4	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	4	9	6	26	6	661	6	40	787	37
Future Vol, veh/h	10	1	4	9	6	26	6	661	6	40	787	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	130	-	-	110	-	45	110	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	1	4	10	7	29	7	743	7	45	884	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1363	1738	442	1290	1773	372	926	0	0	750	0	0
Stage 1	974	974	-	757	757	-	-	-	-	-	-	-
Stage 2	389	764	-	533	1016	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	106	85	560	120	81	622	728	-	-	848	-	-
Stage 1	268	326	-	364	411	-	-	-	-	-	-	-
Stage 2	604	408	-	496	311	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	80	560	113	76	622	728	-	-	848	-	-
Mov Cap-2 Maneuver	197	188	-	234	187	-	-	-	-	-	-	-
Stage 1	265	309	-	360	407	-	-	-	-	-	-	-
Stage 2	561	404	-	464	295	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21	15.6	0.1	0.4
HCM LOS	C	C		

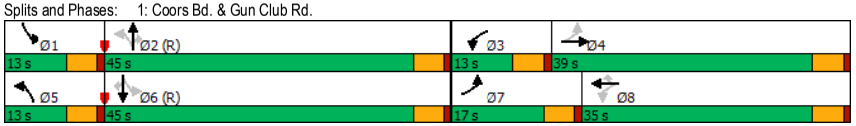
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	728	-	-	197	401	234	433	848	-	-
HCM Lane V/C Ratio	0.009	-	-	0.057	0.014	0.043	0.083	0.053	-	-
HCM Control Delay (s)	10	-	-	24.4	14.1	21.1	14.1	9.5	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.1	0.3	0.2	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	146	53	107	45	184	75	951	56	229	1002	121
Future Volume (vph)	146	53	107	45	184	75	951	56	229	1002	121
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	17.0	39.0	13.0	35.0	35.0	13.0	45.0	45.0	13.0	45.0	45.0
Total Split (%)	15.5%	35.5%	11.8%	31.8%	31.8%	11.8%	40.9%	40.9%	11.8%	40.9%	40.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coors Bd. & Gun Club Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	53	103	107	45	184	75	951	56	229	1002	121
Future Volume (veh/h)	146	53	103	107	45	184	75	951	56	229	1002	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	152	55	107	111	47	192	78	991	58	239	1044	126
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	362	92	178	278	266	226	310	1805	805	365	1901	848
Arrive On Green	0.09	0.16	0.16	0.07	0.14	0.14	0.05	0.51	0.51	0.07	0.54	0.54
Sat Flow, veh/h	1767	563	1095	1767	1856	1572	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	152	0	162	111	47	192	78	991	58	239	1044	126
Grp Sat Flow(s),veh/h/ln	1767	0	1658	1767	1856	1572	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	7.9	0.0	10.0	5.8	2.4	13.1	2.2	21.0	2.1	7.1	21.3	4.4
Cycle Q Clear(g_c), s	7.9	0.0	10.0	5.8	2.4	13.1	2.2	21.0	2.1	7.1	21.3	4.4
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	0	270	278	266	226	310	1805	805	365	1901	848
V/C Ratio(X)	0.42	0.00	0.60	0.40	0.18	0.85	0.25	0.55	0.07	0.65	0.55	0.15
Avail Cap(c_a), veh/h	396	0	513	281	506	429	358	1805	805	365	1901	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	35.4	0.0	42.7	36.5	41.4	46.0	13.1	18.2	13.6	14.6	16.6	12.7
Incr Delay (d2), s/veh	0.8	0.0	2.1	0.9	0.3	8.7	0.4	1.2	0.2	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	0.0	7.4	4.5	2.0	9.3	1.5	12.4	1.3	3.2	8.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	0.0	44.9	37.5	41.7	54.7	13.5	19.4	13.8	15.0	16.7	12.7
LnGrp LOS	D	A	D	D	D	D	B	B	B	B	B	B
Approach Vol, veh/h		314			350			1127			1409	
Approach Delay, s/veh		40.7			47.5			18.7			16.1	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	61.3	12.8	22.9	10.0	64.3	14.9	20.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	40.0	8.0	34.0	8.0	40.0	12.0	30.0
Max Q Clear Time (g_c+I1), s	9.1	23.0	7.8	12.0	4.2	23.3	9.9	15.1
Green Ext Time (p_c), s	0.0	5.8	0.0	0.8	0.0	6.4	0.1	0.7

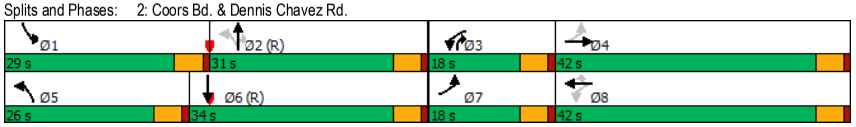
Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	311	734	160	1212	436	492	1060	102	205	913
Future Volume (vph)	311	734	160	1212	436	492	1060	102	205	913
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8		5	2	3	1	6
Permitted Phases	4		8		8	2		2		
Detector Phase	7	4	3	8	8	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	42.0	18.0	42.0	42.0	26.0	31.0	18.0	29.0	34.0
Total Split (%)	15.0%	35.0%	15.0%	35.0%	35.0%	21.7%	25.8%	15.0%	24.2%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	734	684	160	1212	436	492	1060	102	205	913	433
Future Volume (veh/h)	311	734	684	160	1212	436	492	1060	102	205	913	433
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	327	773	0	168	1276	0	518	1116	107	216	961	456
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	251	1181		307	572		369	1176	653	285	564	263
Arrive On Green	0.11	0.33	0.00	0.08	0.31	0.00	0.17	0.33	0.33	0.08	0.24	0.24
Sat Flow, veh/h	1767	3618	0	1767	1856	1572	1767	3526	1572	3428	2333	1089
Grp Volume(v), veh/h	327	773	0	168	1276	0	518	1116	107	216	722	695
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1856	1572	1767	1763	1572	1714	1763	1660
Q Serve(g_s), s	13.0	22.4	0.0	7.7	37.0	0.0	21.0	37.0	5.1	7.4	29.0	29.0
Cycle Q Clear(g_c), s	13.0	22.4	0.0	7.7	37.0	0.0	21.0	37.0	5.1	7.4	29.0	29.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	251	1181		307	572		369	1176	653	285	426	401
V/C Ratio(X)	1.30	0.65		0.55	2.23		1.40	0.95	0.16	0.76	1.69	1.73
Avail Cap(c_a), veh/h	251	1181		354	572		369	1176	653	686	426	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	34.0	0.0	26.7	41.5	0.0	36.7	39.0	22.0	53.8	45.5	45.5
Incr Delay (d2), s/veh	161.2	1.3	0.0	1.5	559.3	0.0	192.9	13.2	0.4	4.1	322.7	340.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.7	14.5	0.0	5.8	165.8	0.0	41.9	23.2	3.4	5.9	78.0	77.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	196.5	35.3	0.0	28.2	600.8	0.0	229.7	52.2	22.4	58.0	368.2	385.6
LnGrp LOS	F	D		C	F		F	D	C	E	F	F
Approach Vol, veh/h		1100	A		1444	A		1741			1633	
Approach Delay, s/veh		83.2			534.2			103.1			334.6	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	45.0	14.8	45.2	26.0	34.0	18.0	42.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	24.0	26.0	13.0	37.0	21.0	29.0	13.0	37.0
Max Q Clear Time (g_c+I1), s	9.4	39.0	9.7	24.4	23.0	31.0	15.0	39.0
Green Ext Time (p_c), s	0.6	0.0	0.1	3.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	268.5
HCM 6th LOS	F

Notes

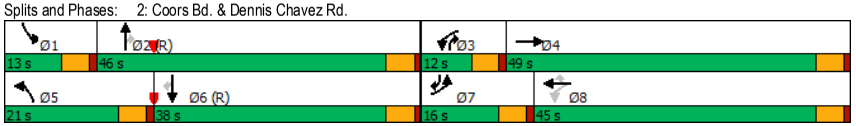
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	311	734	160	1212	436	492	1060	102	205	913	433
Future Volume (vph)	311	734	160	1212	436	492	1060	102	205	913	433
Turn Type	Prot	NA	pm+pt	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	3	1	6	7
Permitted Phases			8		8			2			6
Detector Phase	7	4	3	8	8	5	2	3	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	16.0	49.0	12.0	45.0	45.0	21.0	46.0	12.0	13.0	38.0	16.0
Total Split (%)	13.3%	40.8%	10.0%	37.5%	37.5%	17.5%	38.3%	10.0%	10.8%	31.7%	13.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99.6 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coors Bd. & Dennis Chavez Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	734	684	160	1212	436	492	1060	102	205	913	433
Future Volume (veh/h)	311	734	684	160	1212	436	492	1060	102	205	913	433
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	327	773	0	168	1276	0	518	1116	107	216	961	456
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	314	1293		294	1175		457	1205	629	229	970	577
Arrive On Green	0.09	0.37	0.00	0.06	0.33	0.00	0.13	0.34	0.34	0.07	0.28	0.28
Sat Flow, veh/h	3428	3618	0	1767	3526	1572	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	327	773	0	168	1276	0	518	1116	107	216	961	456
Grp Sat Flow(s),veh/h/ln	1714	1763	0	1767	1763	1572	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	11.0	21.3	0.0	7.0	40.0	0.0	16.0	36.6	5.3	7.5	32.6	31.0
Cycle Q Clear(g_c), s	11.0	21.3	0.0	7.0	40.0	0.0	16.0	36.6	5.3	7.5	32.6	31.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	1293		294	1175		457	1205	629	229	970	577
V/C Ratio(X)	1.04	0.60		0.57	1.09		1.13	0.93	0.17	0.95	0.99	0.79
Avail Cap(c_a), veh/h	314	1293		294	1175		457	1205	629	229	970	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	1.00	1.00	0.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	30.8	0.0	27.4	40.0	0.0	52.0	38.0	23.2	55.8	43.4	33.9
Incr Delay (d2), s/veh	27.1	0.1	0.0	2.7	52.8	0.0	78.6	10.4	0.4	44.3	26.9	10.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	10.1	0.0	6.0	35.1	0.0	17.4	22.5	3.5	8.1	24.0	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	30.9	0.0	30.1	92.8	0.0	130.6	48.5	23.6	100.1	70.2	44.5
LnGrp LOS	F	C		C	F		F	D	C	F	E	D
Approach Vol, veh/h		1100	A		1444	A		1741			1633	
Approach Delay, s/veh		46.0			85.5			71.4			67.0	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	46.0	12.0	49.0	21.0	38.0	16.0	45.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	41.0	7.0	44.0	16.0	33.0	11.0	40.0
Max Q Clear Time (g_c+I1), s	9.5	38.6	9.0	23.3	18.0	34.6	13.0	42.0
Green Ext Time (p_c), s	0.0	1.6	0.0	4.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.9
HCM 6th LOS	E

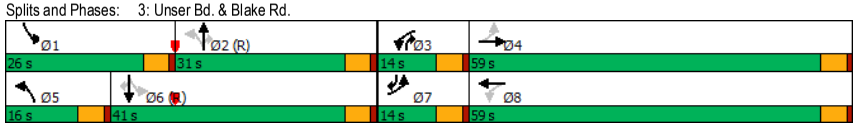
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	101	60	179	36	199	647	252	307	550	151
Future Volume (vph)	101	60	179	36	199	647	252	307	550	151
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	14.0	59.0	14.0	59.0	16.0	31.0	14.0	26.0	41.0	14.0
Total Split (%)	10.8%	45.4%	10.8%	45.4%	12.3%	23.8%	10.8%	20.0%	31.5%	10.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	22.0	13.2	22.4	13.4	71.0	59.2	73.2	92.8	75.9	89.7
Actuated g/C Ratio	0.17	0.10	0.17	0.10	0.55	0.46	0.56	0.71	0.58	0.69
v/c Ratio	0.63	0.67	1.04	0.78	0.43	0.45	0.28	0.53	0.30	0.15
Control Delay	58.8	46.9	122.4	22.4	12.2	26.8	2.8	10.7	15.3	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	46.9	122.4	22.4	12.2	26.8	2.8	10.7	15.3	1.8
LOS	E	D	F	C	B	C	A	B	B	A
Approach Delay		51.9		59.9		18.7			11.8	
Approach LOS		D		E		B			B	

Intersection Summary		
Cycle Length: 130		
Actuated Cycle Length: 130		
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.04		
Intersection Signal Delay: 26.0	Intersection LOS: C	
Intersection Capacity Utilization 75.2%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 3: Unser Bd. & Blake Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	60	79	179	36	262	199	647	252	307	550	151
Future Volume (veh/h)	101	60	79	179	36	262	199	647	252	307	550	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	111	66	87	197	40	288	219	711	277	337	604	166
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	162	214	356	45	322	453	1525	789	433	1656	838
Arrive On Green	0.06	0.22	0.22	0.07	0.23	0.23	0.08	0.43	0.43	0.12	0.47	0.47
Sat Flow, veh/h	1767	726	957	1767	195	1407	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	111	0	153	197	0	328	219	711	277	337	604	166
Grp Sat Flow(s),veh/h/ln	1767	0	1683	1767	0	1602	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	6.2	0.0	10.1	9.0	0.0	25.8	8.9	18.6	13.8	13.2	14.2	7.2
Cycle Q Clear(g_c), s	6.2	0.0	10.1	9.0	0.0	25.8	8.9	18.6	13.8	13.2	14.2	7.2
Prop In Lane	1.00		0.57	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	0	376	356	0	367	453	1525	789	433	1656	838
V/C Ratio(X)	0.56	0.00	0.41	0.55	0.00	0.89	0.48	0.47	0.35	0.78	0.36	0.20
Avail Cap(c_a), veh/h	210	0	699	356	0	666	455	1525	789	504	1656	838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	43.1	39.1	0.0	48.6	17.9	26.2	19.6	19.0	22.0	15.8
Incr Delay (d2), s/veh	2.9	0.0	0.7	1.9	0.0	7.7	0.8	1.0	1.2	6.6	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	7.6	2.4	0.0	16.2	6.4	12.3	8.8	9.7	9.8	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	43.8	40.9	0.0	56.2	18.6	27.2	20.8	25.6	22.7	16.4
LnGrp LOS	D	A	D	D	A	E	B	C	C	C	C	B
Approach Vol, veh/h		264			525			1207			1107	
Approach Delay, s/veh		42.6			50.5			24.2			22.6	
Approach LOS		D			D			C			C	

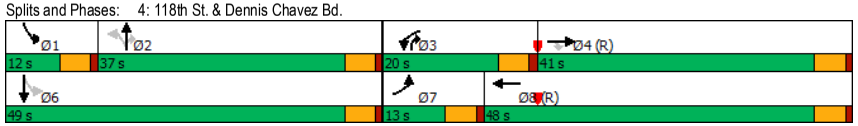
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	61.2	14.0	34.0	15.9	66.1	13.2	34.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	26.0	9.0	54.0	11.0	36.0	9.0	54.0
Max Q Clear Time (g_c+I1), s	15.2	20.6	11.0	12.1	10.9	16.2	8.2	27.8
Green Ext Time (p_c), s	0.5	2.5	0.0	0.9	0.0	4.1	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	114	23	455	86	44	103	692	96	104
Future Volume (vph)	22	114	23	455	86	44	103	692	96	104
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	13.0	41.0	41.0	20.0	48.0	37.0	37.0	20.0	12.0	49.0
Total Split (%)	11.8%	37.3%	37.3%	18.2%	43.6%	33.6%	33.6%	18.2%	10.9%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	None	Min
Act Effct Green (s)	7.6	15.8	15.8	47.6	55.8	14.8	14.8	67.4	31.6	31.6
Actuated g/C Ratio	0.07	0.14	0.14	0.43	0.51	0.13	0.13	0.61	0.29	0.29
v/c Ratio	0.28	0.66	0.09	0.48	0.29	0.44	0.64	0.92	0.49	0.38
Control Delay	53.8	56.0	0.5	27.9	10.5	51.3	56.4	24.1	34.5	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	56.0	0.5	27.9	10.5	51.3	56.4	24.1	34.5	30.0
LOS	D	E	A	C	B	D	E	C	C	C
Approach Delay		47.8			23.2		29.5			31.9
Approach LOS		D			C		C			C

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 29.3		Intersection LOS: C	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	114	23	455	86	80	44	103	692	96	104	25
Future Volume (veh/h)	22	114	23	455	86	80	44	103	692	96	104	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	34	175	35	700	132	123	68	158	1065	148	160	38
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	607	515	467	370	344	407	540	672	280	580	138
Arrive On Green	0.05	0.33	0.33	0.14	0.42	0.42	0.29	0.29	0.29	0.06	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	3428	884	824	1175	1856	1572	1767	1449	344
Grp Volume(v), veh/h	34	175	35	700	0	255	68	158	1065	148	0	198
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1707	1175	1856	1572	1767	0	1794
Q Serve(g_s), s	2.1	7.7	1.7	15.0	0.0	11.2	4.8	7.3	32.0	6.3	0.0	8.2
Cycle Q Clear(g_c), s	2.1	7.7	1.7	15.0	0.0	11.2	4.8	7.3	32.0	6.3	0.0	8.2
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	607	515	467	0	714	407	540	672	280	0	717
V/C Ratio(X)	0.42	0.29	0.07	1.50	0.00	0.36	0.17	0.29	1.59	0.53	0.00	0.28
Avail Cap(c_a), veh/h	129	607	515	467	0	714	407	540	672	280	0	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.42	0.00	0.42	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	27.5	25.5	47.5	0.0	21.9	29.4	30.2	31.5	24.2	0.0	22.3
Incr Delay (d2), s/veh	3.5	1.2	0.3	228.6	0.0	0.6	0.2	0.3	270.4	1.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	6.3	1.2	30.5	0.0	6.6	2.4	5.7	100.9	4.8	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	28.7	25.7	276.1	0.0	22.5	29.5	30.5	301.9	26.1	0.0	22.5
LnGrp LOS	D	C	C	F	A	C	C	C	F	C	A	C
Approach Vol, veh/h		244			955			1291			346	
Approach Delay, s/veh		31.9			208.4			254.3			24.0	
Approach LOS		C			F			F			C	

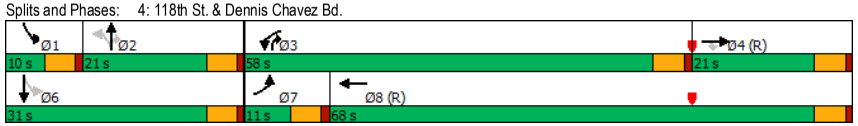
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	20.0	41.0		49.0	10.0	51.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	32.0	15.0	36.0		44.0	8.0	43.0				
Max Q Clear Time (g_c+I1), s	8.3	34.0	17.0	9.7		10.2	4.1	13.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0		1.1	0.0	1.4				

Intersection Summary			
HCM 6th Ctrl Delay		191.6	
HCM 6th LOS		F	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	114	23	455	86	44	103	692	96	104
Future Volume (vph)	22	114	23	455	86	44	103	692	96	104
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		2	3	1	6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	3	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	21.0	10.0	10.0	21.0
Total Split (s)	11.0	21.0	21.0	58.0	68.0	21.0	21.0	58.0	10.0	31.0
Total Split (%)	10.0%	19.1%	19.1%	52.7%	61.8%	19.1%	19.1%	52.7%	9.1%	28.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	Min	Min
Act Effct Green (s)	6.3	15.4	15.4	54.5	63.7	13.7	13.7	73.2	25.0	25.0
Actuated g/C Ratio	0.06	0.14	0.14	0.50	0.58	0.12	0.12	0.67	0.23	0.23
v/c Ratio	0.34	0.68	0.10	0.42	0.25	0.47	0.69	0.95	0.72	0.48
Control Delay	59.7	58.9	0.5	10.0	5.8	55.1	61.8	32.4	58.6	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	58.9	0.5	10.0	5.8	55.1	61.8	32.4	58.6	39.1
LOS	E	E	A	A	A	E	E	C	E	D
Approach Delay		50.6			8.9		37.2			47.4
Approach LOS		D			A		D			D

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 30.0		Intersection LOS: C	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: 118th St. & Dennis Chavez Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	114	23	455	86	80	44	103	692	96	104	25
Future Volume (veh/h)	22	114	23	455	86	80	44	103	692	96	104	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	34	175	35	700	132	123	68	158	1065	148	160	38
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	80	723	613	815	514	479	232	270	602	176	343	81
Arrive On Green	0.05	0.39	0.39	0.24	0.58	0.58	0.15	0.15	0.15	0.05	0.24	0.24
Sat Flow, veh/h	1767	1856	1572	3428	884	824	1175	1856	1572	1767	1449	344
Grp Volume(v), veh/h	34	175	35	700	0	255	68	158	1065	148	0	198
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	0	1707	1175	1856	1572	1767	0	1794
Q Serve(g_s), s	2.1	7.0	1.5	21.5	0.0	8.1	5.8	8.7	16.0	5.0	0.0	10.4
Cycle Q Clear(g_c), s	2.1	7.0	1.5	21.5	0.0	8.1	6.2	8.7	16.0	5.0	0.0	10.4
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	80	723	613	815	0	993	232	270	602	176	0	424
V/C Ratio(X)	0.42	0.24	0.06	0.86	0.00	0.26	0.29	0.59	1.77	0.84	0.00	0.47
Avail Cap(c_a), veh/h	96	723	613	1652	0	993	232	270	602	176	0	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.00	0.91	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	22.6	21.0	40.2	0.0	11.3	43.0	43.9	33.9	43.1	0.0	36.1
Incr Delay (d2), s/veh	3.5	0.8	0.2	2.6	0.0	0.6	0.7	3.2	352.4	29.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	5.5	1.0	13.6	0.0	5.3	3.0	7.4	108.7	5.3	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	23.4	21.1	42.7	0.0	11.9	43.7	47.1	386.3	72.4	0.0	36.9
LnGrp LOS	D	C	C	D	A	B	D	D	F	E	A	D
Approach Vol, veh/h		244			955			1291			346	
Approach Delay, s/veh		27.4			34.5			326.8			52.1	
Approach LOS		C			C			F			D	

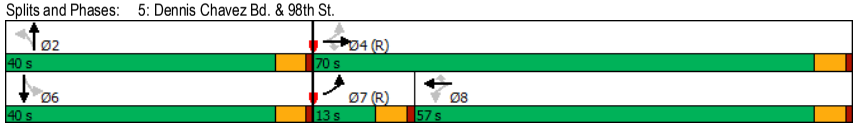
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	10.0	21.0	31.1	47.9		31.0	10.0	69.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	16.0	53.0	16.0		26.0	6.0	63.0				
Max Q Clear Time (g_c+I1), s	7.0	18.0	23.5	9.0		12.4	4.1	10.1				
Green Ext Time (p_c), s	0.0	0.0	2.6	0.5		0.8	0.0	1.5				

Intersection Summary			
HCM 6th Ctrl Delay		169.1	
HCM 6th LOS		F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	204	490	151	164	610	336	94	217	301	209
Future Volume (vph)	204	490	151	164	610	336	94	217	301	209
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	70.0	70.0	57.0	57.0	57.0	40.0	40.0	40.0	40.0
Total Split (%)	11.8%	63.6%	63.6%	51.8%	51.8%	51.8%	36.4%	36.4%	36.4%	36.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	Min	Min	Min	None	None	Min	Min
Act Effct Green (s)	62.0	62.0	62.0	49.0	49.0	49.0	38.0	38.0	38.0	38.0
Actuated g/C Ratio	0.56	0.56	0.56	0.45	0.45	0.45	0.35	0.35	0.35	0.35
v/c Ratio	1.11	0.55	0.19	0.58	0.87	0.45	0.64	0.66	1.85	0.70
Control Delay	104.8	15.6	2.0	12.6	15.6	1.2	51.3	35.3	428.0	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.8	15.6	2.0	12.6	15.6	1.2	51.3	35.3	428.0	36.5
LOS	F	B	A	B	B	A	D	D	F	D
Approach Delay		34.7			10.8			38.7		212.8
Approach LOS		C			B			D		F

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 7.7 (7%), Referenced to phase 4:EBTL and 7:EBL, Start of Green		
Natural Cycle: 110		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.85		
Intersection Signal Delay: 65.4	Intersection LOS: E	
Intersection Capacity Utilization 96.1%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	490	151	164	610	336	94	217	130	301	209	158
Future Volume (veh/h)	204	490	151	164	610	336	94	217	130	301	209	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	240	576	178	193	718	395	111	255	153	354	246	186
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	305	1096	929	352	798	676	151	346	207	171	312	236
Arrive On Green	0.12	0.59	0.59	0.43	0.43	0.43	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1767	1856	1572	704	1856	1572	949	1086	652	970	981	741
Grp Volume(v), veh/h	240	576	178	193	718	395	111	0	408	354	0	432
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	704	1856	1572	949	0	1738	970	0	1722
Q Serve(g_s), s	8.0	20.3	5.7	24.7	39.6	21.0	9.9	0.0	23.0	12.0	0.0	25.1
Cycle Q Clear(g_c), s	8.0	20.3	5.7	27.2	39.6	21.0	35.0	0.0	23.0	35.0	0.0	25.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.43
Lane Grp Cap(c), veh/h	305	1096	929	352	798	676	151	0	553	171	0	548
V/C Ratio(X)	0.79	0.53	0.19	0.55	0.90	0.58	0.74	0.00	0.74	2.07	0.00	0.79
Avail Cap(c_a), veh/h	305	1096	929	382	877	743	151	0	553	171	0	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	13.3	10.4	26.7	29.2	23.9	51.2	0.0	33.4	51.3	0.0	34.1
Incr Delay (d2), s/veh	5.9	0.8	0.2	0.1	1.3	0.1	17.1	0.0	5.2	500.0	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	11.3	3.5	5.1	19.4	9.1	6.8	0.0	15.6	48.9	0.0	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	14.1	10.6	26.8	30.4	24.0	68.3	0.0	38.6	551.3	0.0	41.7
LnGrp LOS	C	B	B	C	C	C	E	A	D	F	A	D
Approach Vol, veh/h		994			1306			519			786	
Approach Delay, s/veh		17.3			27.9			44.9			271.2	
Approach LOS		B			C			D			F	

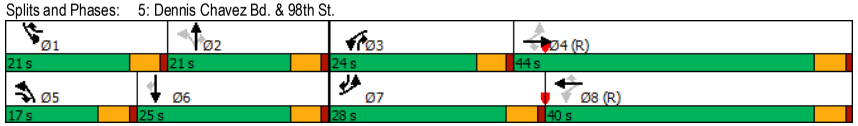
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0		70.0		40.0	17.7	52.3				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		65.0		35.0	8.0	52.0				
Max Q Clear Time (g_c+I1), s		37.0		22.3		37.0	10.0	41.6				
Green Ext Time (p_c), s		0.0		5.1		0.0	0.0	5.7				

Intersection Summary		
HCM 6th Ctrl Delay	80.5	
HCM 6th LOS	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	490	151	164	610	336	94	217	130	301	209	158
Future Volume (vph)	204	490	151	164	610	336	94	217	130	301	209	158
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	21.0	10.0	21.0	10.0	21.0	21.0	10.0
Total Split (s)	28.0	44.0	17.0	24.0	40.0	21.0	17.0	21.0	24.0	21.0	25.0	28.0
Total Split (%)	25.5%	40.0%	15.5%	21.8%	36.4%	19.1%	15.5%	19.1%	21.8%	19.1%	22.7%	25.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	C-Min	Min	Min	C-Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	62.7	49.7	64.9	59.2	48.0	68.9	23.2	13.1	29.3	16.0	18.9	36.9
Actuated g/C Ratio	0.57	0.45	0.59	0.54	0.44	0.63	0.21	0.12	0.27	0.15	0.17	0.34
v/c Ratio	0.55	0.36	0.18	0.40	0.47	0.37	0.38	0.61	0.18	0.72	0.41	0.29
Control Delay	14.2	21.9	1.9	18.0	28.6	0.6	31.4	52.3	4.9	53.6	42.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	21.9	1.9	18.0	28.6	0.6	31.4	52.3	4.9	53.6	42.3	5.2
LOS	B	C	A	B	C	A	C	D	A	D	D	A
Approach Delay		16.5			18.6			33.8			38.6	
Approach LOS		B			B			C			D	

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 7.7 (7%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: Dennis Chavez Bd. & 98th St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	490	151	164	610	336	94	217	130	301	209	158
Future Volume (veh/h)	204	490	151	164	610	336	94	217	130	301	209	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	240	576	178	193	718	395	111	255	153	354	246	186
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	475	1838	937	499	1797	994	276	349	482	421	520	368
Arrive On Green	0.09	0.52	0.52	0.15	1.00	1.00	0.07	0.10	0.10	0.12	0.15	0.15
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	3526	2768	3428	3526	1572
Grp Volume(v), veh/h	240	576	178	193	718	395	111	255	153	354	246	186
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	1763	1384	1714	1763	1572
Q Serve(g_s), s	7.0	10.3	5.7	5.9	0.0	0.0	6.1	7.7	5.3	11.1	7.0	11.3
Cycle Q Clear(g_c), s	7.0	10.3	5.7	5.9	0.0	0.0	6.1	7.7	5.3	11.1	7.0	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	475	1838	937	499	1797	994	276	349	482	421	520	368
V/C Ratio(X)	0.51	0.31	0.19	0.39	0.40	0.40	0.40	0.73	0.32	0.84	0.47	0.51
Avail Cap(c_a), veh/h	691	1838	937	672	1797	994	337	513	610	499	641	422
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	0.15	0.15	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	15.1	10.1	10.3	0.0	0.0	40.1	48.1	39.7	47.2	43.0	36.6
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.1	0.1	0.2	0.9	2.9	0.4	10.8	0.7	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	6.0	3.2	2.8	0.0	0.1	4.9	6.4	3.3	9.1	5.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	15.2	10.3	10.4	0.1	0.2	41.1	51.1	40.1	58.0	43.7	37.7
LnGrp LOS	B	B	B	B	A	A	D	D	D	E	D	D
Approach Vol, veh/h		994			1306			519			786	
Approach Delay, s/veh		13.2			1.6			45.7			48.7	
Approach LOS		B			A			D			D	

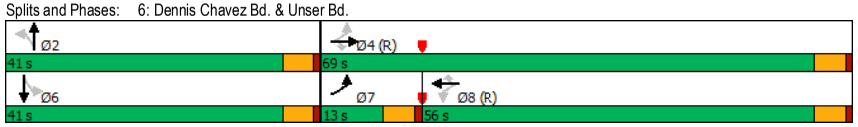
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	15.9	13.3	62.4	13.2	21.2	14.6	61.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	16.0	19.0	39.0	12.0	20.0	23.0	35.0
Max Q Clear Time (g_c+I1), s	13.1	9.7	7.9	12.3	8.1	13.3	9.0	2.0
Green Ext Time (p_c), s	0.4	1.2	0.4	4.9	0.1	1.2	0.6	7.6

Intersection Summary		
HCM 6th Ctrl Delay		21.4
HCM 6th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	176	970	41	561	1361	1021	26	86	779	113
Future Volume (vph)	176	970	41	561	1361	1021	26	86	779	113
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	69.0	69.0	56.0	56.0	56.0	41.0	41.0	41.0	41.0
Total Split (%)	11.8%	62.7%	62.7%	50.9%	50.9%	50.9%	37.3%	37.3%	37.3%	37.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?										
Recall Mode	Min	C-Min	C-Min	C-Min	C-Min	C-Min	Min	Min	Min	Min
Act Effct Green (s)	64.0	64.0	64.0	51.0	51.0	51.0	36.0	36.0	36.0	36.0
Actuated g/C Ratio	0.58	0.58	0.58	0.46	0.46	0.46	0.33	0.33	0.33	0.33
v/c Ratio	0.99	0.99	0.05	9.33	1.75	1.05	0.10	0.80	7.25	0.45
Control Delay	73.5	47.9	5.4	3786.4	366.5	56.1	27.2	38.3	2839.8	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	47.9	5.4	3786.4	366.5	56.1	27.2	38.3	2839.8	25.6
LOS	E	D	A	F	F	E	C	D	F	C
Approach Delay		50.2			910.2			37.6		2174.6
Approach LOS		D			F			D		F

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 78.1 (71%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green		
Natural Cycle: 75		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 9.33		
Intersection Signal Delay: 886.7	Intersection LOS: F	
Intersection Capacity Utilization 167.9%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



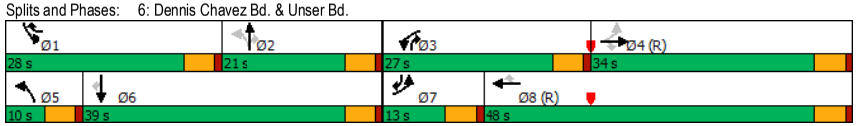
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	970	41	561	1361	1021	26	86	347	779	113	128
Future Volume (veh/h)	176	970	41	561	1361	1021	26	86	347	779	113	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	193	1066	45	616	1496	1122	29	95	381	856	124	141
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	194	1080	915	299	860	729	289	106	425	109	259	295
Arrive On Green	0.15	1.00	1.00	0.46	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1767	1856	1572	503	1856	1572	1106	324	1298	911	792	901
Grp Volume(v), veh/h	193	1066	45	616	1496	1122	29	0	476	856	0	265
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	503	1856	1572	1106	0	1622	911	0	1693
Q Serve(g_s), s	7.9	0.0	0.0	51.0	51.0	51.0	2.4	0.0	30.7	5.3	0.0	13.7
Cycle Q Clear(g_c), s	7.9	0.0	0.0	51.0	51.0	51.0	16.1	0.0	30.7	36.0	0.0	13.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.53
Lane Grp Cap(c), veh/h	194	1080	915	299	860	729	289	0	531	109	0	554
V/C Ratio(X)	0.99	0.99	0.05	2.06	1.74	1.54	0.10	0.00	0.90	7.85	0.00	0.48
Avail Cap(c_a), veh/h	194	1080	915	299	860	729	289	0	531	109	0	554
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	35.1	29.5	29.5	35.9	0.0	35.2	53.9	0.0	29.5
Incr Delay (d2), s/veh	18.2	5.8	0.0	489.2	337.4	249.4	0.1	0.0	17.8	3102.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	2.4	0.0	82.9	160.2	106.3	1.2	0.0	20.8	158.4	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	5.8	0.0	524.3	366.9	278.9	36.1	0.0	53.1	3156.3	0.0	30.2
LnGrp LOS	D	A	A	F	F	F	D	A	D	F	A	C
Approach Vol, veh/h		1304			3234			505			1121	
Approach Delay, s/veh		11.7			366.3			52.1			2417.3	
Approach LOS		B			F			D			F	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0		69.0		41.0	13.0	56.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		36.0		64.0		36.0	8.0	51.0				
Max Q Clear Time (g_c+I1), s		32.7		2.0		38.0	9.9	53.0				
Green Ext Time (p_c), s		1.0		13.9		0.0	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	638.6	
HCM 6th LOS	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	970	41	561	1361	1021	26	86	347	779	113	128
Future Volume (vph)	176	970	41	561	1361	1021	26	86	347	779	113	128
Turn Type	pm+pt	NA	Perm	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	21.0	21.0	10.0
Total Split (s)	13.0	34.0	34.0	27.0	48.0	28.0	10.0	21.0	27.0	28.0	39.0	13.0
Total Split (%)	11.8%	30.9%	30.9%	24.5%	43.6%	25.5%	9.1%	19.1%	24.5%	25.5%	35.5%	11.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	C-Min	C-Min	Min	C-Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	47.4	32.8	32.8	25.8	44.1	72.1	13.4	8.4	39.2	23.0	26.4	45.9
Actuated g/C Ratio	0.43	0.30	0.30	0.23	0.40	0.66	0.12	0.08	0.36	0.21	0.24	0.42
v/c Ratio	0.65	1.02	0.07	0.77	1.07	0.98	0.17	0.36	0.36	1.21	0.15	0.19
Control Delay	41.1	65.9	0.2	45.4	64.6	15.6	29.2	51.6	17.9	144.0	33.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	65.9	0.2	45.4	64.6	15.6	29.2	51.6	17.9	144.0	33.0	5.7
LOS	D	E	A	D	E	B	C	D	B	F	C	A
Approach Delay		59.9			43.9			24.9			114.4	
Approach LOS		E			D			C			F	

Intersection Summary		
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 78.1 (71%), Referenced to phase 4:EBTL and 8:WBT, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.21		
Intersection Signal Delay: 58.6	Intersection LOS: E	
Intersection Capacity Utilization 89.6%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 6: Dennis Chavez Bd. & Unser Bd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	970	41	561	1361	1021	26	86	347	779	113	128
Future Volume (veh/h)	176	970	41	561	1361	1021	26	86	347	779	113	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	193	1066	45	616	1496	1122	29	95	381	856	124	141
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	194	1003	447	666	1431	967	290	460	899	717	1037	577
Arrive On Green	0.15	0.57	0.57	0.32	0.68	0.68	0.05	0.13	0.13	0.21	0.29	0.29
Sat Flow, veh/h	1767	3526	1572	3428	3526	1572	1767	3526	2768	3428	3526	1572
Grp Volume(v), veh/h	193	1066	45	616	1496	1122	29	95	381	856	124	141
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1572	1767	1763	1384	1714	1763	1572
Q Serve(g_s), s	8.0	31.3	1.4	19.1	44.6	44.6	1.5	2.6	11.9	23.0	2.8	6.9
Cycle Q Clear(g_c), s	8.0	31.3	1.4	19.1	44.6	44.6	1.5	2.6	11.9	23.0	2.8	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	1003	447	666	1431	967	290	460	899	717	1037	577
V/C Ratio(X)	0.99	1.06	0.10	0.93	1.05	1.16	0.10	0.21	0.42	1.19	0.12	0.24
Avail Cap(c_a), veh/h	194	1003	447	686	1431	967	290	513	940	717	1090	600
HCM Platoon Ratio	2.00	2.00	2.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	23.7	17.3	36.4	17.7	16.8	38.0	42.7	29.1	43.5	28.4	24.2
Incr Delay (d2), s/veh	59.4	45.3	0.4	2.4	22.9	73.4	0.1	0.2	0.3	100.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.5	21.7	1.0	8.5	18.3	56.8	1.2	2.1	7.1	29.5	2.2	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.4	69.0	17.7	38.8	40.6	90.1	38.1	42.9	29.4	144.3	28.4	24.4
LnGrp LOS	F	F	B	D	F	F	D	D	C	F	C	C
Approach Vol, veh/h		1304			3234			505			1121	
Approach Delay, s/veh		70.3			57.4			32.5			116.4	
Approach LOS		E			E			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	19.4	26.4	36.3	10.0	37.4	13.0	49.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	23.0	16.0	22.0	29.0	5.0	34.0	8.0	43.0
Max Q Clear Time (g_c+I1), s	25.0	13.9	21.1	33.3	3.5	8.9	10.0	46.6
Green Ext Time (p_c), s	0.0	0.5	0.3	0.0	0.0	1.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.8
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			↰	↱
Traffic Vol, veh/h	60	1787	80	85	2910	26	66	1	69	5	1	128
Future Vol, veh/h	60	1787	80	85	2910	26	66	1	69	5	1	128
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	62	1842	82	88	3000	27	68	1	71	5	1	132

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3027	0	0	1924	0	0	5263	5210	1883	5233	5238	3014
Stage 1	-	-	-	-	-	-	2007	2007	-	3190	3190	-
Stage 2	-	-	-	-	-	-	3256	3203	-	2043	2048	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	111	-	-	304	-	-	0	0	88	0	0	~ 17
Stage 1	-	-	-	-	-	-	77	103	-	15	24	-
Stage 2	-	-	-	-	-	-	~ 13	24	-	73	98	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	111	-	-	304	-	-	-	0	88	0	0	~ 17
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	0	0	-
Stage 1	-	-	-	-	-	-	77	103	-	15	24	-
Stage 2	-	-	-	-	-	-	-	24	-	14	98	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.6		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	111	-	-	304	-	-	-	17
HCM Lane V/C Ratio	-	0.557	-	-	0.288	-	-	-	7.762
HCM Control Delay (s)	-	72.2	0	-	21.6	0	-	-	$ 3486
HCM Lane LOS	-	F	A	-	C	A	-	-	F
HCM 95th %tile Q(veh)	-	2.6	-	-	1.2	-	-	-	17.2

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

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	116	84	1374	1115	39
Future Vol, veh/h	48	116	84	1374	1115	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	85	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	51	122	88	1446	1174	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2073	587	1215	0	-	0
Stage 1	1174	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	~ 46	450	564	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 39	450	564	-	-	-
Mov Cap-2 Maneuver	~ 39	-	-	-	-	-
Stage 1	214	-	-	-	-	-
Stage 2	355	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	129.9	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	564	-	39	450	-	-
HCM Lane V/C Ratio	0.157	-	1.296	0.271	-	-
HCM Control Delay (s)	12.6	-	$ 405.1	16	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.6	-	5.1	1.1	-	-

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

Intersection	
Intersection Delay, s/veh	97.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	79	60	65	153	35	79	521	67	45	738	150
Future Vol, veh/h	147	79	60	65	153	35	79	521	67	45	738	150
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	158	85	65	70	165	38	85	560	72	48	794	161
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	22.5	19.4	60.8	168.5
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	72%	0%	100%	31%	0%	100%	59%	0%	100%
Vol Right, %	0%	0%	28%	0%	0%	69%	0%	0%	41%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	347	241	147	53	86	65	102	86	45	492
LT Vol	79	0	0	147	0	0	65	0	0	45	0
Through Vol	0	347	174	0	53	26	0	102	51	0	492
RT Vol	0	0	67	0	0	60	0	0	35	0	0
Lane Flow Rate	85	373	259	158	57	93	70	110	92	48	529
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.247	1.033	0.702	0.518	0.178	0.279	0.232	0.349	0.287	0.136	1.419
Departure Headway (Hd)	10.739	10.239	10.044	12.1	11.6	11.113	12.219	11.719	11.435	10.143	9.654
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	336	359	362	300	311	325	296	309	316	354	381
Service Time	8.439	7.939	7.744	9.8	9.3	8.813	9.919	9.419	9.135	7.905	7.405
HCM Lane V/C Ratio	0.253	1.039	0.715	0.527	0.183	0.286	0.236	0.356	0.291	0.136	1.388
HCM Control Delay	16.9	89.8	33.3	27.1	16.8	18.1	18.6	20.6	18.7	14.5	229.5
HCM Lane LOS	C	F	D	D	C	C	C	C	C	B	F
HCM 95th-tile Q	1	12.4	5.1	2.8	0.6	1.1	0.9	1.5	1.2	0.5	26.8

Intersection	
Intersection Delay, s/veh	58.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	22	52	91	34	74	96	743	37	79	611	36
Future Vol, veh/h	19	22	52	91	34	74	96	743	37	79	611	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	23	54	95	35	77	100	774	39	82	636	38
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	15.6	17	82.9	46.7
HCM LOS	C	C	F	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	87%	0%	30%	0%	31%	0%	100%	85%
Vol Right, %	0%	0%	13%	0%	70%	0%	69%	0%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	495	285	19	74	91	108	79	407	240
LT Vol	96	0	0	19	0	91	0	79	0	0
Through Vol	0	495	248	0	22	0	34	0	407	204
RT Vol	0	0	37	0	52	0	74	0	0	36
Lane Flow Rate	100	516	297	20	77	95	113	82	424	250
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.243	1.179	0.67	0.06	0.212	0.274	0.295	0.201	0.976	0.567
Departure Headway (Hd)	8.739	8.227	8.134	11.316	10.301	10.811	9.813	9.129	8.616	8.508
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	410	444	442	318	351	335	369	396	424	427
Service Time	6.515	6.003	5.91	9.016	8.001	8.511	7.513	6.829	6.316	6.208
HCM Lane V/C Ratio	0.244	1.162	0.672	0.063	0.219	0.284	0.306	0.207	1	0.585
HCM Control Delay	14.3	128.9	26	14.7	15.8	17.5	16.6	14.1	67.7	21.8
HCM Lane LOS	B	F	D	B	C	C	C	B	F	C
HCM 95th-tile Q	0.9	19.5	4.8	0.2	0.8	1.1	1.2	0.7	11.8	3.4

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	37	5	39	40	58	4	15	12	20	9	5
Future Vol, veh/h	2	37	5	39	40	58	4	15	12	20	9	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	41	6	43	44	64	4	17	13	22	10	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	47	0	0	218	242	44	225	213	76
Stage 1	-	-	-	-	-	-	48	48	-	162	162	-
Stage 2	-	-	-	-	-	-	170	194	-	63	51	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1476	-	-	1554	-	-	736	658	1023	728	683	982
Stage 1	-	-	-	-	-	-	963	853	-	838	762	-
Stage 2	-	-	-	-	-	-	830	738	-	945	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1476	-	-	1554	-	-	707	638	1023	688	662	982
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	638	-	688	662	-
Stage 1	-	-	-	-	-	-	962	852	-	837	739	-
Stage 2	-	-	-	-	-	-	790	716	-	914	849	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	2.1	10	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	758	1476	-	-	1554	-	-	712
HCM Lane V/C Ratio	0.045	0.002	-	-	0.028	-	-	0.053
HCM Control Delay (s)	10	7.4	0	-	7.4	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	4	9	6	44	6	706	6	56	823	34
Future Vol, veh/h	10	1	4	9	6	44	6	706	6	56	823	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	-	130	-	-	110	-	45	110	-	350
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	1	4	10	7	49	7	793	7	63	925	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1465	1865	463	1396	1896	397	963	0	0	800	0	0
Stage 1	1051	1051	-	807	807	-	-	-	-	-	-	-
Stage 2	414	814	-	589	1089	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.56	6.56	6.96	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.53	4.03	3.33	2.23	-	-	2.23	-	-
Pot Cap-1 Maneuver	89	71	543	100	68	600	704	-	-	812	-	-
Stage 1	241	300	-	339	390	-	-	-	-	-	-	-
Stage 2	584	387	-	459	288	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	74	65	543	92	62	600	704	-	-	812	-	-
Mov Cap-2 Maneuver	173	165	-	210	168	-	-	-	-	-	-	-
Stage 1	239	277	-	336	386	-	-	-	-	-	-	-
Stage 2	521	383	-	418	266	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.1	15.3	0.1	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	704	-	-	173	372	210	459	812	-	-
HCM Lane V/C Ratio	0.01	-	-	0.065	0.015	0.048	0.122	0.077	-	-
HCM Control Delay (s)	10.2	-	-	27.3	14.8	23	13.9	9.8	-	-
HCM Lane LOS	B	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.2	0.4	0.3	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	12	37	46	43	1
Future Vol, veh/h	1	12	37	46	43	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	14	44	54	51	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	98	0	-	0	87	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1489	-	-	-	912	989
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	1004	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1489	-	-	-	911	989
Mov Cap-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1489	-	-	-	913
HCM Lane V/C Ratio	0.001	-	-	-	0.057
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1	13	100	110	1
Future Vol, veh/h	11	1	13	100	110	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	1	15	118	129	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	278	130	130	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	710	917	1449	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	917	1449	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1449	-	716	-	-
HCM Lane V/C Ratio	0.011	-	0.02	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1	13	100	110	1
Future Vol, veh/h	11	1	13	100	110	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	1	15	118	129	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	278	130	130	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	710	917	1449	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	917	1449	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.9	0
HCM LOS	B		

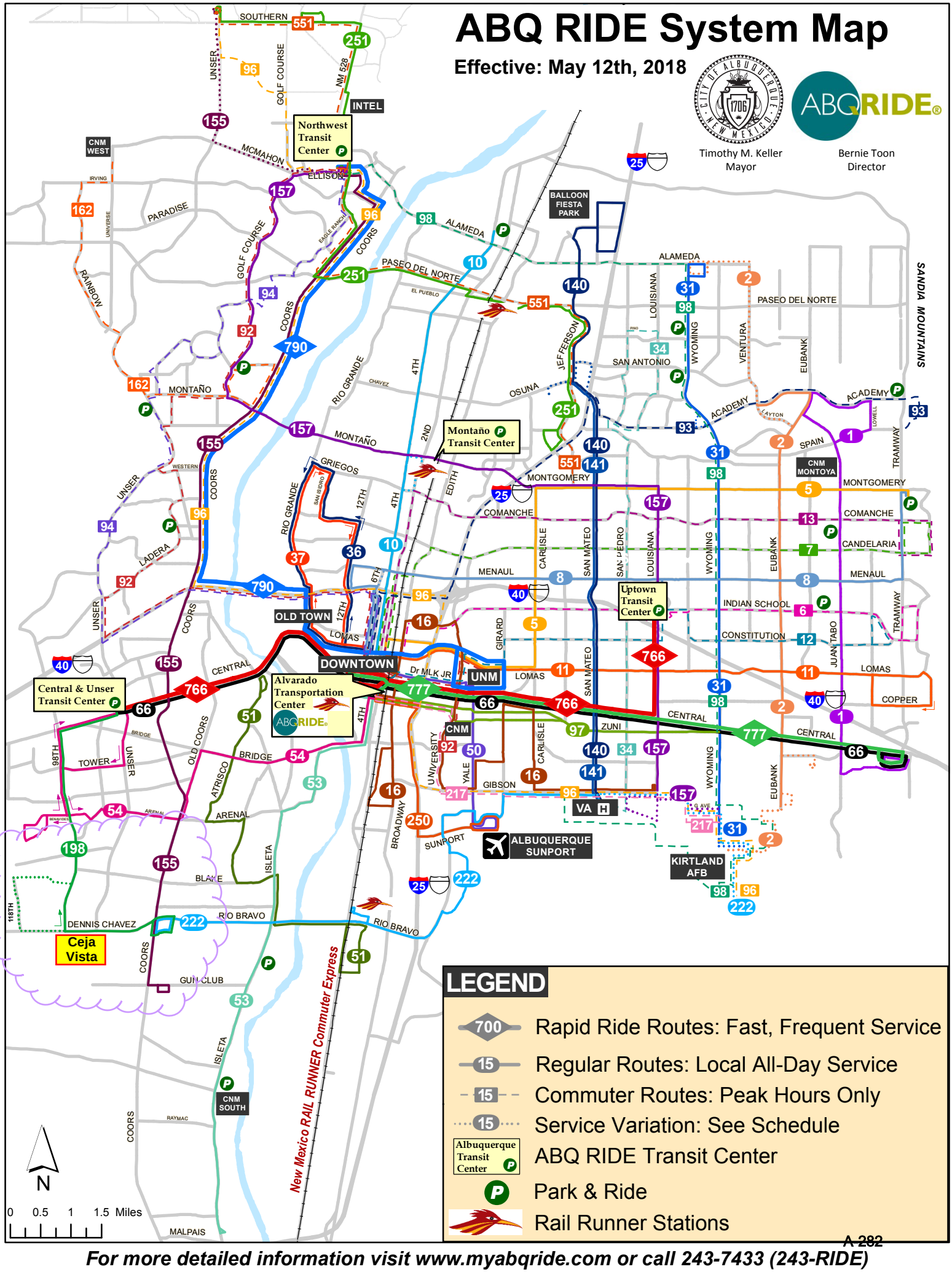
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1449	-	716	-	-
HCM Lane V/C Ratio	0.011	-	0.02	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

ABQ RIDE System Map

Effective: May 12th, 2018

Timothy M. Keller
Mayor

Bernie Toon
Director



LEGEND

- 700 — Rapid Ride Routes: Fast, Frequent Service
- 15 — Regular Routes: Local All-Day Service
- 15 — Commuter Routes: Peak Hours Only
- 15 — Service Variation: See Schedule
- Albuquerque Transit Center — ABQ RIDE Transit Center
- P — Park & Ride
- Rail Runner Stations

For more detailed information visit www.myabqride.com or call 243-7433 (243-RIDE)

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Gun Club Rd.**

N-S Street: **Coors Blvd.**

Signalized

Speed Limit (Gun Club Rd.)= **30** MPH

Speed Limit (Coors Blvd.)= **55** MPH

4/3/18

Begin Time	End Time	Eastbound (Gun Club Rd.)				Westbound (Gun Club Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	33	10	7	0	4	3	57	0	5	194	4	0	30	96	8	0
7:15 AM	7:30 AM	47	11	9	0	17	2	58	0	3	161	20	0	33	126	9	0
7:30 AM	7:45 AM	32	20	3	0	21	9	59	0	2	168	31	0	47	147	7	1
7:45 AM	8:00 AM	28	9	5	0	26	6	74	0	5	134	14	1	24	163	13	0
8:00 AM	8:15 AM	~~14~~	~~4~~	~~4~~	~~0~~	~~9~~	~~2~~	~~28~~	~~0~~	~~5~~	~~136~~	~~10~~	~~0~~	~~31~~	~~154~~	~~7~~	~~0~~
8:15 AM	8:30 AM	~~29~~	~~6~~	~~7~~	~~0~~	~~14~~	~~2~~	~~38~~	~~0~~	~~4~~	~~160~~	~~15~~	~~0~~	~~23~~	~~125~~	~~9~~	~~0~~
8:30 AM	8:45 AM	~~16~~	~~5~~	~~10~~	~~0~~	~~18~~	~~5~~	~~46~~	~~0~~	~~4~~	~~161~~	~~8~~	~~0~~	~~18~~	~~151~~	~~11~~	~~0~~
8:45 AM	9:00 AM	~~14~~	~~6~~	~~7~~	~~0~~	~~9~~	~~2~~	~~41~~	~~0~~	~~4~~	~~159~~	~~17~~	~~0~~	~~24~~	~~116~~	~~12~~	~~1~~
AM Peak Hour Volumes		**140**	**50**	**24**	**0**	**68**	**20**	**248**	**0**	**15**	**657**	**69**	**1**	**134**	**532**	**37**	**1**
% of Total Traffic		7.0%	2.5%	1.2%		3.4%	1.0%	12.4%		0.8%	32.9%	3.5%		6.7%	26.7%	1.9%	
% Directional			10.7%				16.8%	**Intersection**			37.1%				35.2%		
AM Peak Hour Factor			*0.80*				*0.79*	**0.91**			*0.91*				*0.87*		

Begin Time	End Time	Eastbound (Gun Club Rd.)				Westbound (Gun Club Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~16~~	~~7~~	~~6~~	~~0~~	~~12~~	~~10~~	~~37~~	~~0~~	~~8~~	~~177~~	~~9~~	~~0~~	~~53~~	~~167~~	~~25~~	~~0~~
4:15 PM	4:30 PM	~~18~~	~~7~~	~~9~~	~~0~~	~~13~~	~~10~~	~~39~~	~~0~~	~~10~~	~~150~~	~~5~~	~~1~~	~~63~~	~~217~~	~~26~~	~~0~~
4:30 PM	4:45 PM	24	11	10	0	19	5	44	0	12	169	12	0	51	189	19	0
4:45 PM	5:00 PM	18	10	18	0	25	7	35	0	9	192	4	0	47	192	25	1
5:00 PM	5:15 PM	14	7	9	0	33	12	37	0	9	162	14	0	47	151	29	0
5:15 PM	5:30 PM	20	3	6	0	23	18	33	0	11	171	18	3	46	210	30	0
5:30 PM	5:45 PM	~~19~~	~~2~~	~~9~~	~~0~~	~~21~~	~~8~~	~~40~~	~~0~~	~~11~~	~~180~~	~~13~~	~~0~~	~~53~~	~~173~~	~~31~~	~~1~~
5:45 PM	6:00 PM	~~15~~	~~6~~	~~10~~	~~0~~	~~18~~	~~8~~	~~34~~	~~0~~	~~15~~	~~174~~	~~13~~	~~1~~	~~57~~	~~186~~	~~29~~	~~0~~
PM Peak Hour Volumes		**76**	**31**	**43**	**0**	**100**	**42**	**149**	**0**	**41**	**694**	**48**	**3**	**191**	**742**	**103**	**1**
% of Total Traffic		3.4%	1.4%	1.9%		4.4%	1.9%	6.6%		1.8%	30.7%	2.1%		8.4%	32.8%	4.6%	
% Directional			6.6%				12.9%	**Intersection**			34.6%				45.8%		
PM Peak Hour Factor			*0.82*				*0.89*	**0.96**			*0.95*				*0.91*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Dennis Chavez Bd.**

N-S Street: **Coors Bd.**

Speed Limit (Dennis Chavez Bd.)= **45** MPH

Speed Limit (Coors Bd.)= **55** MPH

Signalized

7/11/18

Begin Time	End Time	Eastbound (Dennis Chavez Bd.)				Westbound (Dennis Chavez Bd.)				Northbound (Coors Bd.)				Southbound (Coors Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	7	207	70	0	13	43	26	0	65	116	71	0	52	50	5	0
7:15 AM	7:30 AM	6	196	68	0	14	51	38	0	66	101	59	0	38	54	13	0
7:30 AM	7:45 AM	8	190	95	0	12	55	36	0	60	121	45	0	70	64	4	0
7:45 AM	8:00 AM	14	172	98	5	23	64	36	0	53	98	54	0	50	67	4	0
8:00 AM	8:15 AM	~~16~~	~~130~~	~~83~~	~~6~~	~~7~~	~~42~~	~~40~~	~~0~~	~~50~~	~~94~~	~~38~~	~~0~~	~~49~~	~~66~~	~~5~~	~~0~~
8:15 AM	8:30 AM	~~5~~	~~94~~	~~100~~	~~8~~	~~21~~	~~46~~	~~42~~	~~0~~	~~54~~	~~96~~	~~30~~	~~0~~	~~34~~	~~70~~	~~11~~	~~0~~
8:30 AM	8:45 AM	~~6~~	~~109~~	~~75~~	~~0~~	~~24~~	~~48~~	~~64~~	~~0~~	~~54~~	~~84~~	~~41~~	~~0~~	~~41~~	~~66~~	~~7~~	~~0~~
8:45 AM	9:00 AM	~~10~~	~~102~~	~~68~~	~~6~~	~~23~~	~~44~~	~~33~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~28~~	~~61~~	~~5~~	~~0~~
AM Peak Hour Volumes		35	765	331	5	62	213	136	0	244	436	229	0	210	235	26	0
% of Total Traffic		1.2%	26.1%	11.3%		2.1%	7.3%	4.6%		8.3%	14.9%	7.8%		7.2%	8.0%	0.9%	
% Directional			38.6%				14.0%	**Intersection**			31.1%				16.1%		
AM Peak Hour Factor			*0.97*				*0.84*	0.96			*0.90*				*0.85*		

Begin Time	End Time	Eastbound (Dennis Chavez Bd.)				Westbound (Dennis Chavez Bd.)				Northbound (Coors Bd.)				Southbound (Coors Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~14~~	~~68~~	~~79~~	~~5~~	~~61~~	~~124~~	~~62~~	~~0~~	~~72~~	~~111~~	~~28~~	~~0~~	~~50~~	~~133~~	~~18~~	~~0~~
4:15 PM	4:30 PM	~~14~~	~~65~~	~~60~~	~~1~~	~~48~~	~~141~~	~~100~~	~~0~~	~~91~~	~~146~~	~~32~~	~~0~~	~~39~~	~~132~~	~~18~~	~~0~~
4:30 PM	4:45 PM	~~22~~	~~68~~	~~84~~	~~5~~	~~37~~	~~142~~	~~86~~	~~0~~	~~80~~	~~104~~	~~20~~	~~0~~	~~48~~	~~133~~	~~30~~	~~0~~
4:45 PM	5:00 PM	~~20~~	~~67~~	~~97~~	~~0~~	~~42~~	~~169~~	~~91~~	~~0~~	~~91~~	~~157~~	~~23~~	~~0~~	~~43~~	~~138~~	~~18~~	~~0~~
5:00 PM	5:15 PM	18	61	87	0	39	156	102	0	86	135	20	0	43	133	33	1
5:15 PM	5:30 PM	18	47	92	0	30	164	104	0	86	149	24	0	54	126	21	0
5:30 PM	5:45 PM	15	64	78	1	37	180	84	0	70	160	16	0	47	149	27	0
5:45 PM	6:00 PM	16	77	90	0	42	149	112	1	86	164	27	1	48	146	26	0
PM Peak Hour Volumes		67	249	347	1	148	649	402	1	328	608	87	1	192	554	107	1
% of Total Traffic		1.8%	6.7%	9.3%		4.0%	17.3%	10.7%		8.8%	16.3%	2.3%		5.1%	14.8%	2.9%	
% Directional			17.7%				32.1%	**Intersection**			27.3%				22.8%		
PM Peak Hour Factor			*0.91*				*0.99*	0.95			*0.92*				*0.96*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Blake Rd.**

N-S Street: **Unser Bd.**

Speed Limit (Blake Rd.)= **35** MPH

Speed Limit (Unser Bd.)= **35** MPH

Signalized

7/11/18

Begin Time	End Time	Eastbound (Blake Rd.)				Westbound (Blake Rd.)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	34	1	16	0	25	7	50	0	7	60	20	0	6	82	3	0
7:15 AM	7:30 AM	41	6	22	1	27	3	72	0	7	77	15	0	16	83	5	0
7:30 AM	7:45 AM	31	3	18	0	31	4	75	1	6	75	7	0	14	79	10	0
7:45 AM	8:00 AM	27	3	21	0	16	1	51	0	5	51	20	1	9	80	12	0
8:00 AM	8:15 AM	~~23~~	~~2~~	~~14~~	~~0~~	~~13~~	~~1~~	~~38~~	~~0~~	~~5~~	~~57~~	~~10~~	~~0~~	~~15~~	~~84~~	~~7~~	~~0~~
8:15 AM	8:30 AM	~~24~~	~~5~~	~~17~~	~~1~~	~~16~~	~~3~~	~~32~~	~~0~~	~~5~~	~~68~~	~~8~~	~~0~~	~~15~~	~~69~~	~~9~~	~~0~~
8:30 AM	8:45 AM	~~21~~	~~4~~	~~10~~	~~0~~	~~17~~	~~3~~	~~47~~	~~0~~	~~4~~	~~74~~	~~15~~	~~1~~	~~15~~	~~74~~	~~8~~	~~0~~
8:45 AM	9:00 AM	~~14~~	~~0~~	~~7~~	~~1~~	~~8~~	~~1~~	~~27~~	~~0~~	~~5~~	~~48~~	~~6~~	~~0~~	~~15~~	~~51~~	~~7~~	~~0~~
AM Peak Hour Volumes		**133**	**13**	**77**	**1**	**99**	**15**	**248**	**1**	**25**	**263**	**62**	**1**	**45**	**324**	**30**	**0**
% of Total Traffic		9.9%	1.0%	5.8%		7.4%	1.1%	18.5%		1.9%	19.7%	4.6%		3.4%	24.2%	2.2%	
% Directional			16.7%				27.1%	**Intersection**			26.2%				29.8%		
AM Peak Hour Factor			*0.81*				*0.82*	**0.89**			*0.88*				*0.96*		

Begin Time	End Time	Eastbound (Blake Rd.)				Westbound (Blake Rd.)				Northbound (Unser Bd.)				Southbound (Unser Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~19~~	~~9~~	~~9~~	~~0~~	~~25~~	~~9~~	~~49~~	~~0~~	~~16~~	~~87~~	~~42~~	~~0~~	~~46~~	~~78~~	~~17~~	~~0~~
4:15 PM	4:30 PM	~~17~~	~~7~~	~~12~~	~~0~~	~~16~~	~~4~~	~~32~~	~~2~~	~~18~~	~~80~~	~~31~~	~~0~~	~~58~~	~~101~~	~~24~~	~~0~~
4:30 PM	4:45 PM	~~26~~	~~9~~	~~10~~	~~1~~	~~20~~	~~5~~	~~52~~	~~0~~	~~31~~	~~81~~	~~34~~	~~0~~	~~61~~	~~87~~	~~29~~	~~0~~
4:45 PM	5:00 PM	19	3	13	0	19	4	28	0	23	84	28	0	63	96	25	0
5:00 PM	5:15 PM	12	11	11	0	21	6	36	1	27	80	37	0	59	90	36	0
5:15 PM	5:30 PM	22	16	20	0	16	2	43	0	28	88	26	0	62	92	35	0
5:30 PM	5:45 PM	21	14	11	0	28	9	47	0	36	76	35	0	82	93	35	0
5:45 PM	6:00 PM	~~9~~	~~3~~	~~3~~	~~0~~	~~9~~	~~0~~	~~15~~	~~0~~	~~10~~	~~26~~	~~6~~	~~0~~	~~21~~	~~22~~	~~8~~	~~0~~
PM Peak Hour Volumes		**74**	**44**	**55**	**0**	**84**	**21**	**154**	**1**	**114**	**328**	**126**	**0**	**266**	**371**	**131**	**0**
% of Total Traffic		4.2%	2.5%	3.1%		4.7%	1.2%	8.7%		6.4%	18.5%	7.1%		15.0%	21.0%	7.4%	
% Directional			9.8%				14.6%	**Intersection**			32.1%				43.4%		
PM Peak Hour Factor			*0.75*				*0.77*	**0.91**			*0.97*				*0.91*		

3.0 TRAFFIC VOLUMES

Turning movement counts were collected on October 4, 2017. The data were collected from 6:15 to 7:45 am and from 2:00 to 3:15 pm. These time periods correspond with the AHAHS's bell times of 7:25 am and 2:25 pm. The counts were collected in 1-minute intervals and for analysis were aggregated into 5-minute intervals. School traffic reflects patterns of special events, with short, high volume concentrations; therefore, this data collection method was used. The existing (2017) AM and PM peak hour turning movement volumes are contained in Table 3.

Table 3
Existing (2017) AM and PM Peak Hour Turning Movement Volumes

Intersection	Eastbound			Westbound			Northbound			Southbound		
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT
AM Peak Hour (6:35 to 7:35)												
Dennis Chavez @ 118th St	6	73	139	485	128	16	37	103	401	126	311	72
Dennis Chavez @ 98th St	186	441			399	105				433		226
118th @ AHA Bus Access				0		37		504	0	33	897	
118th @ AHA High Driveway				7		397		96	7	770	115	
PM Peak Hour (2:15 to 3:15)												
Dennis Chavez @ 118th St	20	95	20	169	71	67	41	96	390	57	67	16
Dennis Chavez @ 98th St	184	330			243	192				165		81
118th @ AHA Bus Access				0		33		457	0	31	219	
118th @ AHA High Driveway				5		399		49	2	139	83	

The site is existing and no growth is anticipated as a result of the additional access. Forecast volumes were not prepared for this assessment. The turning movement count sheets and raw counts are contained in Appendix B.

High Mesa Consulting Group

6010 Midawy Park Blvd NE, Suite B
Albuquerque New Mexico 87109
(505) 345-4250

Counter: NH

File Name : 17-dcb-118th
Site Code : 00000222
Start Date : 10/4/2017
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Dennis Chavez Blvd Eastbound					Dennis Chavez Blvd Westbound					118th St SW Northbound					118th St SW Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:15 AM	0	6	0	0	6	12	0	0	0	12	2	7	13	0	22	10	8	3	0	21	61
06:20 AM	0	5	2	0	7	12	4	0	0	16	0	5	17	0	22	3	9	5	0	17	62
06:25 AM	1	6	4	0	11	7	10	3	0	20	1	6	9	1	17	9	6	3	0	18	66
06:30 AM	0	5	5	0	10	10	14	1	0	25	0	2	15	0	17	12	5	2	0	19	71
06:35 AM	0	7	3	0	10	20	14	3	0	37	0	0	12	1	13	12	5	5	0	22	82
06:40 AM	0	5	7	0	12	23	12	2	0	37	1	2	19	1	23	11	11	5	0	27	99
06:45 AM	0	3	9	0	12	41	9	0	0	50	3	2	26	0	31	6	15	6	0	27	120
06:50 AM	1	6	7	0	14	37	5	1	0	43	2	4	21	2	29	10	28	12	0	50	136
06:55 AM	0	4	17	0	21	73	5	2	0	80	2	10	29	3	44	14	35	2	0	51	196
Total	2	47	54	0	103	235	73	12	0	320	11	38	161	8	218	87	122	43	0	252	893
07:00 AM	0	5	15	0	20	51	6	2	0	59	2	17	48	5	72	5	48	5	0	58	209
07:05 AM	0	5	20	0	25	39	15	0	0	54	4	16	39	7	66	10	47	7	0	64	209
07:10 AM	0	8	30	0	38	79	20	2	0	101	3	9	34	6	52	13	41	3	0	57	248
07:15 AM	2	11	5	0	18	71	10	0	0	81	2	11	49	6	68	8	52	9	0	69	236
07:20 AM	1	4	14	0	19	28	8	0	0	36	11	11	48	0	70	19	20	5	0	44	169
07:25 AM	1	10	7	0	18	9	12	1	0	22	7	16	48	0	71	7	7	7	0	21	132
07:30 AM	1	5	5	0	11	14	12	3	0	29	0	5	28	0	33	11	2	6	0	19	92
07:35 AM	2	6	6	0	14	16	10	2	0	28	1	0	14	3	18	14	3	0	0	17	77
07:40 AM	0	10	6	0	16	15	4	2	0	21	0	1	5	0	6	4	0	1	0	5	48
*** BREAK ***																					
Total	7	64	108	0	179	322	97	12	0	431	30	86	313	27	456	91	220	43	0	354	1420
*** BREAK ***																					
01:45 PM	1	11	2	0	14	9	6	6	0	21	1	1	8	1	11	2	1	0	0	3	49
01:50 PM	2	4	1	0	7	12	6	6	0	24	0	0	10	0	10	3	1	0	0	4	45
01:55 PM	1	2	0	0	3	7	7	4	0	18	1	2	6	0	9	3	3	0	0	6	36
Total	4	17	3	0	24	28	19	16	0	63	2	3	24	1	30	8	5	0	0	13	130
02:00 PM	2	6	2	0	10	17	5	4	0	26	0	0	5	0	5	2	3	0	0	5	46
02:05 PM	0	11	2	0	13	24	7	5	0	36	3	0	5	0	8	2	5	0	0	7	64
02:10 PM	1	10	1	0	12	23	7	7	0	37	1	2	4	0	7	7	3	1	0	11	67
02:15 PM	1	6	2	0	9	8	5	4	0	17	1	1	7	0	9	5	7	0	0	12	47
02:20 PM	2	11	2	0	15	28	6	1	0	35	0	5	22	0	27	2	13	0	0	15	92
02:25 PM	2	9	3	0	14	11	4	7	0	22	4	3	33	2	42	7	7	3	0	17	95
02:30 PM	2	6	0	0	8	10	11	12	0	33	5	5	46	5	61	5	4	1	0	10	112
02:35 PM	0	9	5	0	14	19	5	6	4	34	7	22	58	38	125	3	2	2	0	7	180
02:40 PM	1	7	0	0	8	10	8	5	8	31	7	26	57	13	103	7	1	2	0	10	152
02:45 PM	1	9	1	0	11	12	3	9	0	24	4	15	48	0	67	7	0	2	0	9	111
02:50 PM	4	6	1	0	11	12	4	2	0	18	6	4	25	2	37	3	4	4	0	11	77
02:55 PM	2	10	2	0	14	16	7	5	0	28	3	3	19	2	27	5	6	0	0	11	80
Total	18	100	21	0	139	190	72	67	12	341	41	86	329	62	518	55	55	15	0	125	1123
03:00 PM	1	3	3	0	7	12	7	6	0	25	2	3	24	0	29	3	7	1	0	11	72
03:05 PM	1	8	0	0	9	10	8	5	0	23	1	6	11	0	18	7	8	0	0	15	65
03:10 PM	3	11	1	0	15	21	3	5	0	29	1	3	10	0	14	3	8	1	0	12	70
*** BREAK ***																					
Grand Total	36	250	190	0	476	818	279	123	12	1232	88	225	872	98	1283	254	425	103	0	782	3773
Apprch %	7.6	52.5	39.9	0		66.4	22.6	10	1		6.9	17.5	68	7.6		32.5	54.3	13.2	0		
Total %	1	6.6	5	0	12.6	21.7	7.4	3.3	0.3	32.7	2.3	6	23.1	2.6	34	6.7	11.3	2.7	0	20.7	
Cars	36	232	186	0	454	788	263	123	12	1186	85	206	834	95	1220	250	403	103	0	756	3616
% Cars	100	92.8	97.9	0	95.4	96.3	94.3	100	100	96.3	96.6	91.6	95.6	96.9	95.1	98.4	94.8	100	0	96.7	95.8
Trucks	0	18	0	0	18	3	14	0	0	17	0	0	3	3	6	0	0	0	0	0	41
% Trucks	0	7.2	0	0	3.8	0.4	5	0	0	1.4	0	0	0.3	3.1	0.5	0	0	0	0	0	1.1
Buses	0	0	4	0	4	27	2	0	0	29	3	19	35	0	57	4	22	0	0	26	116
% Buses	0	0	2.1	0	0.8	3.3	0.7	0	0	2.4	3.4	8.4	4	0	4.4	1.6	5.2	0	0	3.3	3.1

High Mesa Consulting Group

6010 Midawy Park Blvd NE, Suite B
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File Name : 17-dcb-118th
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	Dennis Chavez Blvd Eastbound					Dennis Chavez Blvd Westbound					118th St SW Northbound					118th St SW Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:15:00 AM to 11:55:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:35:00 AM																					
6:35:00 AM	0	7	3	0	10	20	14	3	0	37	0	0	12	1	13	12	5	5	0	22	82
6:40:00 AM	0	5	7	0	12	23	12	2	0	37	1	2	19	1	23	11	11	5	0	27	99
6:45:00 AM	0	3	9	0	12	41	9	0	0	50	3	2	26	0	31	6	15	6	0	27	120
6:50:00 AM	1	6	7	0	14	37	5	1	0	43	2	4	21	2	29	10	28	12	0	50	136
6:55:00 AM	0	4	17	0	21	73	5	2	0	80	2	10	29	3	44	14	35	2	0	51	196
7:00:00 AM	0	5	15	0	20	51	6	2	0	59	2	17	48	5	72	5	48	5	0	58	209
7:05:00 AM	0	5	20	0	25	39	15	0	0	54	4	16	39	7	66	10	47	7	0	64	209
7:10:00 AM	0	8	30	0	38	79	20	2	0	101	3	9	34	6	52	13	41	3	0	57	248
7:15:00 AM	2	11	5	0	18	71	10	0	0	81	2	11	49	6	68	8	52	9	0	69	236
7:20:00 AM	1	4	14	0	19	28	8	0	0	36	11	11	48	0	70	19	20	5	0	44	169
7:25:00 AM	1	10	7	0	18	9	12	1	0	22	7	16	48	0	71	7	7	7	0	21	132
7:30:00 AM	1	5	5	0	11	14	12	3	0	29	0	5	28	0	33	11	2	6	0	19	92
Total Volume	6	73	139	0	218	485	128	16	0	629	37	103	401	31	572	126	311	72	0	509	1928
% App. Total	2.8	33.5	63.8	0		77.1	20.3	2.5	0		6.5	18	70.1	5.4		24.8	61.1	14.1	0		
PHF	.250	.553	.386	.000	.478	.512	.533	.444	.000	.519	.280	.505	.682	.369	.662	.553	.498	.500	.000	.615	.648
Cars	6	72	137	0	215	470	122	16	0	608	37	94	380	30	541	124	300	72	0	496	1860
% Cars	100	98.6	98.6	0	98.6	96.9	95.3	100	0	96.7	100	91.3	94.8	96.8	94.6	98.4	96.5	100	0	97.4	96.5
Trucks	0	1	0	0	1	1	6	0	0	7	0	0	1	1	2	0	0	0	0	0	10
% Trucks	0	1.4	0	0	0.5	0.2	4.7	0	0	1.1	0	0	0.2	3.2	0.3	0	0	0	0	0	0.5
Buses	0	0	2	0	2	14	0	0	0	14	0	9	20	0	29	2	11	0	0	13	58
% Buses	0	0	1.4	0	0.9	2.9	0	0	0	2.2	0	8.7	5.0	0	5.1	1.6	3.5	0	0	2.6	3.0
Peak Hour Analysis From 12:00:00 PM to 3:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 2:15:00 PM																					
2:15:00 PM	1	6	2	0	9	8	5	4	0	17	1	1	7	0	9	5	7	0	0	12	47
2:20:00 PM	2	11	2	0	15	28	6	1	0	35	0	5	22	0	27	2	13	0	0	15	92
2:25:00 PM	2	9	3	0	14	11	4	7	0	22	4	3	33	2	42	7	7	3	0	17	95
2:30:00 PM	2	6	0	0	8	10	11	12	0	33	5	5	46	5	61	5	4	1	0	10	112
2:35:00 PM	0	9	5	0	14	19	5	6	4	34	7	22	58	38	125	3	2	2	0	7	180
2:40:00 PM	1	7	0	0	8	10	8	5	8	31	7	26	57	13	103	7	1	2	0	10	152
2:45:00 PM	1	9	1	0	11	12	3	9	0	24	4	15	48	0	67	7	0	2	0	9	111
2:50:00 PM	4	6	1	0	11	12	4	2	0	18	6	4	25	2	37	3	4	4	0	11	77
2:55:00 PM	2	10	2	0	14	16	7	5	0	28	3	3	19	2	27	5	6	0	0	11	80
3:00:00 PM	1	3	3	0	7	12	7	6	0	25	2	3	24	0	29	3	7	1	0	11	72
3:05:00 PM	1	8	0	0	9	10	8	5	0	23	1	6	11	0	18	7	8	0	0	15	65
3:10:00 PM	3	11	1	0	15	21	3	5	0	29	1	3	10	0	14	3	8	1	0	12	70
Total Volume	20	95	20	0	135	169	71	67	12	319	41	96	360	62	559	57	67	16	0	140	1153
% App. Total	14.8	70.4	14.8	0		53	22.3	21	3.8		7.3	17.2	64.4	11.1		40.7	47.9	11.4	0		
PHF	.417	.720	.333	.000	.750	.503	.538	.465	.125	.760	.488	.308	.517	.136	.373	.679	.429	.333	.000	.686	.534
Cars	20	90	18	0	128	157	67	67	12	303	38	86	343	60	527	56	56	16	0	128	1086
% Cars	100	94.7	90.0	0	94.8	92.9	94.4	100	100	95.0	92.7	89.6	95.3	96.8	94.3	98.2	83.6	100	0	91.4	94.2
Trucks	0	5	0	0	5	2	4	0	0	6	0	0	2	2	4	0	0	0	0	0	15
% Trucks	0	5.3	0	0	3.7	1.2	5.6	0	0	1.9	0	0	0.6	3.2	0.7	0	0	0	0	0	1.3
Buses	0	0	2	0	2	10	0	0	0	10	3	10	15	0	28	1	11	0	0	12	52
% Buses	0	0	10.0	0	1.5	5.9	0	0	0	3.1	7.3	10.4	4.2	0	5.0	1.8	16.4	0	0	8.6	4.5

Cleland Counts

1441 Camino Cerritos S.E
Albuquerque New Mexico 87123
(505) 414-0465

Counter: CS

File Name : 17-dcb-98th
Site Code : 00000111
Start Date : 10/4/2017
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Dennis Chavez Blvd Eastbound					Dennis Chavez Blvd Westbound					Northbound					98th St Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:15 AM	6	16	6	0	28	0	7	6	0	13	0	0	0	0	0	19	0	8	0	27	68
06:20 AM	9	17	0	0	26	0	14	7	0	21	0	0	0	0	0	22	0	4	0	26	73
06:25 AM	3	22	0	0	25	0	19	12	0	31	0	0	0	0	0	21	0	7	0	28	84
06:30 AM	7	25	0	0	32	0	20	8	0	28	0	0	0	0	0	33	0	3	0	36	96
06:35 AM	2	28	0	0	30	0	28	12	0	40	0	0	0	0	0	23	1	12	0	36	106
06:40 AM	3	33	2	0	38	0	34	9	0	43	0	0	0	0	0	28	0	10	0	38	119
06:45 AM	11	25	0	0	36	0	29	5	0	34	0	0	0	0	0	37	1	21	1	60	130
06:50 AM	4	34	0	0	38	0	42	6	0	48	0	0	0	0	0	39	0	26	0	65	151
06:55 AM	7	37	0	0	44	0	45	14	0	59	0	0	0	0	0	31	0	25	0	56	159
Total	52	237	8	0	297	0	238	79	0	317	0	0	0	0	0	253	2	116	1	372	986
07:00 AM	19	43	0	0	62	0	51	6	0	57	0	0	0	0	0	39	0	24	0	63	182
07:05 AM	23	38	0	0	61	0	34	5	0	39	0	0	0	0	0	45	0	29	0	74	174
07:10 AM	23	33	0	0	56	0	37	9	0	46	0	0	0	0	0	33	0	36	0	69	171
07:15 AM	26	49	0	0	75	0	41	6	0	47	0	0	0	0	0	33	0	20	0	53	175
07:20 AM	27	45	0	0	72	0	17	12	0	29	0	0	0	0	0	48	0	12	0	60	161
07:25 AM	28	37	0	0	65	0	14	8	1	23	0	0	0	0	0	40	0	4	0	44	132
07:30 AM	13	39	0	0	52	0	27	13	0	40	0	0	0	0	0	37	0	7	0	44	136
07:35 AM	3	31	0	0	34	0	15	16	0	31	0	0	0	0	0	25	0	7	0	32	97
07:40 AM	6	13	0	0	19	0	8	12	0	20	0	0	0	0	0	31	0	11	0	42	81
*** BREAK ***																					
Total	168	328	0	0	496	0	244	87	1	332	0	0	0	0	0	331	0	150	0	481	1309
*** BREAK ***																					
02:00 PM	2	9	0	0	11	0	27	13	0	40	0	1	0	0	1	6	0	2	0	8	60
02:05 PM	2	16	0	0	18	0	19	15	0	34	0	0	0	0	0	10	0	11	1	22	74
02:10 PM	5	12	0	0	17	0	28	20	0	48	0	0	0	0	0	21	0	10	0	31	96
02:15 PM	1	16	0	0	17	0	23	19	0	42	0	0	0	0	0	13	0	10	0	23	82
02:20 PM	0	28	0	0	28	0	23	11	0	34	0	0	0	0	0	14	0	9	0	23	85
02:25 PM	14	31	0	0	45	0	22	16	0	38	0	0	0	0	0	10	0	3	0	13	96
02:30 PM	18	44	0	0	62	0	29	11	0	40	0	0	0	0	0	13	0	6	0	19	121
02:35 PM	30	44	0	0	74	0	23	18	2	43	0	0	0	0	0	15	0	7	0	22	139
02:40 PM	41	41	0	0	82	0	19	7	0	26	0	0	0	0	0	9	0	7	0	16	124
02:45 PM	28	33	0	0	61	0	18	20	0	38	0	0	0	0	0	15	0	5	0	20	119
02:50 PM	25	23	0	0	48	0	16	21	0	37	0	0	0	0	0	8	0	6	0	14	99
02:55 PM	17	26	0	0	43	0	21	20	0	41	0	0	0	0	0	12	0	6	0	18	102
Total	183	323	0	0	506	0	268	191	2	461	0	1	0	0	1	146	0	82	1	229	1197
03:00 PM	1	11	0	0	12	0	10	8	0	18	0	0	0	0	0	8	0	4	0	12	42
03:05 PM	4	21	0	0	25	0	11	21	1	33	0	0	0	0	0	27	0	8	0	35	93
03:10 PM	5	16	0	0	21	0	23	20	0	43	0	0	0	0	0	18	0	10	0	28	92
03:15 PM	8	18	0	0	26	0	11	15	0	26	0	0	0	0	0	14	0	3	0	17	69
Grand Total	421	954	8	0	1383	0	805	421	4	1230	0	1	0	0	1	797	2	373	2	1174	3788
Apprch %	30.4	69	0.6	0		0	65.4	34.2	0.3		0	100	0	0		67.9	0.2	31.8	0.2		
Total %	11.1	25.2	0.2	0	36.5	0	21.3	11.1	0.1	32.5	0	0	0	0	0	21	0.1	9.8	0.1	31	
Cars	393	920	8	0	1321	0	769	403	4	1176	0	1	0	0	1	775	1	356	1	1133	3631
% Cars	93.3	96.4	100	0	95.5	0	95.5	95.7	100	95.6	0	100	0	0	100	97.2	50	95.4	50	96.5	95.9
Trucks	1	14	0	0	15	0	16	2	0	18	0	0	0	0	0	9	0	0	0	9	42
% Trucks	0.2	1.5	0	0	1.1	0	2	0.5	0	1.5	0	0	0	0	0	1.1	0	0	0	0.8	1.1
Buses	27	20	0	0	47	0	20	16	0	36	0	0	0	0	0	13	1	17	1	32	115
% Buses	6.4	2.1	0	0	3.4	0	2.5	3.8	0	2.9	0	0	0	0	0	1.6	50	4.6	50	2.7	3

Cleland Counts

1441 Camino Cerritos S.E
Albuquerque New Mexico 87123
(505) 414-0465

File Name : 17-dcb-98th
Site Code : 00000111
Start Date : 10/4/2017
Page No : 2

	Dennis Chavez Blvd Eastbound					Dennis Chavez Blvd Westbound					Northbound					98th St Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:15:00 AM to 11:55:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:35:00 AM																					
6:35:00 AM	2	28	0	0	30	0	28	12	0	40	0	0	0	0	0	23	1	12	0	36	106
6:40:00 AM	3	33	2	0	38	0	34	9	0	43	0	0	0	0	0	28	0	10	0	38	119
6:45:00 AM	11	25	0	0	36	0	29	5	0	34	0	0	0	0	0	37	1	21	1	60	130
6:50:00 AM	4	34	0	0	38	0	42	6	0	48	0	0	0	0	0	39	0	26	0	65	151
6:55:00 AM	7	37	0	0	44	0	45	14	0	59	0	0	0	0	0	31	0	25	0	56	159
7:00:00 AM	19	43	0	0	62	0	51	6	0	57	0	0	0	0	0	39	0	24	0	63	182
7:05:00 AM	23	38	0	0	61	0	34	5	0	39	0	0	0	0	0	45	0	29	0	74	174
7:10:00 AM	23	33	0	0	56	0	37	9	0	46	0	0	0	0	0	33	0	36	0	69	171
7:15:00 AM	26	49	0	0	75	0	41	6	0	47	0	0	0	0	0	33	0	20	0	53	175
7:20:00 AM	27	45	0	0	72	0	17	12	0	29	0	0	0	0	0	48	0	12	0	60	161
7:25:00 AM	28	37	0	0	65	0	14	8	1	23	0	0	0	0	0	40	0	4	0	44	132
7:30:00 AM	13	39	0	0	52	0	27	13	0	40	0	0	0	0	0	37	0	7	0	44	136
Total Volume	186	441	2	0	629	0	399	105	1	505	0	0	0	0	0	433	2	226	1	662	1796
% App. Total	29.6	70.1	0.3	0		0	79	20.8	0.2		0	0	0	0		65.4	0.3	34.1	0.2		
PHF	.554	.750	.083	.000	.699	.000	.652	.625	.083	.713	.000	.000	.000	.000	.000	.752	.167	.523	.083	.745	.822
Cars	174	426	2	0	602	0	389	97	1	487	0	0	0	0	0	424	1	215	0	640	1729
% Cars	93.5	96.6	100	0	95.7	0	97.5	92.4	100	96.4	0	0	0	0	0	97.9	50.0	95.1	0	96.7	96.3
Trucks	0	2	0	0	2	0	6	2	0	8	0	0	0	0	0	4	0	0	0	4	14
% Trucks	0	0.5	0	0	0.3	0	1.5	1.9	0	1.6	0	0	0	0	0	0.9	0	0	0	0.6	0.8
Buses	12	13	0	0	25	0	4	6	0	10	0	0	0	0	0	5	1	11	1	18	53
% Buses	6.5	2.9	0	0	4.0	0	1.0	5.7	0	2.0	0	0	0	0	0	1.2	50.0	4.9	100	2.7	3.0
Peak Hour Analysis From 12:00:00 PM to 3:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 2:10:00 PM																					
2:10:00 PM	5	12	0	0	17	0	28	20	0	48	0	0	0	0	0	21	0	10	0	31	96
2:15:00 PM	1	16	0	0	17	0	23	19	0	42	0	0	0	0	0	13	0	10	0	23	82
2:20:00 PM	0	28	0	0	28	0	23	11	0	34	0	0	0	0	0	14	0	9	0	23	85
2:25:00 PM	14	31	0	0	45	0	22	16	0	38	0	0	0	0	0	10	0	3	0	13	96
2:30:00 PM	18	44	0	0	62	0	29	11	0	40	0	0	0	0	0	13	0	6	0	19	121
2:35:00 PM	30	44	0	0	74	0	23	18	2	43	0	0	0	0	0	15	0	7	0	22	139
2:40:00 PM	41	41	0	0	82	0	19	7	0	26	0	0	0	0	0	9	0	7	0	16	124
2:45:00 PM	28	33	0	0	61	0	18	20	0	38	0	0	0	0	0	15	0	5	0	20	119
2:50:00 PM	25	23	0	0	48	0	16	21	0	37	0	0	0	0	0	8	0	6	0	14	99
2:55:00 PM	17	26	0	0	43	0	21	20	0	41	0	0	0	0	0	12	0	6	0	18	102
3:00:00 PM	1	11	0	0	12	0	10	8	0	18	0	0	0	0	0	8	0	4	0	12	42
3:05:00 PM	4	21	0	0	25	0	11	21	1	33	0	0	0	0	0	27	0	8	0	35	93
Total Volume	184	330	0	0	514	0	243	192	3	438	0	0	0	0	0	165	0	81	0	246	1198
% App. Total	35.8	64.2	0	0		0	55.5	43.8	0.7		0	0	0	0		67.1	0	32.9	0		
PHF	.374	.625	.000	.000	.522	.000	.698	.762	.125	.760	.000	.000	.000	.000	.000	.509	.000	.675	.000	.586	.718
Cars	169	320	0	0	489	0	226	190	3	419	0	0	0	0	0	154	0	77	0	231	1139
% Cars	91.8	97.0	0	0	95.1	0	93.0	99.0	100	95.7	0	0	0	0	0	93.3	0	95.1	0	93.9	95.1
Trucks	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	4	0	0	0	4	14
% Trucks	0	1.5	0	0	1.0	0	2.1	0	0	1.1	0	0	0	0	0	2.4	0	0	0	1.6	1.2
Buses	15	5	0	0	20	0	12	2	0	14	0	0	0	0	0	7	0	4	0	11	45
% Buses	8.2	1.5	0	0	3.9	0	4.9	1.0	0	3.2	0	0	0	0	0	4.2	0	4.9	0	4.5	3.8

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Dennis Chavez Bd.**

N-S Street: **Unser Blvd.**

Signalized

Speed Limit (Dennis Chavez Bd.)= **45** MPH

Speed Limit (Unser Blvd.)= **40** MPH

4/3/18

Begin Time	End Time	Eastbound (Dennis Chavez Bd.)				Westbound (Dennis Chavez Bd.)				Northbound (Unser Blvd.)				Southbound (Unser Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	**27**	**195**	**0**	**0**	**0**	**127**	**57**	**0**	**0**	**0**	**0**	**0**	**133**	**0**	**50**	**0**
7:15 AM	7:30 AM	**26**	**200**	**0**	**0**	**0**	**91**	**72**	**0**	**0**	**0**	**0**	**0**	**144**	**0**	**13**	**0**
7:30 AM	7:45 AM	**8**	**226**	**0**	**0**	**0**	**82**	**70**	**0**	**0**	**0**	**0**	**0**	**126**	**0**	**9**	**0**
7:45 AM	8:00 AM	**9**	**185**	**0**	**0**	**0**	**79**	**97**	**0**	**0**	**0**	**0**	**0**	**150**	**0**	**13**	**0**
8:00 AM	8:15 AM	~~4~~	~~147~~	~~0~~	~~0~~	~~0~~	~~86~~	~~74~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~113~~	~~0~~	~~17~~	~~0~~
8:15 AM	8:30 AM	~~11~~	~~145~~	~~0~~	~~0~~	~~0~~	~~89~~	~~70~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~109~~	~~0~~	~~25~~	~~0~~
8:30 AM	8:45 AM	~~29~~	~~146~~	~~0~~	~~0~~	~~0~~	~~102~~	~~84~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~97~~	~~0~~	~~31~~	~~0~~
8:45 AM	9:00 AM	~~29~~	~~152~~	~~0~~	~~0~~	~~0~~	~~56~~	~~82~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~79~~	~~0~~	~~8~~	~~0~~
AM Peak Hour Volumes		**70**	**806**	**0**	**0**	**0**	**379**	**296**	**0**	**0**	**0**	**0**	**0**	**553**	**0**	**85**	**0**
% of Total Traffic		3.2%	36.8%	0.0%		0.0%	17.3%	13.5%		0.0%	0.0%	0.0%		25.3%	0.0%	3.9%	
% Directional			40.0%				30.8%	**Intersection**			0.0%				29.1%		
AM Peak Hour Factor			*0.94*				*0.92*	0.93			*#DIV/0!*				*0.87*		

Begin Time	End Time	Eastbound (Dennis Chavez Bd.)				Westbound (Dennis Chavez Bd.)				Northbound (Unser Blvd.)				Southbound (Unser Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	**29**	**156**	**0**	**0**	**0**	**157**	**145**	**0**	**0**	**0**	**0**	**0**	**122**	**0**	**15**	**0**
4:15 PM	4:30 PM	**18**	**106**	**0**	**0**	**0**	**144**	**157**	**0**	**0**	**0**	**0**	**0**	**139**	**0**	**13**	**0**
4:30 PM	4:45 PM	**15**	**98**	**0**	**0**	**0**	**178**	**149**	**0**	**0**	**0**	**0**	**0**	**95**	**0**	**8**	**0**
4:45 PM	5:00 PM	**8**	**108**	**0**	**0**	**0**	**163**	**148**	**0**	**0**	**0**	**0**	**0**	**100**	**0**	**6**	**0**
5:00 PM	5:15 PM	~~15~~	~~95~~	~~0~~	~~0~~	~~0~~	~~185~~	~~161~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~86~~	~~0~~	~~7~~	~~0~~
5:15 PM	5:30 PM	~~10~~	~~104~~	~~0~~	~~0~~	~~0~~	~~187~~	~~143~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~112~~	~~0~~	~~10~~	~~0~~
5:30 PM	5:45 PM	~~11~~	~~96~~	~~0~~	~~0~~	~~0~~	~~183~~	~~158~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~117~~	~~0~~	~~8~~	~~0~~
5:45 PM	6:00 PM	~~29~~	~~106~~	~~0~~	~~0~~	~~0~~	~~145~~	~~165~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~116~~	~~0~~	~~18~~	~~0~~
PM Peak Hour Volumes		**70**	**468**	**0**	**0**	**0**	**642**	**599**	**0**	**0**	**0**	**0**	**0**	**456**	**0**	**42**	**0**
% of Total Traffic		3.1%	20.6%	0.0%		0.0%	28.2%	26.3%		0.0%	0.0%	0.0%		20.0%	0.0%	1.8%	
% Directional			23.6%				54.5%	**Intersection**			0.0%				21.9%		
PM Peak Hour Factor			*0.73*				*0.95*	0.91			*#DIV/0!*				*0.82*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Dennis Chavez Bd.**

N-S Street: **Condershire Dr.**

Signalized

Speed Limit (Dennis Chavez Bd.)= **45** MPH

Speed Limit (Condershire Dr.)= **30** MPH

4/3/18

Begin Time	End Time	Eastbound (Dennis Chavez Bd.)				Westbound (Dennis Chavez Bd.)				Northbound (Condershire Dr.)				Southbound (Condershire Dr.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	8	312	6	0	0	170	1	0	3	0	1	0	1	1	8	0
7:15 AM	7:30 AM	1	331	7	0	1	152	1	0	8	1	3	0	0	0	6	0
7:30 AM	7:45 AM	3	340	8	0	0	137	0	0	5	0	4	0	1	0	5	0
7:45 AM	8:00 AM	3	308	3	0	1	171	4	0	4	0	2	0	3	0	3	0
8:00 AM	8:15 AM	~~5~~	~~278~~	~~3~~	~~0~~	~~2~~	~~136~~	~~4~~	~~0~~	~~7~~	~~1~~	~~3~~	~~0~~	~~5~~	~~0~~	~~10~~	~~0~~
8:15 AM	8:30 AM	~~6~~	~~237~~	~~9~~	~~0~~	~~0~~	~~143~~	~~2~~	~~0~~	~~9~~	~~0~~	~~2~~	~~0~~	~~4~~	~~0~~	~~11~~	~~0~~
8:30 AM	8:45 AM	~~6~~	~~231~~	~~2~~	~~0~~	~~3~~	~~170~~	~~2~~	~~0~~	~~11~~	~~0~~	~~2~~	~~0~~	~~4~~	~~1~~	~~6~~	~~0~~
8:45 AM	9:00 AM	~~7~~	~~229~~	~~3~~	~~0~~	~~1~~	~~124~~	~~3~~	~~0~~	~~4~~	~~0~~	~~4~~	~~0~~	~~3~~	~~0~~	~~3~~	~~0~~
AM Peak Hour Volumes		15	1291	24	0	2	630	6	0	20	1	10	0	5	1	22	0
% of Total Traffic		0.7%	63.7%	1.2%		0.1%	31.1%	0.3%		1.0%	0.0%	0.5%		0.2%	0.0%	1.1%	
% Directional			65.6%				31.5%	**Intersection**			1.5%				1.4%		
AM Peak Hour Factor			*0.95*				*0.91*	0.99			*0.65*				*0.70*		

Begin Time	End Time	Eastbound (Dennis Chavez Bd.)				Westbound (Dennis Chavez Bd.)				Northbound (Condershire Dr.)				Southbound (Condershire Dr.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~7~~	~~259~~	~~10~~	~~0~~	~~1~~	~~282~~	~~2~~	~~0~~	~~7~~	~~1~~	~~10~~	~~0~~	~~0~~	~~0~~	~~11~~	~~0~~
4:15 PM	4:30 PM	~~14~~	~~223~~	~~6~~	~~0~~	~~3~~	~~284~~	~~0~~	~~0~~	~~4~~	~~1~~	~~3~~	~~0~~	~~1~~	~~0~~	~~9~~	~~0~~
4:30 PM	4:45 PM	~~1~~	~~173~~	~~8~~	~~0~~	~~2~~	~~304~~	~~3~~	~~0~~	~~10~~	~~1~~	~~2~~	~~0~~	~~0~~	~~2~~	~~10~~	~~0~~
4:45 PM	5:00 PM	~~8~~	~~194~~	~~7~~	~~0~~	~~2~~	~~293~~	~~5~~	~~0~~	~~11~~	~~0~~	~~0~~	~~0~~	~~2~~	~~0~~	~~14~~	~~0~~
5:00 PM	5:15 PM	10	162	7	0	2	327	3	0	9	0	2	0	1	0	15	0
5:15 PM	5:30 PM	6	195	11	0	1	303	4	0	10	0	4	0	1	1	16	0
5:30 PM	5:45 PM	6	197	8	0	4	320	3	0	9	0	4	0	0	0	17	0
5:45 PM	6:00 PM	9	201	12	0	1	283	5	0	7	0	4	0	1	0	23	0
PM Peak Hour Volumes		31	755	38	0	8	1233	15	0	35	0	14	0	3	1	71	0
% of Total Traffic		1.4%	34.3%	1.7%		0.4%	55.9%	0.7%		1.6%	0.0%	0.6%		0.1%	0.0%	3.2%	
% Directional			37.4%				57.0%	**Intersection**			2.2%				3.4%		
PM Peak Hour Factor			*0.93*				*0.95*	0.97			*0.88*				*0.78*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Rio Bravo Sq. Driveway**

N-S Street: **Coors Bd.**

Speed Limit (Rio Bravo Sq. Driveway)= **25** MPH

Speed Limit (Coors Bd.)= **55** MPH

Signalized

7/11/18

Begin Time	End Time	Eastbound (Rio Bravo Sq. Driveway)				Westbound (Rio Bravo Sq. Driveway)				Northbound (Coors Bd.)				Southbound (Coors Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	1	0	2	0	0	0	0	0	11	149	0	0	0	107	10	0
7:15 AM	7:30 AM	2	0	3	0	0	0	0	0	8	145	0	0	0	105	6	0
7:30 AM	7:45 AM	1	0	1	0	0	0	0	0	5	165	0	0	0	138	3	0
7:45 AM	8:00 AM	1	0	3	0	0	0	0	0	4	148	0	0	0	121	4	0
8:00 AM	8:15 AM	1	0	2	0	0	0	0	0	6	150	0	0	0	120	1	0
8:15 AM	8:30 AM	1	0	2	0	0	0	0	0	5	143	0	0	0	115	2	0
8:30 AM	8:45 AM	2	0	3	0	0	0	0	0	6	154	0	0	0	114	6	0
8:45 AM	9:00 AM	3	0	1	0	0	0	0	0	9	43	0	0	0	94	6	0
AM Peak Hour Volumes		**5**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**28**	**607**	**0**	**0**	**0**	**471**	**23**	**0**
% of Total Traffic		0.4%	0.0%	0.8%		0.0%	0.0%	0.0%		2.4%	53.1%	0.0%		0.0%	41.2%	2.0%	
% Directional			1.2%				0.0%	**Intersection**			55.6%				43.2%		
AM Peak Hour Factor			*0.70*				*#DIV/0!*	**0.91**			*0.93*				*0.88*		

Begin Time	End Time	Eastbound (Rio Bravo Sq. Driveway)				Westbound (Rio Bravo Sq. Driveway)				Northbound (Coors Bd.)				Southbound (Coors Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	11	0	30	0	0	0	0	0	18	187	0	0	0	201	11	0
4:15 PM	4:30 PM	12	0	25	0	0	0	0	0	14	260	0	0	0	189	12	0
4:30 PM	4:45 PM	10	0	28	0	0	0	0	0	19	212	0	0	0	211	7	0
4:45 PM	5:00 PM	13	0	25	0	0	0	0	0	22	268	0	0	0	199	8	0
5:00 PM	5:15 PM	12	0	29	0	0	0	0	0	24	255	0	0	0	209	7	0
5:15 PM	5:30 PM	14	0	31	0	0	0	0	0	16	271	0	0	0	201	9	0
5:30 PM	5:45 PM	9	0	25	0	0	0	0	0	22	259	0	0	0	223	9	0
5:45 PM	6:00 PM	10	0	23	0	0	0	0	0	16	292	0	0	0	220	11	0
PM Peak Hour Volumes		**45**	**0**	**108**	**0**	**0**	**0**	**0**	**0**	**78**	**1077**	**0**	**0**	**0**	**853**	**36**	**0**
% of Total Traffic		2.0%	0.0%	4.9%		0.0%	0.0%	0.0%		3.6%	49.0%	0.0%		0.0%	38.8%	1.6%	
% Directional			7.0%				0.0%	**Intersection**			52.6%				40.5%		
PM Peak Hour Factor			*0.85*				*#DIV/0!*	**0.96**			*0.94*				*0.96*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Gibson Blvd.**

N-S Street: **98th St.**

Speed Limit (Gibson Blvd.)= **40** MPH

Speed Limit (98th St.)= **35** MPH

Unsignalized

7/11/18

Begin Time	End Time	Eastbound (Gibson Blvd.)				Westbound (Gibson Blvd.)				Northbound (98th St.)				Southbound (98th St.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	40	22	6	0	4	9	2	0	6	75	21	0	2	40	2	0
7:15 AM	7:30 AM	52	33	5	1	2	9	4	0	4	96	8	0	3	65	6	0
7:30 AM	7:45 AM	21	18	4	1	4	11	1	0	4	91	10	0	1	53	5	0
7:45 AM	8:00 AM	37	25	3	0	1	8	3	0	3	72	8	0	1	40	5	0
8:00 AM	8:15 AM	~~35~~	~~23~~	~~5~~	~~0~~	~~0~~	~~11~~	~~0~~	~~0~~	~~1~~	~~68~~	~~6~~	~~0~~	~~1~~	~~41~~	~~10~~	~~0~~
8:15 AM	8:30 AM	~~23~~	~~15~~	~~2~~	~~0~~	~~0~~	~~9~~	~~3~~	~~0~~	~~3~~	~~72~~	~~4~~	~~0~~	~~1~~	~~46~~	~~11~~	~~0~~
8:30 AM	8:45 AM	~~25~~	~~22~~	~~3~~	~~0~~	~~2~~	~~5~~	~~3~~	~~0~~	~~4~~	~~51~~	~~6~~	~~0~~	~~3~~	~~33~~	~~10~~	~~0~~
8:45 AM	9:00 AM	~~19~~	~~8~~	~~2~~	~~0~~	~~4~~	~~7~~	~~2~~	~~0~~	~~4~~	~~53~~	~~4~~	~~0~~	~~3~~	~~40~~	~~4~~	~~0~~
AM Peak Hour Volumes		150	98	18	2	11	37	10	0	17	334	47	0	7	198	18	0
% of Total Traffic		15.8%	10.3%	1.9%		1.2%	3.9%	1.1%		1.8%	35.3%	5.0%		0.7%	20.9%	1.9%	
% Directional			28.1%				6.1%	Intersection			42.0%				23.5%		
AM Peak Hour Factor			*0.74*				*0.91*	0.82			*0.92*				*0.75*		

Begin Time	End Time	Eastbound (Gibson Blvd.)				Westbound (Gibson Blvd.)				Northbound (98th St.)				Southbound (98th St.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~16~~	~~10~~	~~5~~	~~0~~	~~11~~	~~25~~	~~3~~	~~0~~	~~7~~	~~58~~	~~5~~	~~0~~	~~4~~	~~95~~	~~21~~	~~0~~
4:15 PM	4:30 PM	~~20~~	~~17~~	~~7~~	~~0~~	~~9~~	~~22~~	~~3~~	~~0~~	~~9~~	~~78~~	~~6~~	~~0~~	~~11~~	~~85~~	~~29~~	~~0~~
4:30 PM	4:45 PM	~~24~~	~~14~~	~~5~~	~~0~~	~~15~~	~~26~~	~~10~~	~~0~~	~~4~~	~~72~~	~~12~~	~~0~~	~~9~~	~~92~~	~~28~~	~~0~~
4:45 PM	5:00 PM	20	15	4	0	8	35	10	0	8	95	16	0	8	111	22	0
5:00 PM	5:15 PM	27	10	6	0	7	38	2	0	7	64	10	0	7	123	36	0
5:15 PM	5:30 PM	29	18	8	0	12	22	10	0	22	62	5	0	11	106	30	0
5:30 PM	5:45 PM	32	15	11	1	10	39	9	0	10	91	3	0	9	117	28	0
5:45 PM	6:00 PM	~~7~~	~~5~~	~~1~~	~~0~~	~~2~~	~~7~~	~~2~~	~~0~~	~~2~~	~~18~~	~~1~~	~~0~~	~~5~~	~~42~~	~~9~~	~~0~~
PM Peak Hour Volumes		108	58	29	1	37	134	31	0	47	312	34	0	35	457	116	0
% of Total Traffic		7.7%	4.1%	2.1%		2.6%	9.6%	2.2%		3.4%	22.3%	2.4%		2.5%	32.7%	8.3%	
% Directional			13.9%				14.4%	Intersection			28.1%				43.5%		
PM Peak Hour Factor			*0.84*				*0.87*	0.93			*0.83*				*0.92*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Blake Rd.**

N-S Street: **98th St.**

Speed Limit (Blake Rd.)= **35** MPH

Speed Limit (98th St.)= **35** MPH

Unsignalized

7/11/18

Begin Time	End Time	Eastbound (Blake Rd.)				Westbound (Blake Rd.)				Northbound (98th St.)				Southbound (98th St.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	2	5	24	0	3	3	3	0	8	69	13	1	3	44	1	0
7:15 AM	7:30 AM	10	7	15	0	7	4	11	1	5	81	7	0	7	65	0	0
7:30 AM	7:45 AM	4	4	13	0	9	6	5	1	7	62	3	2	6	53	0	0
7:45 AM	8:00 AM	6	4	14	0	7	4	8	1	2	57	2	0	6	43	2	0
8:00 AM	8:15 AM	4	2	13	1	7	1	5	0	1	62	13	0	1	35	2	0
8:15 AM	8:30 AM	2	4	12	0	6	0	8	0	5	59	8	0	8	40	1	0
8:30 AM	8:45 AM	3	2	16	1	4	4	4	0	3	38	6	0	3	31	2	0
8:45 AM	9:00 AM	6	2	10	1	3	2	8	0	5	44	3	0	2	38	2	0
AM Peak Hour Volumes		**22**	**20**	**66**	**0**	**26**	**17**	**27**	**3**	**22**	**269**	**25**	**3**	**22**	**205**	**3**	**0**
% of Total Traffic		3.0%	2.7%	9.1%		3.6%	2.3%	3.7%		3.0%	36.9%	3.4%		3.0%	28.1%	0.4%	
% Directional			14.8%				9.6%	**Intersection**			43.3%				31.6%		
AM Peak Hour Factor			*0.84*				*0.80*	0.83			*0.85*				*0.80*		

Begin Time	End Time	Eastbound (Blake Rd.)				Westbound (Blake Rd.)				Northbound (98th St.)				Southbound (98th St.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	1	5	10	0	7	5	14	0	22	56	4	0	13	92	2	0
4:15 PM	4:30 PM	1	5	6	0	10	7	9	0	19	68	10	0	11	90	3	0
4:30 PM	4:45 PM	5	3	8	0	12	12	12	0	16	66	3	0	13	69	7	0
4:45 PM	5:00 PM	5	2	10	0	13	7	16	0	15	96	8	0	13	84	6	0
5:00 PM	5:15 PM	6	8	13	0	23	4	7	0	11	71	7	0	17	80	8	0
5:15 PM	5:30 PM	4	2	11	0	14	8	17	0	12	70	3	0	20	93	9	0
5:30 PM	5:45 PM	3	9	7	0	17	6	14	0	11	75	3	0	15	91	7	0
5:45 PM	6:00 PM	0	4	7	0	5	0	6	0	8	31	1	0	10	35	3	0
PM Peak Hour Volumes		**18**	**21**	**41**	**0**	**67**	**25**	**54**	**0**	**49**	**312**	**21**	**0**	**65**	**348**	**30**	**0**
% of Total Traffic		1.7%	2.0%	3.9%		6.4%	2.4%	5.1%		4.7%	29.7%	2.0%		6.2%	33.1%	2.9%	
% Directional			7.6%				13.9%	**Intersection**			36.3%				42.2%		
PM Peak Hour Factor			*0.74*				*0.94*	0.96			*0.80*				*0.91*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Gun Club Rd.**

N-S Street: **Grace Vigil (Karrol St.)**

Signalized

Speed Limit (Gun Club Rd.)= **30** MPH

Speed Limit (Grace Vigil)= **30** MPH

4/3/18

Begin	End	Eastbound (Gun Club Rd.)				Westbound (Gun Club Rd.)				Northbound (Grace Vigil)				Southbound (Grace Vigil)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	0	4	0	0	1	0	2	0	0	2	7	0	3	3	0	0
7:15 AM	7:30 AM	1	3	0	0	2	1	2	0	0	3	6	0	2	4	0	0
7:30 AM	7:45 AM	2	5	0	0	2	1	4	0	0	1	7	0	3	3	0	0
7:45 AM	8:00 AM	0	3	0	0	1	1	1	0	0	1	3	0	4	3	0	0
8:00 AM	8:15 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~	~~1~~	~~3~~	~~0~~	~~0~~	~~4~~	~~4~~	~~0~~	~~1~~	~~0~~	~~0~~	~~0~~
8:15 AM	8:30 AM	~~1~~	~~6~~	~~0~~	~~0~~	~~2~~	~~1~~	~~5~~	~~0~~	~~0~~	~~3~~	~~3~~	~~0~~	~~5~~	~~2~~	~~0~~	~~0~~
8:30 AM	8:45 AM	~~0~~	~~1~~	~~0~~	~~0~~	~~3~~	~~1~~	~~5~~	~~0~~	~~0~~	~~2~~	~~3~~	~~0~~	~~2~~	~~0~~	~~1~~	~~0~~
8:45 AM	9:00 AM	~~0~~	~~1~~	~~0~~	~~0~~	~~2~~	~~3~~	~~2~~	~~0~~	~~0~~	~~1~~	~~3~~	~~0~~	~~0~~	~~1~~	~~0~~	~~0~~
AM Peak Hour Volumes		3	15	0	0	6	3	9	0	0	7	23	0	12	13	0	0
% of Total Traffic		3.3%	16.5%	0.0%		6.6%	3.3%	9.9%		0.0%	7.7%	25.3%		13.2%	14.3%	0.0%	
% Directional			19.8%				19.8%	**Intersection**			33.0%				27.5%		
AM Peak Hour Factor			*0.64*				*0.64*	0.81			*0.83*				*0.89*		

Begin	End	Eastbound (Gun Club Rd.)				Westbound (Gun Club Rd.)				Northbound (Grace Vigil)				Southbound (Grace Vigil)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	~~1~~	~~1~~	~~0~~	~~0~~	~~6~~	~~6~~	~~9~~	~~0~~	~~0~~	~~2~~	~~1~~	~~0~~	~~5~~	~~5~~	~~1~~	~~0~~
4:15 PM	4:30 PM	~~1~~	~~5~~	~~0~~	~~0~~	~~2~~	~~5~~	~~2~~	~~0~~	~~0~~	~~1~~	~~1~~	~~0~~	~~6~~	~~2~~	~~1~~	~~0~~
4:30 PM	4:45 PM	1	2	0	0	4	3	9	0	0	2	4	0	2	2	1	0
4:45 PM	5:00 PM	1	3	0	0	3	0	8	0	0	2	2	0	6	1	1	0
5:00 PM	5:15 PM	0	1	0	0	9	6	5	0	0	1	3	0	4	1	1	0
5:15 PM	5:30 PM	0	3	0	0	7	1	9	0	0	4	2	0	3	3	2	0
5:30 PM	5:45 PM	~~1~~	~~1~~	~~0~~	~~0~~	~~8~~	~~2~~	~~6~~	~~0~~	~~0~~	~~2~~	~~2~~	~~0~~	~~1~~	~~3~~	~~0~~	~~0~~
5:45 PM	6:00 PM	~~0~~	~~2~~	~~0~~	~~0~~	~~5~~	~~5~~	~~5~~	~~0~~	~~0~~	~~0~~	~~2~~	~~0~~	~~7~~	~~2~~	~~1~~	~~0~~
PM Peak Hour Volumes		2	9	0	0	23	10	31	0	0	9	11	0	15	7	5	0
% of Total Traffic		1.6%	7.4%	0.0%		18.9%	8.2%	25.4%		0.0%	7.4%	9.0%		12.3%	5.7%	4.1%	
% Directional			9.0%				52.5%	**Intersection**			16.4%				22.1%		
PM Peak Hour Factor			*0.69*				*0.80*	0.90			*0.83*				*0.84*		

Traffic Count Data Sheet

Year Counts Taken: **2018**

E-W Street: **Don Felipe Rd.**

N-S Street: **Coors Bd.**

Speed Limit (Don Felipe Rd.)= **25** MPH

Speed Limit (Coors Bd.)= **55** MPH

Unsignalized

7/11/18

Begin Time	End Time	Eastbound (Don Felipe Rd.)				Westbound (Don Felipe Rd.)				Northbound (Coors Bd.)				Southbound (Coors Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	~~7~~	~~1~~	~~1~~	~~0~~	~~1~~	~~0~~	~~13~~	~~0~~	~~0~~	~~116~~	~~4~~	~~0~~	~~7~~	~~86~~	~~1~~	~~0~~
7:15 AM	7:30 AM	3	0	1	0	3	0	14	0	0	164	2	0	6	89	0	0
7:30 AM	7:45 AM	6	1	1	0	2	1	14	0	0	153	2	0	8	121	4	1
7:45 AM	8:00 AM	6	1	1	0	2	0	20	0	0	131	10	0	18	140	1	0
8:00 AM	8:15 AM	2	0	0	0	6	0	22	0	0	118	2	0	10	99	1	0
8:15 AM	8:30 AM	~~4~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~9~~	~~0~~	~~0~~	~~111~~	~~1~~	~~0~~	~~11~~	~~89~~	~~1~~	~~0~~
8:30 AM	8:45 AM	~~3~~	~~1~~	~~1~~	~~0~~	~~0~~	~~0~~	~~13~~	~~0~~	~~0~~	~~123~~	~~4~~	~~0~~	~~12~~	~~92~~	~~2~~	~~0~~
8:45 AM	9:00 AM	~~4~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~11~~	~~0~~	~~0~~	~~99~~	~~1~~	~~0~~	~~6~~	~~107~~	~~1~~	~~0~~
AM Peak Hour Volumes		17	2	3	0	13	1	70	0	0	566	16	0	42	449	6	1
% of Total Traffic		1.4%	0.2%	0.3%		1.1%	0.1%	5.9%		0.0%	47.8%	1.4%		3.5%	37.9%	0.5%	
% Directional			1.9%				7.1%	Intersection			49.1%				41.9%		
AM Peak Hour Factor			*0.69*				*0.75*	0.90			*0.88*				*0.78*		

Begin Time	End Time	Eastbound (Don Felipe Rd.)				Westbound (Don Felipe Rd.)				Northbound (Coors Bd.)				Southbound (Coors Bd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	3	0	1	0	2	3	5	0	0	184	2	0	5	185	7	0
4:15 PM	4:30 PM	0	0	2	0	2	1	6	0	2	156	0	0	9	178	7	0
4:30 PM	4:45 PM	2	1	0	0	1	1	6	0	2	130	1	0	9	149	7	0
4:45 PM	5:00 PM	4	0	1	0	3	1	7	0	2	148	3	0	11	162	8	0
5:00 PM	5:15 PM	~~4~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~13~~	~~0~~	~~1~~	~~159~~	~~1~~	~~0~~	~~21~~	~~148~~	~~2~~	~~0~~
5:15 PM	5:30 PM	~~4~~	~~1~~	~~1~~	~~0~~	~~2~~	~~0~~	~~7~~	~~0~~	~~0~~	~~138~~	~~1~~	~~0~~	~~15~~	~~146~~	~~9~~	~~0~~
5:30 PM	5:45 PM	~~5~~	~~0~~	~~0~~	~~0~~	~~1~~	~~1~~	~~11~~	~~0~~	~~2~~	~~131~~	~~0~~	~~0~~	~~12~~	~~134~~	~~9~~	~~0~~
5:45 PM	6:00 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~0~~	~~15~~	~~0~~	~~0~~	~~3~~	~~20~~	~~1~~	~~0~~
PM Peak Hour Volumes		9	1	4	0	8	6	24	0	6	618	6	0	34	674	29	0
% of Total Traffic		0.6%	0.1%	0.3%		0.6%	0.4%	1.7%		0.4%	43.6%	0.4%		2.4%	47.5%	2.0%	
% Directional			1.0%				2.7%	Intersection			44.4%				51.9%		
PM Peak Hour Factor			*0.70*				*0.86*	0.89			*0.85*				*0.94*		

ASC3 COORDINATION PLAN DATA

Gun club & Coors

COORDINATOR OPTIONS (MM 3-1)

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

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6,3		
CYCLE	120s	STD (COS)	111
OFFSET VAL	30%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-W	SB	E-N	WB	S-E	NB	W-S	EB
SPLITS	12	39	17	32	16	35	12	37

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

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7,2		
CYCLE	100s	STD (COS)	131
OFFSET VAL	61%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-W	SB	E-N	WB	S-E	NB	W-S	EB
SPLITS	12	37	15	36	16	33	12	39

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

ASC3 COORDINATION PLAN DATA

8/24/2019 6:56 PM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8,1		
CYCLE	110s	STD (COS)	251
OFFSET VAL	0%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-W	SB	E-N	WB	S-E	NB	W-S	EB
SPLITS	12	41	15	32	12	41	12	35

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

CLOCK / CALENDAR DATA (MM 5-1)

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

ACTION PLAN 21 (MM 5-2)

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

ACTION PLAN 23

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

ACTION PLAN 25

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

ACTION PLAN 100

ASC3 COORDINATION PLAN DATA

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

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	23	9:00
2	100	18:30
3	0	00:00

DAY PLAN/EVENT 2

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

DAY PLAN/EVENT 3

EVENT	ACTION PLAN	START TIME
1	23	8:00
2	100	19:30
3	0	00:00

SCHEDULE NUMBER 1 (MM 5-4)

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

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2											
DAY PLAN NO	2	CLEAR ALL FIELDS										
SELECT ALL MONTHS						DOW		DOM				
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					

ASC3 COORDINATION PLAN DATA

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

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3
DAY PLAN NO	3

CLEAR ALL FIELDS

SELECT ALL MONTHS DOW DOM

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

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

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

NOTES:

4-3-18 Coord sheet created.

ASC3 COORDINATION PLAN DATA

Rio Bravo - Dennis Chavez & Coors

COORDINATOR OPTIONS (MM 3-1)

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

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6,3		
CYCLE	120s	STD (COS)	111
OFFSET VAL	83%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-W	SB	E-N	WB	S-E	NB	W-S	EB
SPLITS	22	28	15	35	24	26	15	35

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

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7,2		
CYCLE	100s	STD (COS)	131
OFFSET VAL	62%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-W	SB	E-N	WB	S-E	NB	W-S	EB
SPLITS	18	34	12	36	19	33	12	36

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

ASC3 COORDINATION PLAN DATA

8/24/2019 7:02 PM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8,1		
CYCLE	110s	STD (COS)	251
OFFSET VAL	0%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	N-W	SB	E-N	WB	S-E	NB	W-S	EB
SPLITS	22	32	12	34	19	35	14	32

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

CLOCK / CALENDAR DATA (MM 5-1)

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

ACTION PLAN 21 (MM 5-2)

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

ACTION PLAN 23

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

ACTION PLAN 25

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

ACTION PLAN 100

ASC3 COORDINATION PLAN DATA

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

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	23	9:00
2	100	18:30:00 PM
3	0	00:00

DAY PLAN/EVENT 2

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

DAY PLAN/EVENT 3

EVENT	ACTION PLAN	START TIME
1	23	8:00
2	100	19:30
3	0	00:00

SCHEDULE NUMBER 1 (MM 5-4)

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

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2											
DAY PLAN NO	2	CLEAR ALL FIELDS										
SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					

ASC3 COORDINATION PLAN DATA

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

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3
DAY PLAN NO	3

CLEAR ALL FIELDS

SELECT ALL MONTHS DOW DOM

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

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

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

NOTES:

2/28/2018 Coord sheet created. A.F.

ASC3 COORDINATION PLAN DATA

8/24/2019 7:02 PM

431 - Unser Blvd & Blake Rd

COORDINATOR OPTIONS (MM 3-1)

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

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	0-1		
CYCLE	120s	STD (COS)	111
OFFSET VAL	78%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS	20	24	12	44	12	32	13	43

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

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	0-3		
CYCLE	110s	STD (COS)	131
OFFSET VAL	94%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS	15	28	12	45	11	32	12	45

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

ASC3 COORDINATION PLAN DATA

8/24/2019 7:02 PM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	0-5		
CYCLE	130s	STD (COS)	151
OFFSET VAL	62%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS	20	24	11	45	12	32	11	45

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

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW		CURRENT TOD
ENA ACTION PLAN	0		
SYNC REF TIME	03:30	SYNC REF	REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE	NO
TIME RESET INPUT SET TIME		3:30:00	

ACTION PLAN 21 (MM 5-2)

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

ACTION PLAN 23

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

ACTION PLAN 25

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

ASC3 COORDINATION PLAN DATA

ACTION PLAN 100

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

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	23	10:00
2	100	18:00
3	0	00:00

DAY PLAN/EVENT 2

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

DAY PLAN/EVENT 3

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

SCHEDULE NUMBER 1 (MM 5-4)

SCHEDULE NUMBER	1	
DAY PLAN NO	1	CLEAR ALL FIELDS

SELECT ALL MONTHS DOW DOM

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

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

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

ASC3 COORDINATION PLAN DATA

8/24/2019 7:02 PM

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2	
DAY PLAN NO	2	CLEAR ALL FIELDS

SELECT ALL MONTHS — DOW — DOM

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

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

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

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3	
DAY PLAN NO	3	CLEAR ALL FIELDS

SELECT ALL MONTHS — DOW — DOM

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

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

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

NOTES:

1. January 2010 - New Coordination - Lee Engineering
2. Cycle lengths and offsets changed for cooridor, 9/25/14
3. New Coordination Patterns implemented 05-24-2017, Lee Engineering.

ASC3 COORDINATION PLAN DATA

434 - Dennis Chavez Blvd & 118th St

COORDINATOR OPTIONS (MM 3-1)

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

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	0-1		
CYCLE	110s	STD (COS)	111
OFFSET VAL	23%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB		SB
SPLITS	26	29	11	34	11	44		45

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

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	0-3		
CYCLE	110s	STD (COS)	131
OFFSET VAL	8%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	2
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB		SB
SPLITS	18	37	11	34	11	44		45

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

ASC3 COORDINATION PLAN DATA

8/24/2019 7:03 PM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	0-5		
CYCLE	110s	STD (COS)	151
OFFSET VAL	0%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB		SB
SPLITS	18	37	11	34	12	43		45

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

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW		CURRENT TOD
ENA ACTION PLAN	0		
SYNC REF TIME	03:30	SYNC REF	REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE	NO
TIME RESET INPUT SET TIME		3:30:00	

ACTION PLAN 21 (MM 5-2)

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

ACTION PLAN 23

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

ACTION PLAN 25

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

ASC3 COORDINATION PLAN DATA

DIMMING ENABLE	NO

ACTION PLAN 100

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

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	100	10:00
2	100	20:00
3	0	00:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	21	6:00
2	100	9:00
3	100	14:15
3	25	16:15
3	100	19:00
5	100	22:00
6	0	00:00
7	0	00:00

DAY PLAN/EVENT 3

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

SCHEDULE NUMBER 1 (MM 5-4)

SCHEDULE NUMBER	1	
DAY PLAN NO	1	CLEAR ALL FIELDS

SELECT ALL MONTHS DOW DOM

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

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

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

ASC3 COORDINATION PLAN DATA

8/24/2019 7:03 PM

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2	
DAY PLAN NO	2	CLEAR ALL FIELDS

SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	X	X	X	X	X	.					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3	
DAY PLAN NO	3	CLEAR ALL FIELDS

SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	.	.	.	.	.	X					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

NOTES:

1. Coordination sheet updated to ASC3 form 10-2016.
2. New Coordination Patterns implemented 11-2016, Lee Engineering.
3. New offset for midday implemented 01-11-2017, Lee Engineering.
4. Running signal free during day and weekends. 3-13-18

ASC3 COORDINATION PLAN DATA

8/24/2019 7:04 PM

433 - Dennis Chavez Blvd & 98th St

COORDINATOR OPTIONS (MM 3-1)

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

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	0-1		
CYCLE	110s	STD (COS)	111
OFFSET VAL	33%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS		63			14	49		37

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

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	0-3		
CYCLE	55s	STD (COS)	131
OFFSET VAL	22%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS		63			18	45		37

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

ASC3 COORDINATION PLAN DATA

8/24/2019 7:04 PM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	0-5		
CYCLE	110s	STD (COS)	151
OFFSET VAL	7%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS		64			12	52		36

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

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW		CURRENT TOD
ENA ACTION PLAN	0		
SYNC REF TIME	03:30	SYNC REF	REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE	NO
TIME RESET INPUT SET TIME		3:30:00	

ACTION PLAN 21 (MM 5-2)

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

ACTION PLAN 23

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

ACTION PLAN 25

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

ASC3 COORDINATION PLAN DATA

DIMMING ENABLE	NO

ACTION PLAN 100

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

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	23	10:00
2	100	20:00
3	0	00:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	21	6:00
2	23	9:00
3	25	14:00
4	23	19:00
5	100	22:00
6	0	00:00
7	0	00:00

DAY PLAN/EVENT 3

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

SCHEDULE NUMBER 1 (MM 5-4)

SCHEDULE NUMBER	1	
DAY PLAN NO	1	CLEAR ALL FIELDS

SELECT ALL MONTHS DOW DOM

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

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

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

ASC3 COORDINATION PLAN DATA

8/24/2019 7:04 PM

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2	
DAY PLAN NO	2	CLEAR ALL FIELDS

SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	X	X	X	X	X	.					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3	
DAY PLAN NO	3	CLEAR ALL FIELDS

SELECT ALL MONTHS					DOW		DOM					
MONTH	J	F	M	A	M	J	J	A	S	O	N	D
	X	X	X	X	X	X	X	X	X	X	X	X
DAY(DOW)	SUN	MON	TUE	WED	THU	FRI	SAT					
	.	.	.	.	.	.	X					
DAY(DOM)	1	2	3	4	5	6	7	8	9	10	11	
	X	X	X	X	X	X	X	X	X	X	X	
	12	13	14	15	16	17	18	19	20	21	22	
	X	X	X	X	X	X	X	X	X	X	X	
	23	24	25	26	27	28	29	30	31			
	X	X	X	X	X	X	X	X	X			

NOTES:

1. Coordination sheet updated to ASC3 form 10-2016.
2. New Coordination Patterns implemented 11-2016, Lee Engineering.
3. New Coordination Patterns for midday implemented 01-11-2017, Lee Engineering.

ASC3 COORDINATION PLAN DATA

8/24/2019 7:05 PM

131 - Dennis Chavez Blvd & Unser Blvd

COORDINATOR OPTIONS (MM 3-1)

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

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	0-1		
CYCLE	110s	STD (COS)	111
OFFSET VAL	18%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS				64		36	13	51

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

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	0-3		
CYCLE	55s	STD (COS)	131
OFFSET VAL	73%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS				61		39	18	43

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

ASC3 COORDINATION PLAN DATA

8/24/2019 7:05 PM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	0-5		
CYCLE	110s	STD (COS)	151
OFFSET VAL	71%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS				63		37	12	51

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

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW		CURRENT TOD
ENA ACTION PLAN	0		
SYNC REF TIME	03:30	SYNC REF	REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE	NO
TIME RESET INPUT SET TIME		3:30:00	

ACTION PLAN 21 (MM 5-2)

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

ACTION PLAN 23

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

ACTION PLAN 25

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

ASC3 COORDINATION PLAN DATA

DIMMING ENABLE	NO

ACTION PLAN 100

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

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	23	10:00
2	100	20:00
3	0	00:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	21	6:00
2	23	9:00
3	25	14:00
4	23	19:00
5	100	22:00
6	0	00:00
7	0	00:00

DAY PLAN/EVENT 3

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

SCHEDULE NUMBER 1 (MM 5-4)

SCHEDULE NUMBER	1	
DAY PLAN NO	1	CLEAR ALL FIELDS

SELECT ALL MONTHS DOW DOM

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

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

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

ASC3 COORDINATION PLAN DATA

8/24/2019 7:05 PM

SCHEDULE NUMBER 2

SCHEDULE NUMBER	2	
DAY PLAN NO	2	CLEAR ALL FIELDS

SELECT ALL MONTHS — DOW — DOM

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

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

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

SCHEDULE NUMBER 3

SCHEDULE NUMBER	3	
DAY PLAN NO	3	CLEAR ALL FIELDS

SELECT ALL MONTHS — DOW — DOM

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

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

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

NOTES:

1. Coordination sheet updated to ASC3 form 10-2016.
2. New Coordination Patterns implemented 11-2016, Lee Engineering.
3. New Coordination Patterns for midday implemented 01-11-2017, Lee Engineering.

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Terry Brown

MEETING DATE: June 28, 2018

ATTENDEES: Consultant Team; COA Transportation Development Review; NMDOT; Bernalillo County

PROJECT: Ceja Vista, Zone Atlas # P-09

REQUESTED CITY ACTION: ___ Zone Change ___ Site Development Plan

_X_ Subdivision ___ Building Permit ___ Sector Plan ___ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION: The first phase of a 430 acre development to include 240 apartments and 260 active senior living units south of NM 500 (Dennis Chavez Blvd.), between 98th and Unser.

SCOPE OF REPORT:
The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 10th Edition.
   Local data may be used for certain land use types as determined by staff.
   Consultant to provide.

2. Appropriate study area:
   Signalized Intersections;
   a. NM 500 / 98th St.
   b. NM 500 / Unser Blvd.
   c. NM 500 / 118th St.
   d. NM 500 / Coors Blvd.(NM 45)
   e. Coors Blvd. / Gun Club Rd.
   f. Unser Blvd. / Blake Rd.

   Unsignalized Intersections;
   a. 98th St. / Blake Rd.
   b. 98th St. / Gibson Blvd.
   c. NM 500 / Condershire Dr. (Meade Ave.)
   d. Grace Vigil Rd. / Gun Club Rd.
   e. Coors Blvd / Don Felipe

   Driveway Intersections: all site drives, driveways to high school and middle school and driveway at Coors Blvd and Rio Bravo Square.

3. Intersection turning movement counts
   Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
   Consultant to provide for all intersections listed above.
   Counts on NM 500, 98th St., and Unser during school year.

4. Type of intersection progression and factors to be used.

Type III arrival type (see "2010 Highway Capacity Manual" or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.

City Wide - residential, office or industrial;
3 mile radius – commercial;
Interstate or to be determined by consultant - motel/hotel
APS district boundary mapping for each school and bus routes

6. Basis for trip distribution.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Residential - $Ts = (Tt) (Se / D) / (Se / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Se = Subarea Employment
D = Distance from Development to Subarea

Office/Industrial - $Ts = (Tt) (Sp / D) / (Sp / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population
D = Distance from Development to Subarea

Commercial -
$Ts = (Tt) (Sp) / (Sp)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population

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

8. Method of intersection capacity analysis - planning or operational (see "2010 Highway Capacity Manual" or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   Implementation Year:

9. Traffic conditions for analysis:
   a. Existing analysis _x_ yes __ no - year 2018
   b. Phase implementation year(s) without proposed development – 2022
   c. Phase implementation year(s) with proposed development – 2022

d. Project completion year without proposed development – 2032
e. Project completion year with proposed development – 2032
f. Other –

10. Background traffic growth.
    Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

11. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. Project – Location (Implementation Year)

12. Items to be included in the study:
    a. Intersection analysis.
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
    c. Arterial LOS analysis;
    d. Recommended street, intersection and signal improvements.
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
    f. Transportation system impacts.
    g. Other mitigating measures.
    h. Accident analyses __ yes _X_ no; Location(s):
    i. Weaving analyses __ yes _X_ no; Location(s):

13. Other:

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
   a. 1 paper copy
   b. 1 digital copy
2. Submittal Fee – $1300 for up to 3 reviews

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3933.

_____ _____
Ernest Armijo, P.E. Date
Senior Engineer for
Transportation Development Section

via: email
C: TIS Task Force Attendees, file